
EXISTING CONDITIONS REPORT REVISION

Route 5 Corridor Study

City of Meriden
Town of Wallingford

PREPARED FOR

South Central Regional Council of
Governments (SCRCOG)

City of Meriden

Town of Wallingford

PREPARED BY



100 Great Meadow Road
Suite 200
Wethersfield, CT 06109
860.807.4300

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*Items listed in bold indicate updated information



1

Introduction

The Route 5 Corridor Study is an initiative of the South Central Regional Council of Governments (SCRCOG) on behalf of the City of Meriden and Town of Wallingford. The purpose of the study is to evaluate existing conditions within the study area and develop a comprehensive plan to guide future investment in transportation improvements along the corridor. This study was prepared as an update to a previous corridor study¹ along Route 5, which was prepared by URS Corporation and published in June 2006.

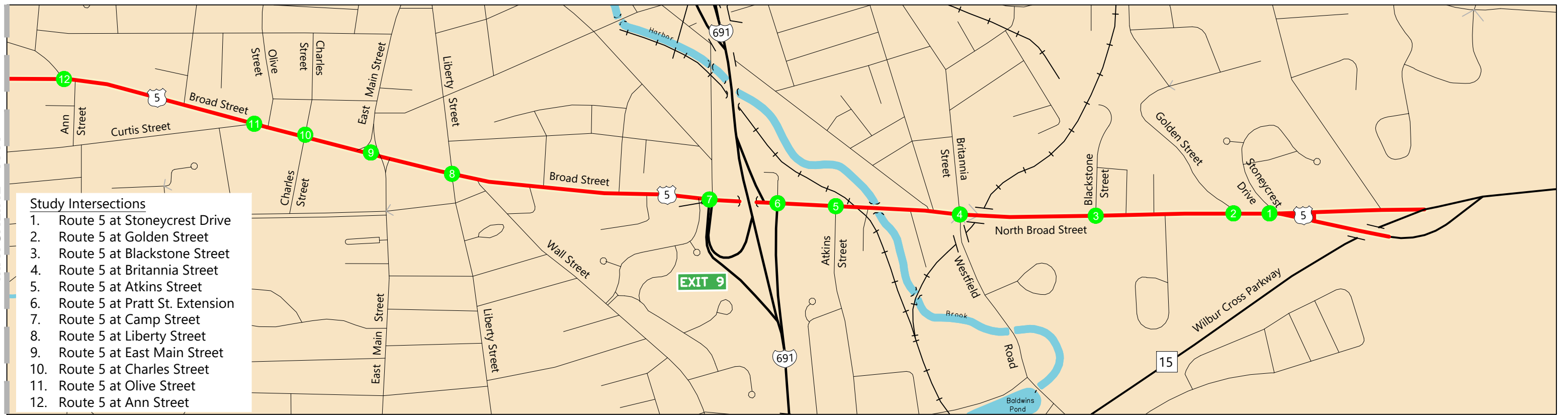
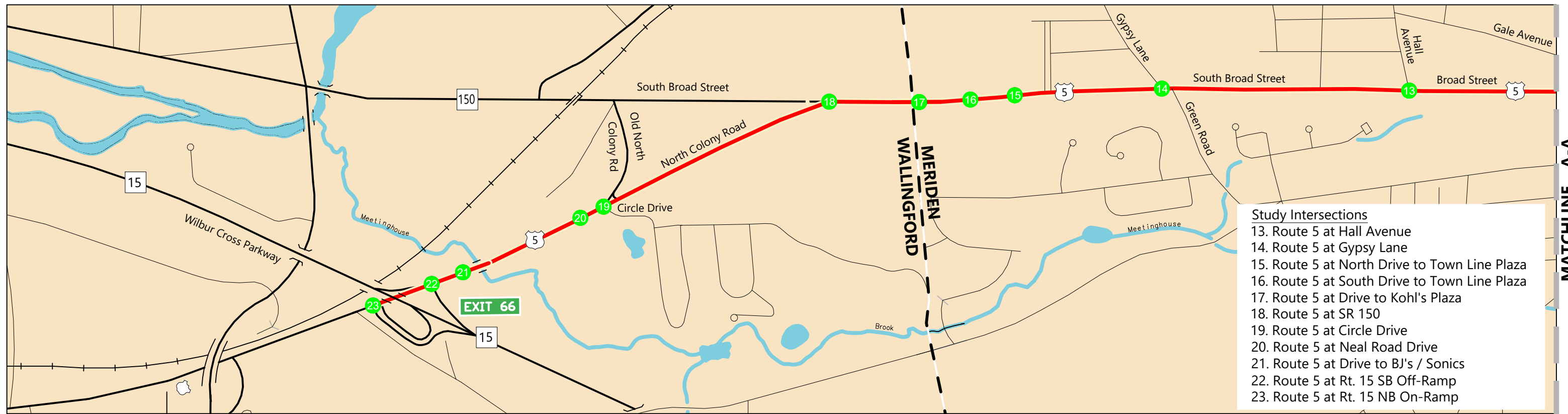
This document presents a summary of the existing conditions investigation. Evaluation of future conditions will be completed under the next phase.

1.1 Study Area

The project study area consists of an approximately five-mile segment of the US Route 5 corridor within the City of Meriden and the Town of Wallingford. The southern limit of the study area begins at the Wilbur Cross Parkway (Route 15) interchange in Wallingford and extends approximately five miles to the north, ending at Stoneycrest Drive in Meriden.

The project study area includes 22 signalized intersections. These 22 signalized intersections, in addition to one unsignalized intersection, were chosen as study intersections to be investigated in greater detail. The limits of the project study area and the study intersections are identified on Figure 1-1.

¹ U.S. Route 5 Planning / Preliminary Design Study, prepared by URS Corporation, dated June 2006



LEGEND

- # Study Intersection
- Study Corridor



Study Intersections
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 1-1

1.2 Study Team

The study team includes representatives from the City of Meriden, Town of Wallingford, SCRCOG, Connecticut Department of Transportation (CTDOT), and the consultant team. The consulting team is led by VHB as the prime consultant, with VN Engineers as a subconsultant assisting with public outreach.

1.3 Study Process

A comprehensive transportation planning study requires a well-defined structure and process. The Route 5 Corridor Study is comprised of the following six tasks:

- **Task 1: Project Management** – Work closely with SCRCOG, the City of Meriden, and Town of Wallingford staff throughout the duration of the project to set and oversee schedule, deliverables, community engagement, and project decisions.
- **Task 2: Community Involvement** – A community involvement program will be conducted at three different levels (public, committee, and institutional) throughout the study in order to provide the opportunity for both broad public outreach and more in-depth stakeholder participation.
- **Task 3: Data Collection and Assessment of Existing Conditions** – Collect data and evaluate the current transportation system, land use, and natural resources in the study area.
- **Task 4: Assessment of Future Conditions** – Forecast future travel conditions in the study area based upon projected travel trends and potential development of vacant parcels to identify future operational issues.
- **Task 5: Plan Recommendations** – Develop transportation improvement alternatives suitable for future implementation that meet the stated goals and objectives. Transportation improvements may include capital projects, policy changes, or general strategies to improve the overall transportation system.
- **Task 6: Final Study Report** – The Final Study Report will provide a comprehensive transportation improvements plan and a summary of the work tasks conducted throughout the study.

1.4 Previous Corridor Study (2006)

A previous corridor study with a similar study area as this current study was prepared by URS Corporation and published in June 2006 by the South Central Regional Council of Governments (SCRCOG). This previous study discussed existing transportation and land use conditions, assessed historical traffic capacity and safety improvements, and recommended short-term and long-term improvements along the study corridor of Route 5 from North Street in Wallingford to Gale Avenue/Ann Street in Meriden.

Most of the recommended improvements from the 2006 corridor study have not been implemented. However, the following improvements associated with the development of the BJ's Wholesale Club have been constructed since the previous corridor study was completed:

- “Widen the southbound exit ramp from Route 15 to provide a four-lane ramp section resulting in an additional right turn lane oriented to northbound US 5;
- Widen US 5 between the southbound Route 15 ramp and the Neal Road intersection to provide a five- to six-lane roadway section, with dedicated turn lanes at major signalized intersections;
- Install a new traffic signal at the new BJ's driveway, opposite a relocated main driveway to the Yankee Silversmith Inn...”

2

Existing Conditions

This chapter summarizes the tasks associated with the evaluation of the current transportation system, land use, and natural resources in the study area.

2.1 Roadway Network

This section includes an evaluation of the physical roadway conditions in the study area. This information is intended to identify current transportation design issues and was based on multiple field visits and a review of available record plans and reports.

2.1.1 Roadway Geometrics & Classification

US Route 5 is a state owned and maintained roadway that is classified by CTDOT as a minor arterial within the study area. US Route 5 through Wallingford and Meriden was originally constructed and put into service in 1926, likely as a two-lane roadway with a nominal width of approximately 20-feet. Between New Haven and Enfield, Route 5 was designated a “strategic highway” by the U.S. Department of War during the early 1940’s and was reconstructed to include wider pavement, shoulders, and minimum clearances.

The existing pavement width along Route 5 varies within the study limits from approximately 32-feet (at the northern end of the study area) up to 92-feet (at the intersection with Neal Road/Home Depot driveway). North of I-691, Route 5 provides one through lane in each direction with left-turn lanes provided at major intersections. From I-691 to the south, the cross section of Route 5 varies between one to three through lanes in each direction, with auxiliary turning lanes provided at major intersections and commercial driveways. The cross section varies due to spot widenings that have been constructed over the years in an

attempt to alleviate traffic congestion attributable to permitted land developments. These “hourglass” widenings provide poor lane continuity from one signalized intersection to the next and require motorists to constantly be aware of changing lane assignments, pavement widths, and merging maneuvers.

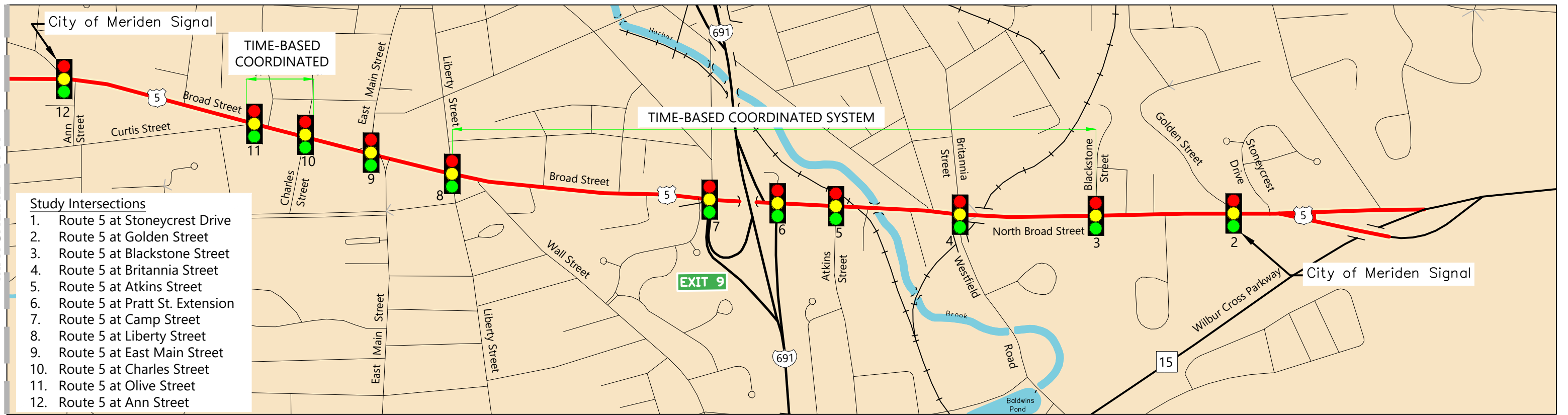
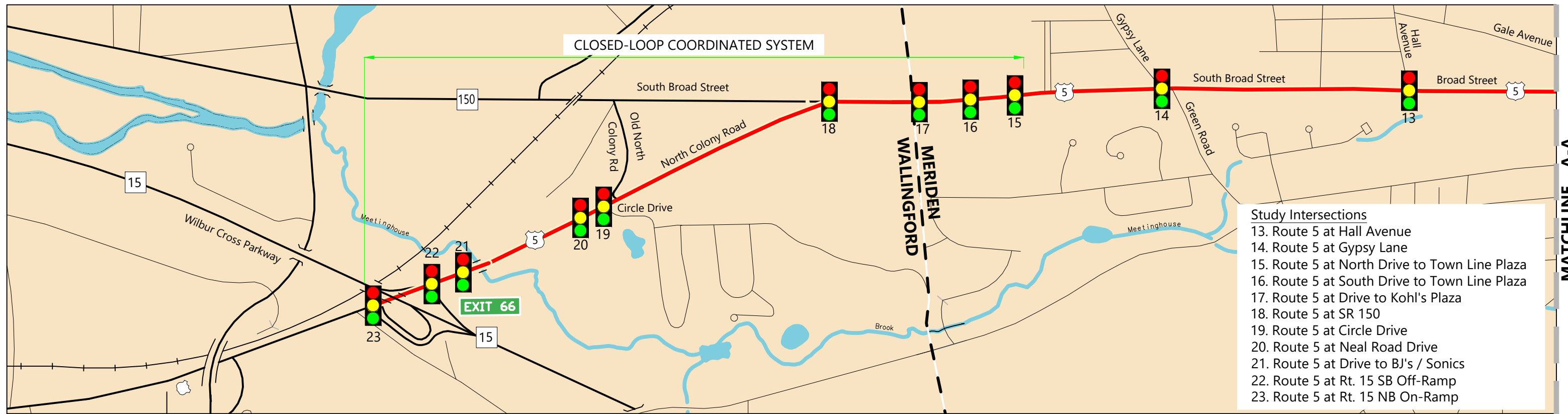
The posted speed limit along Route is 35 MPH at the northern end of the study area down to Gypsy Lane, 40 MPH between Gypsy Lane to Neal Road, and back to 35 MPH south of Neal Road.

2.1.2 Traffic Control Signal System

There are 22 signalized intersections along the Route 5 corridor within the study area. 20 of these signalized intersections are owned and maintained by the State, and the other two (Route 5 at Golden Street / Edison Middle School and Route 5 at Ann Street / Gale Avenue) are owned and maintained by the City of Meriden.

Nine of the signalized intersections operate as part of a closed-loop coordinated system, and eight intersections operate as part of time-based coordinated systems owned and operated by CTDOT. The remaining signalized intersections in the study area are not coordinated.

Figure 2-1 identifies the signalized intersections and coordinated systems within the study area.



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- # Intersection Number
- Study Corridor
- 🚦 Signalized Intersection*

*All signalized intersections are owned and maintained by the state, except as noted.



Signalized Intersections
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 2-1

2.2 Traffic Volumes

To identify current traffic flow characteristics along the study corridors, historical traffic data collected by CTDOT was reviewed and supplemented by the collection of additional traffic data in April 2019. The traffic data reviewed in this study includes daily and peak hour traffic volumes, vehicle speeds and composition, travel times, and pedestrian volumes. The following section summarizes this traffic data collection process and documents the results.

2.2.1 Daily Traffic Volumes

Automatic Traffic Recorders (ATRs) were installed at five key locations along the Route 5 corridor to collect data on traffic volumes and speeds by direction over a minimum 48-hour period. Figure 2-2 identifies the approximate ATR count locations and the average daily traffic in both directions at each. Table 2-1 provides a more detailed summary of the daily and peak hour traffic volume data collected from each ATR count.

**Table 2-1
2019 Existing Weekday Average Daily Traffic Volume Summary**

Location	Weekday ADT ¹	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Vehicles Per Hour	Dir. Dist. ²	"K" ³ Factor	Vehicles Per Hour	Dir. Dist.	"K" Factor
Route 5, south of Wilbur Cross Parkway	27,900	1,609	51% NB	5.77%	2,242	55% NB	8.04%
Route 5, near Hall Avenue	13,300	743	56% SB	5.59%	1,028	56% NB	7.73%
Route 5, south of East Main Street	14,800	865	60% NB	5.84%	1,068	61% NB	7.22%
Route 5, south of I-691 Ramps	13,700	821	52% SB	5.99%	1,016	54% SB	7.42%
Route 5, south of Berlin Turnpike	9,200	609	58% NB	6.62%	739	63% SB	8.03%

Source: ATR counts conducted by VHB in April 2019.

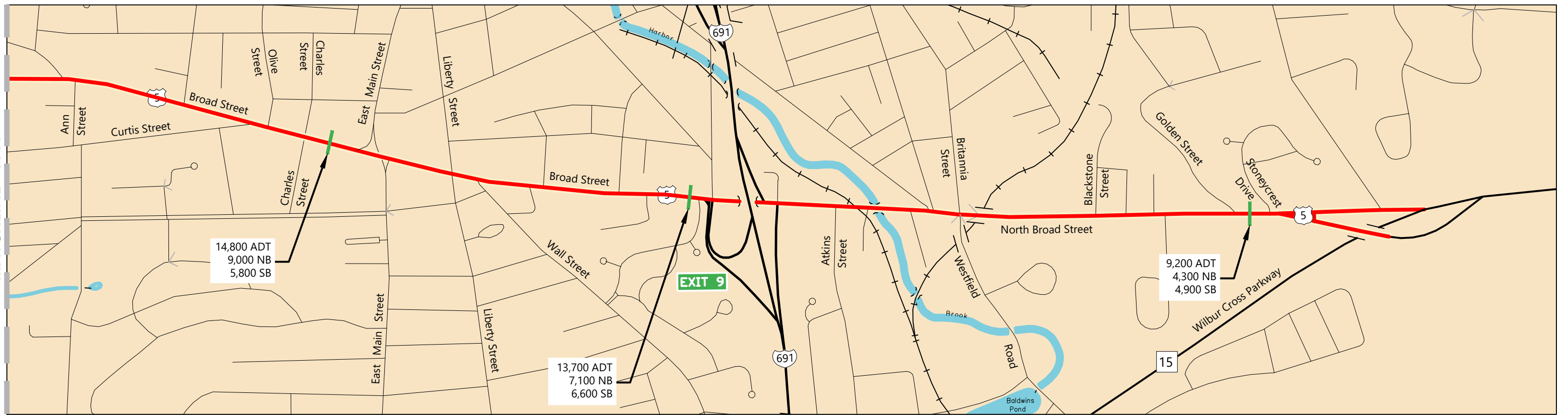
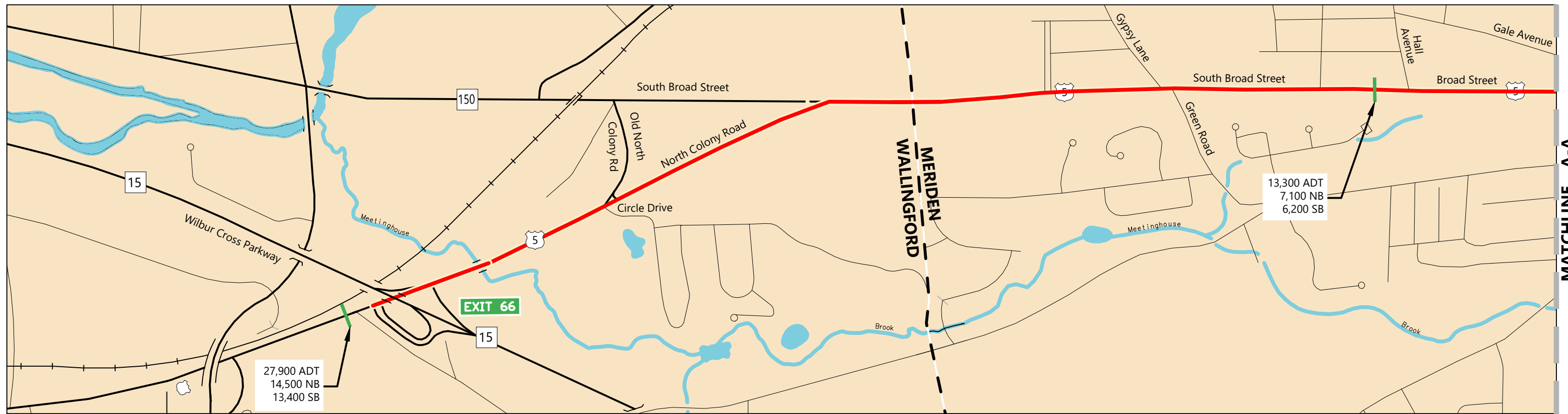
1 ADT = Average Daily Traffic

2 Directional distribution

3 "K" factor is the percentage of total daily traffic occurring during the peak hour

As shown in the table above, the highest traffic volumes recorded in the study area were located on Route 5 south of the Route 15 ramps, with an ADT of 27,900 vehicles per day. The daily traffic volumes decrease north of the Route 15 ramps, where the ADT along Route 5 from Hall Avenue to the I-691 ramps ranged between 13,300 to 14,800 vehicles per day. Daily traffic volumes along Route 5 decrease further to 9,200 vehicles per day at the northern end of the study area.

Approximately 5-7% of the daily traffic volumes along Route 5 corridor occur during the weekday morning peak hour, and 7-8% of the daily traffic volumes occur during the weekday evening peak hour.



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- Automatic Traffic Recorder Count Location
- Study Corridor



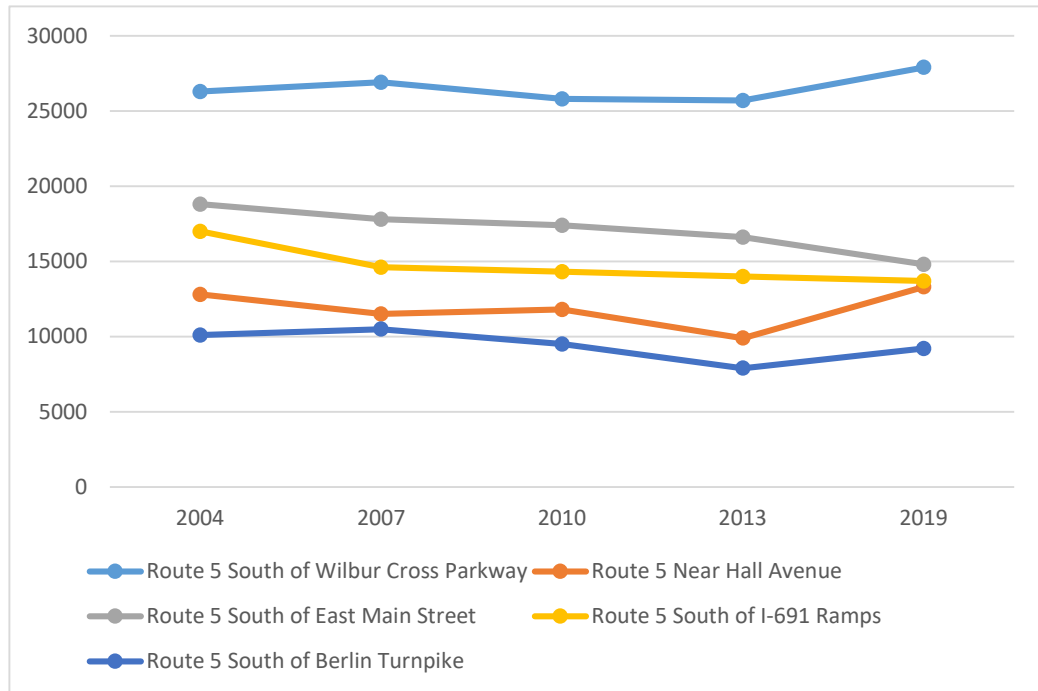
2019-Daily Traffic Volumes
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 2-2

Daily traffic volumes have also been collected by CTDOT along the Route 5 corridor as part of an ongoing statewide traffic counting program, which collects traffic volume data at various locations along State Routes every three years, beginning in 2004. This historical traffic data was reviewed and compared to the ATR data collected by VHB to evaluate changes in traffic patterns in the study area. For this comparison, VHB selected five CTDOT counts that were collected at similar locations as the recent ATR counts collected by VHB.

Figure 2-3 shows the change in traffic volumes over time for each of these five count locations. As shown in this figure, daily traffic volumes along Route 5 near East Main Street and the I-691 ramps have decreased since 2004. However, daily traffic volumes at the three other count stations have fluctuated since 2004 without showing a consistent trend.

Figure 2-3 – Route 5 Historical Average Daily Traffic



Source: 2004 – 2013 data obtained from CTDOT; 2019 data obtained from ATR counts conducted by VHB

2.2.2 Peak Hour Traffic Volumes

While the daily traffic data provides an overview of the level of traffic demand along the study corridors, a key focus of this study was to evaluate the capability of the study intersections in accommodating the traffic demands placed upon them during the peak traffic periods. As such, manual turning movement counts (TMCs) were conducted at the 23 study intersections along the Route 5 corridor to collect peak hour traffic data. The TMCs were conducted between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on various weekdays (non-holiday) in April 2019.

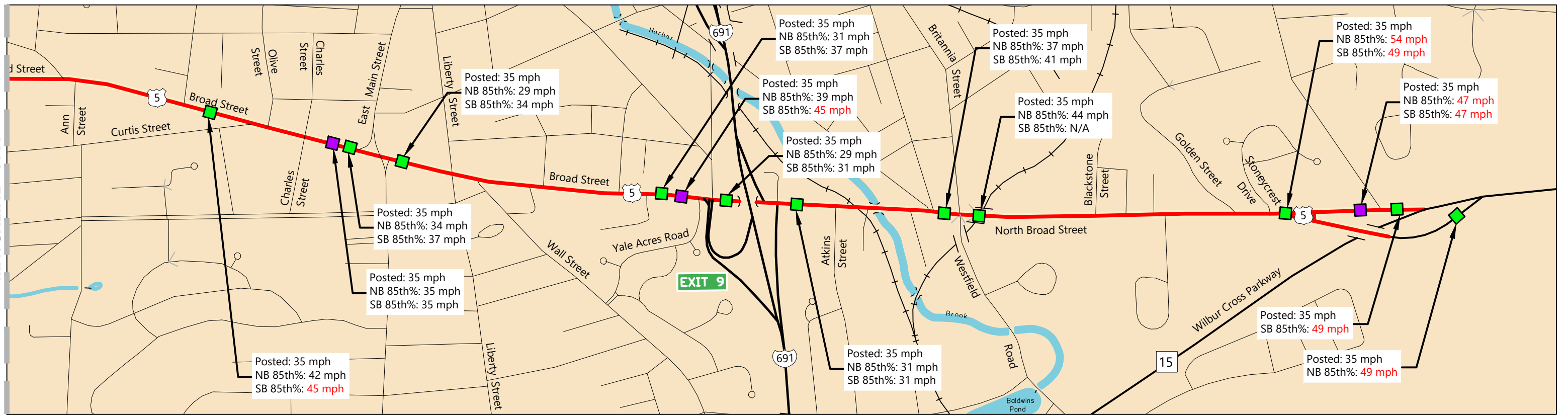
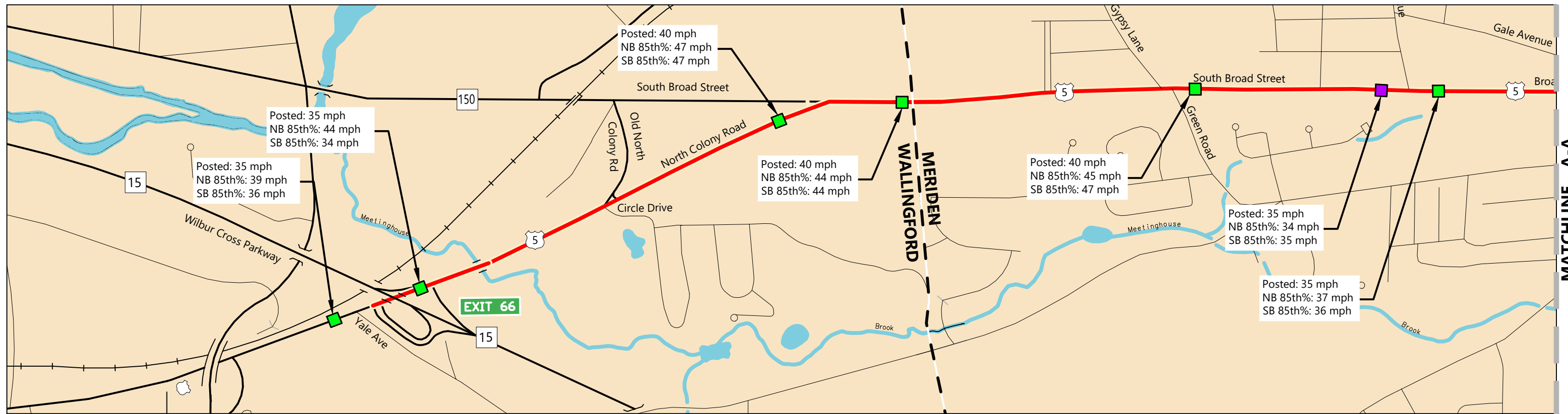
The CTDOT Bureau of Policy and Planning used this existing traffic count data to forecast 2020 peak hour traffic volumes, which were used in the capacity analyses discussed in a subsequent section of this document. The 2020 peak hour traffic volume networks provided by CTDOT are included in the Appendix.

2.3 Vehicle Speeds

Vehicle speed data at numerous mid-block locations along the Route 5 corridor were compiled from speed surveys conducted by CTDOT in April 2019 through August 2019 and the Automatic Traffic Recorder (ATR) counts collected by VHB in April 2019.

The vehicle speed data is summarized in Table 2-2 and Figure 2-4. The table and figure each show the average speed and 85th percentile speed in each travel direction. The 85th percentile speed is the speed at which 85-percent of vehicles travel at or below, and transportation agencies typically use it to establish speed limits. The table is organized by location of each speed data collection site along the corridor from south to north.

For most of the corridor, the 85th percentile speeds vary between the posted speed limit and ten miles per hour above the posted speed limit. However, 85th percentile speeds at the northern end of the corridor, beginning at Stoneycrest Drive, exceed ten miles per hour above the posted speed limit. The locations where the 85th percentile speeds are greater than or equal to ten miles per hour above the posted speed limit are highlighted in Table 2-2.



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Speed Data Collection Locations

- Speed data collected by CTDOT (2019)
- Speed data collected by VHB (April 2019)
- Study Corridor

Red Text 85th percentile speed exceeds posted speed limit by more than 10 mph.



Vehicle Speed Observations
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 2-4

Table 2-2
Vehicle Speed Summary

Location	Posted Speed Limit (mph)	Northbound		Southbound	
		Average Speed (mph)	85 th % Speed (mph)	Average Speed (mph)	85 th % Speed (mph)
Wallingford					
US Route 5, south of Yale Avenue ¹	35	33	39	28	36
US Route 5, south of Route 15 SB Off Ramp (Exit 66) ¹	35	36	44	29	34
US Route 5, south of Route 150 (northern junction) ¹	40	40	47	41	47
Meriden					
US Route 5, at Wallingford Town Line ¹	40	37	44	39	44
US Route 5, north of Green Road ¹	40	40	45	40	47
US Route 5, south of Hall Avenue, ²	35	30	34	32	35
US Route 5, north of Hall Avenue ¹	35	32	37	27	36
US Route 5, south of Curtis Street ¹	35	36	42	39	45
US Route 5, south of East Main Street, ²	35	28	35	23	35
US Route 5, south of East Main Street ¹	35	29	34	31	37
US Route 5, north of East Main Street ¹	35	22	29	26	34
US Route 5, south of Yale Acres Road ¹	35	24	31	33	37
US Route 5, south of I-691 Ramps, ²	35	33	39	39	45
US Route 5, north of I-691 Eastbound Off Ramp (Exit 8) ¹	35	26	29	24	31
US Route 5, north of I-691 Westbound Off Ramp (Exit 8) ¹	35	25	31	25	31
US Route 5, south of Westfield Road ¹	35	31	37	33	41
US Route 5, north of Westfield Road ¹	35	38	44	Data not provided	
US Route 5, north of Stoneycrest Drive ¹	35	47	54	41	49
US Route 5, south of Berlin Turnpike, ²	35	43	47	40	47
Route 15, southbound Off Ramp to US 5 ¹	35	-	-	41	49
Route 15, northbound On Ramp from US 5 ¹	35	42	47	-	-

¹ Speed data collected by CTDOT in April 2019 through August 2019.

² Speed data obtained from ATR counts conducted by VHB in April 2019.

Shaded cells indicate 85th percentile speeds greater than or equal to 10 mph above the posted speed limit.

2.4 Traffic Operations

Capacity analyses were conducted to evaluate traffic operations at the study intersections during the weekday morning and weekday evening peak traffic periods based on the 2020 traffic volume networks provided by CTDOT. The following section summarizes the methods of capacity analyses used in this study and documents the results.

2.4.1 Capacity Analysis Methodology

The capacity analyses were conducted using industry standard Synchro™ software (Version 10), based on the evaluation criteria contained in the 2000 Highway Capacity Manual² (HCM). The HCM 2000 methodology was used instead of HCM 2010 or HCM 6th Edition due to limitations in these newer HCM methodologies that would preclude analysis of some study intersections. For instance, the HCM 2010 and HCM 6th Edition methodologies do not support analysis of intersections with non-NEMA phasing, more than four approaches, or clustered intersections.

Capacity analyses results are reported using a variety of performance measures, including “Level of Service” (LOS), Volume-to-Capacity (v/c) ratio, and queue length. These performance measures are described below.

Level-of-Service (LOS)

The level of service designation is based on the average control delay experienced by a vehicle traveling through the intersection. Similar to a report card, LOS designations are letter based, ranging from A to F, with LOS A representing the best operating condition (lowest vehicle delays) and LOS F representing the worst operating condition (highest vehicle delays). LOS D or better conditions are typically considered to be acceptable during the peak hours, while LOS E or F conditions are typically considered to be overly congested. In some instances, however, LOS E or F conditions may be deemed tolerable, provided that the lengthy delays do not lead to other, more serious conditions, such as increases in crash frequency.

LOS is assigned differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection, and the LOS can be reported for individual turning movements, approaches, or for the intersection as a whole. For unsignalized intersections with stop-control on the side street approaches, the analysis assumes that through and right-turning movements on the main street are unimpeded by side street traffic. As such, LOS is reported only for left-turns from the main street and for all movements from the side street; the overall intersection LOS is not reported. Additionally, the delay values for each range are slightly longer for signalized intersections than unsignalized intersections. This is based on the presumption that the public will be more patient at signalized intersections where they are guaranteed entry into the intersection in a reasonable amount of time.

² Highway Capacity Manual 2000; Transportation Research Board, National Research Council, Washington, DC (2000).

Volume-to-Capacity (v/c)

Volume-to-Capacity (v/c) can be reported for individual lane groups or for the intersection as a whole. Volume-to-Capacity is a ratio comparing the volume of vehicles proceeding through an intersection (or lane group) with the capacity of the intersection (or lane group) to accommodate that volume. A v/c ratio of 1.0 indicates an intersection operating at its capacity.

Queue Length

Vehicle queues are the expected length of vehicles waiting at an intersection. This report documents the 50th percentile and 95th percentile vehicle queue lengths in feet. The 50th percentile queue represents the maximum vehicle queue length that is expected to occur during a signal cycle under typical (median) traffic flow rates during the peak period analyzed. The 95th percentile queue represents the maximum vehicle queue length that is expected to be exceeded only during the 5-percent of signal cycles (two or three times per hour) in the peak hour with the heaviest traffic flow. The 95th percentile queue is generally considered the maximum vehicle queue for design purposes.

2.4.2 Capacity Analysis Results

The overall intersection LOS during the weekday morning and evening peak traffic periods at each study intersection is shown on Figure 2-5. A more detailed summary of the capacity analysis results, including delays, level of service, v/c ratios, and vehicle queues lengths at each intersection, is included in the Appendix.

The capacity analyses indicate that four intersections within the study area currently operate with an overall LOS E or F during the peak periods. The capacity analysis results at these intersections, which experience the most congested traffic conditions, are discussed below.

4) Route 5 at Britannia Street & Westfield Road

- The overall intersection operates at LOS F during both the weekday morning and evening peak periods.
- During the weekday morning peak traffic period, the eastbound, westbound, and southbound approaches operate at LOS F. Vehicle queues along these approaches exceed storage capacity.
- During the weekday evening peak traffic period, the westbound, northbound, and southbound approaches operate at LOS F. Vehicle queues exceed capacity on each approach, and queues in the northbound left-turn lane interrupt the flow of through traffic on Route 5.

7) Route 5 at Camp Street & I-691 Eastbound Ramps

- The overall intersection operates at LOS F with excessive delays and vehicle queues during the weekday morning and evening peak traffic periods.

- During the weekday morning peak traffic period, the eastbound left-turning and westbound right-turning movements operate at LOS E. The northbound through and southbound left-turning movements operate at LOS F.
- During the weekday evening peak traffic period, the eastbound approach operates at LOS E. The westbound and northbound approaches in addition to the southbound left-turning movement operate at LOS F.
- Excessive vehicle queues are identified on multiple approaches at this intersection during the weekday morning and evening peak periods. Vehicle queues in the southbound left-turn lane exceed the available storage capacity and interrupt the flow of through traffic on Route 5. Queues on the westbound I-691 ramps approach exceed the storage capacity of the right-turn lane and backup close to I-691. Additionally, excessive vehicle queuing occurs on the northbound approach, which blocks access to the left-turn lane.

9) Route 5 at East Main Street

- The overall intersection operates at LOS D during the weekday morning peak period and LOS F during the weekday evening peak period.
- During the weekday morning peak period, the eastbound, westbound, and southbound through movements operate at LOS E.
- During the weekday evening peak period, the westbound and northbound through movements operate at LOS E. The eastbound and southbound through movements, as well as the northbound left-turning movement, operate at LOS F. Vehicle queues in the northbound left-turning lane and the southbound through/right lane exceed capacity.

12) Route 5 at Gale Avenue & Ann Street

- The overall intersection operates at LOS C during the weekday morning peak period and LOS F during the weekday evening peak period.
- During the weekday morning peak period, all turning movements operate at LOS C or better conditions.
- During the weekday evening peak period, the northbound and southbound approaches operate at LOS F with excessive delays and vehicle queues. However, this intersection is relatively isolated, so the vehicle queues do not backup into any nearby signalized intersections.

The remaining study intersections currently operate with overall LOS D or better conditions during the peak period. However, LOS E or F conditions were identified for individual turning movements at an additional nine intersections. The study intersections with individual turning movements experiencing LOS E or F conditions are identified below.

2) Route 5 at Golden Street & Edison Middle School Driveway

- During the morning peak period, the westbound left-turning movement operates at LOS F.
- During the evening peak period, the southbound approach operates at LOS E.
- Based on field observations, this intersection was operating pre-timed during the afternoon peak traffic period, which may have been due to malfunctioning vehicle loop detectors. Restoring vehicle detection and operating this intersection as fully-actuated would significantly improve operating conditions.
- It should be noted that the weekday evening analysis was based on the peak traffic period of the surrounding roadway between 4pm to 6pm. Therefore, the weekday evening analysis does not include the afternoon peak of school traffic during dismissal times.

8) Route 5 at Liberty Street

- During the evening peak period, the eastbound, northbound, and southbound approaches operate at LOS E. Excessive vehicle queues occur in both directions on Route 5. The northbound queue occasionally reaches the signalized intersection with East Main Street, located approximately 675-feet to the south.

14) Route 5 at Gypsy Lane & Green Road

- During the weekday evening peak period, the eastbound and northbound approaches, in addition to the westbound through/left movement, operate at LOS E. Excessive vehicle queues along the northbound approach exceed capacity.

16) Route 5 at South Driveways to Townline Square and Silver Hill Business Center

- During the evening peak period, the westbound left-turn/through lane operates at LOS F. Vehicles queues on this westbound approach occasionally backup to the roundabout in the Townline Square plaza, which is located approximately 250-feet east of Route 5.

17) Route 5 at Driveway to Kohl's Plaza

- During the evening peak period, the westbound left-turn/through lane operates at LOS F.

19) Route 5 at Route 71 & Circle Drive

- During the weekday morning peak period, the eastbound Route 71 approach operates at LOS F. However, there is sufficient storage on this approach to accommodate vehicle queues.

20) Route 5 at Home Depot Drive & Neal Road

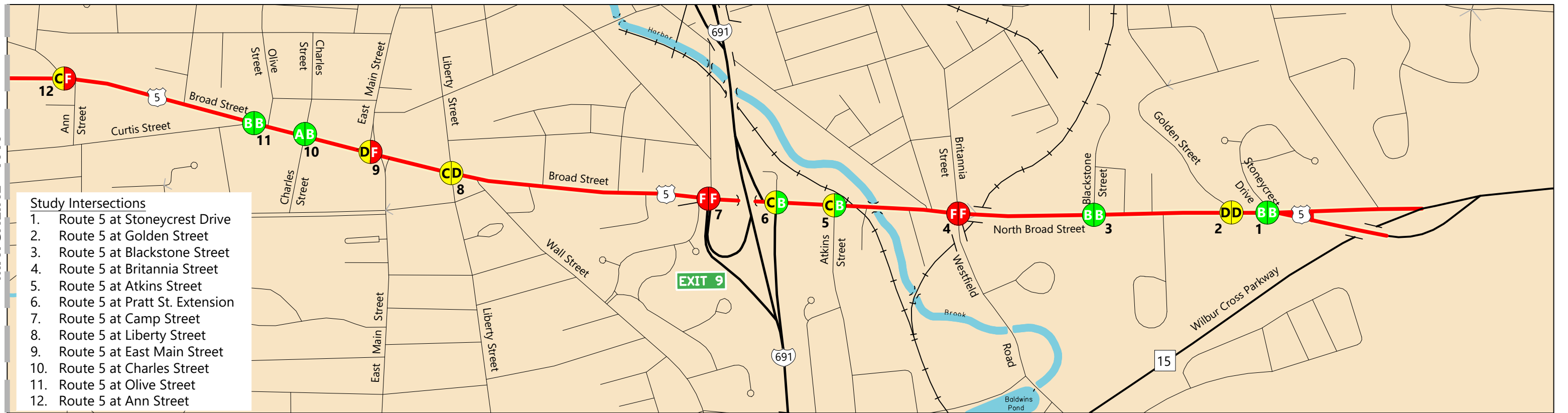
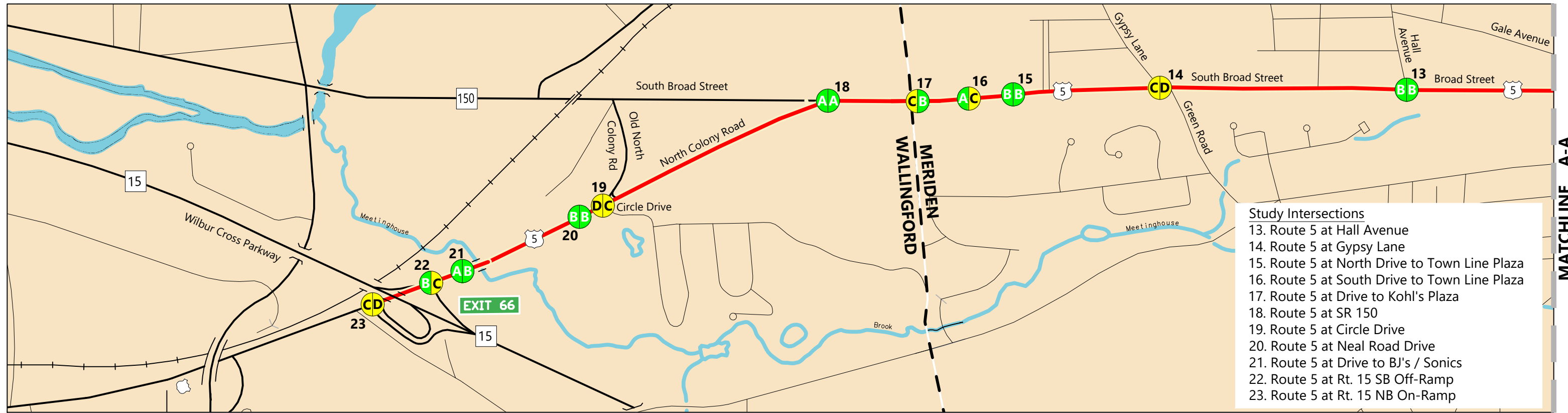
- During the weekday evening peak period, the northbound left-turning movement operates at LOS E. Vehicle queues do not exceed the available capacity in any turn lanes.

22) Route 5 at Route 15 Southbound Off-Ramp

- During the weekday evening peak period, the westbound right-turning movement operates at LOS E, and the northbound left-turning movement operates at LOS F. Vehicle queues on the westbound Route 15 off-ramp occasionally extend beyond the storage of the four-lane section, but do not exceed the storage capacity of the off-ramp. Vehicle queues in the northbound left-turning lane exceed storage capacity.
- An unsignalized park-and-ride driveway is located approximately 135-feet south of the Route 15 Southbound off-ramp. The northbound stop bar on Route 5 is located south of this unsignalized driveway to prevent queues from the signal from blocking this driveway. The presence of this unsignalized driveway within the limits of a congested signalized intersection causes additional conflicts between turning vehicles and negatively impacts traffic operations.

23) Route 5 at Route 15 Northbound Ramps

- The overall intersection operates at LOS C during the weekday morning peak period and LOS D during the weekday evening peak period. However, the overall intersection level of service at this intersection is somewhat misleading, since it is a clustered intersection operating on the same controller as Yale Avenue. This operation allows motorists traveling northbound or southbound on Route 5 to pass through both intersections on the same phase. As a result, these vehicles traveling between each intersection essentially experience zero seconds delay, which skews the overall average delays lower. Although the overall LOS is D or better, individual turning movements experience longer delays, as described below.
- During the weekday morning peak period, the westbound left-turning movement from the Route 15 ramp operates at LOS F.
- During the weekday evening peak period, the westbound left-turning movement operates at LOS F, and the southbound left-turning movement operates at LOS E. Vehicle queues on the westbound Route 15 off-ramp extend beyond the storage of the two-lane section, but do not exceed the storage capacity of the off-ramp. Vehicle queues in the southbound left-turn lane exceed the storage capacity.



LEGEND

Intersection Number

Level of Service (LOS)*

— Study Corridor

● PM Peak Hour
● AM Peak Hour

● LOS A/B ● LOS C/D ● LOS E/F



Existing Intersection Level of Service
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 2-5

2.5 Updated Crash Analysis

In order to assess safety conditions within the study area, collision data was collected from the University of Connecticut, Connecticut Crash Data Repository (CTCDR) for the most recent three-year period available, from January 2016 to December 2019. It should be noted that only collisions that result in death, injury, or property damage in excess of \$1,000 are required to be reported. The collision data was reviewed for the entire Route 5 corridor within the project study area, with particular focus given to the study area intersections.

According to this data, 1,062 crashes were reported in the study area during the four-year analysis period. The type and severity of all collisions recorded along Route 5 within the study area are summarized in Table 2-3 and Table 2-4, respectively.

Table 2-3
Route 5 Updated Collision Types

Type of Collision	2016	2017	2018	2019	Total Collisions	Percent
Rear End	152	118	134	114	518	48.8%
Angle	80	56	81	70	287	27.0%
Fixed Object	8	9	8	8	33	3.1%
Sideswipe, Same Dir.	48	31	38	42	159	15.0%
Animal	0	2	0	1	3	0.3%
Head On	1	2	2	6	11	1.0%
Sideswipe, Opposite Dir.	6	6	2	2	16	1.5%
Bicycle	0	1	1	0	2	0.2%
Pedestrian	3	2	3	5	13	1.2%
Other	2	1	1	2	6	0.6%
Not Applicable	3	1	2	3	9	0.8%
Unknown	0	1	1	1	3	0.3%
Rear to Side	0	1	0	1	2	0.2%
Total	303	231	273	255	1062	100%

Source: UConn Connecticut Crash Data Repository

As indicated in the table above, just under half (48.8%) of the collisions reported within the study area were rear-end collisions. The next most common collision types were angle (27.0%), sideswipe same direction (15.0%), fixed object (3.1%), sideswipe opposite direction (1.5%), and pedestrian (1.2 %). The various other collision types each accounted for less than 1% of the total collisions reported in the study area.

Table 2-4
Route 5 Updated Collision Severity

Type of Collision	2016	2017	2018	2019	Total Collisions	Percent
Property Damage Only	214	170	196	189	769	72.4%
Injury	88	60	77	66	291	27.4%
Fatal	1	1	0	0	2	0.2%
Total	303	231	273	255	1062	100%

Source: UConn Connecticut Crash Data Repository

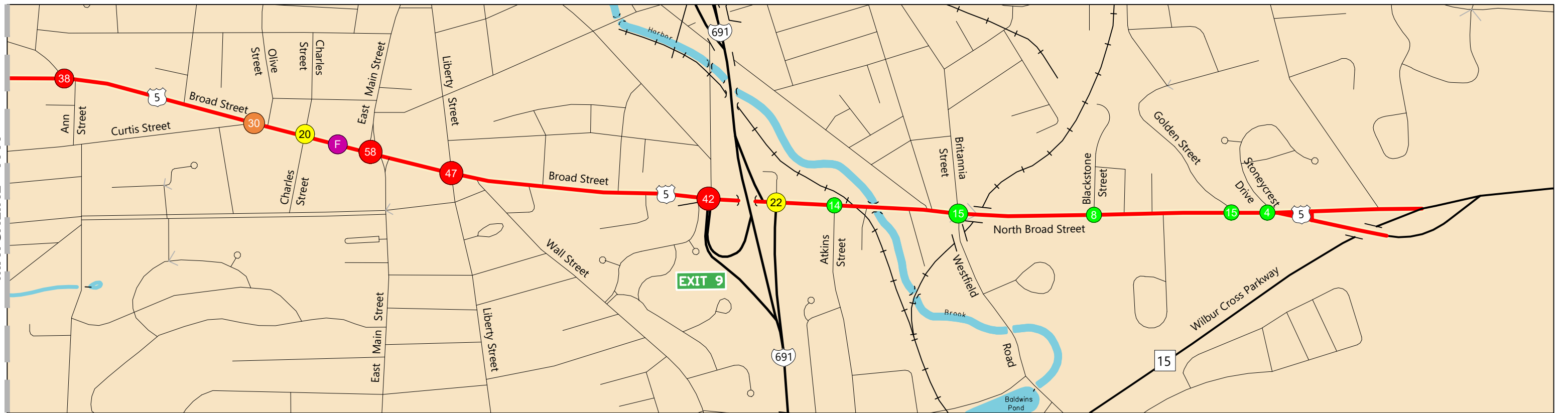
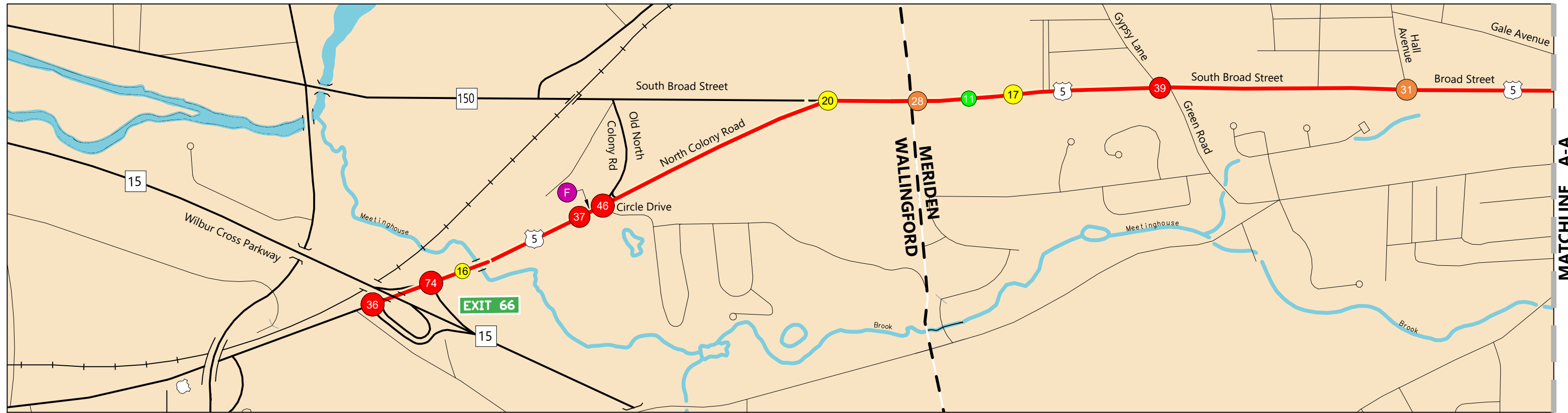
72.4% of the reported collisions resulted in property damage only, an injury or suspected injury was reported in 27.4% of the collisions, and two fatal collisions (0.2%) were reported during the four-year analysis period.

One of the fatal collisions involved a vehicle traveling northbound on Route 5 colliding with a pedestrian crossing Route 5 south of East Main Street. The other fatal collision involved a motorcycle traveling at excessive speed driving off the road and colliding with a utility pole along Route 5 north of Neal Road.

The number of collisions reported at each of the 23 study intersections is depicted on Figure 2-6. As shown on this figure, the following three intersections experienced the greatest number of reported crashes during the four-year analysis period:

- Route 5 at Route 15 Southbound Ramps (74 crashes)
- Route 5 at East Main Street (58 crashes)
- Route 5 at Route 71 (Old North Colony Road) & Circle Drive (46 crashes)

Collisions diagrams for each of these three intersections are depicted on Figure 2-7, 2-8, and 2-9.



LEGEND

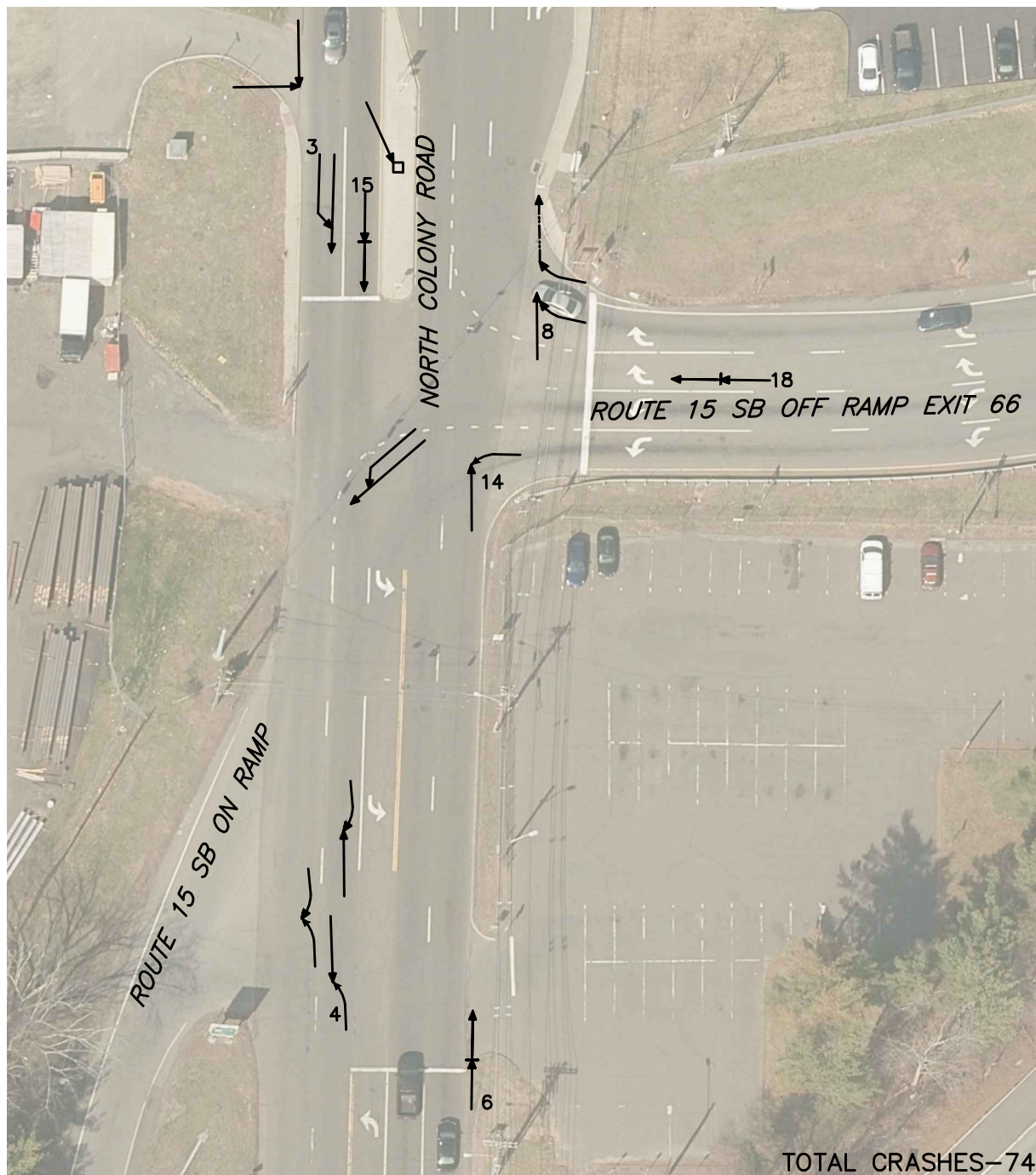
Number of Crashes Per Intersection

- # 0 - 15
- ## 16 - 25
- ## 26 - 35
- ## 36+
- F Approx. Location of Fatal Collision



Crash History (2016-2019)
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 2-6



SYMBOLS

- ← MOVING VEHICLE
- ↩ TURNING VEHICLE
- ←←← BACKING VEHICLE
- - - PEDESTRIAN
- · - · BICYCLE
- ▨ PARKED VEHICLE
- FIXED OBJECT

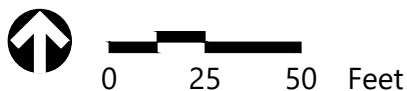
TYPES OF COLLISION

- ←←← REAR END
- ←→ HEAD ON
- ←↘ SIDE SWIPE
- ←∞ OUT OF CONTROL
- ←↪ LEFT TURN
- ↗ ANGLE

SOURCE:
UNIVERSITY OF CONNECTICUT, CONNECTICUT CRASH DATA REPOSITORY (CTCDR).
CRASH DATA DATES FROM JANUARY 2016 THROUGH DECEMBER 2019.



Figure 2-7



Collision Diagram
Route 5 (North Colony Road) at Route 15 SB Off Ramp
Route 5 Corridor Study
Meriden & Wallingford, CT



SYMBOLS	
	MOVING VEHICLE
	TURNING VEHICLE
	BACKING VEHICLE
	PEDESTRIAN
	BICYCLE
	PARKED VEHICLE
	FIXED OBJECT

TYPES OF COLLISION	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	LEFT TURN
	ANGLE

SOURCE:
UNIVERSITY OF CONNECTICUT, CONNECTICUT CRASH DATA REPOSITORY (CTCDR).
CRASH DATA DATES FROM JANUARY 2016 THROUGH DECEMBER 2019.



Figure 2-8

Collision Diagram
Route 5 (Broad Street) at East Main St.
Route 5 Corridor Study
Meriden & Wallingford, CT



OTHER-2

TOTAL COLLISIONS-48

SYMBOLS

- ← MOVING VEHICLE
- ↪ TURNING VEHICLE
- ←→ BACKING VEHICLE
- - - PEDESTRIAN
- ⋯ BICYCLE
- ▭ PARKED VEHICLE
- FIXED OBJECT

TYPES OF COLLISION

- ←→ REAR END
- ←→ HEAD ON
- ←↪ SIDE SWIPE
- ←○○○○ OUT OF CONTROL
- ←↪ LEFT TURN
- ↪ ANGLE

SOURCE:
UNIVERSITY OF CONNECTICUT, CONNECTICUT CRASH DATA REPOSITORY (CTCDR).
CRASH DATA DATES FROM JANUARY 2016 THROUGH DECEMBER 2019.



0 25 50 Feet

Figure 2-9

Collision Diagram
Route 5 (North Colony Road) at Circle Drive
Route 5 Corridor Study
Meriden & Wallingford, CT

2.6 Active Transportation

The existing pedestrian, bicycle, and transit facilities along the segment of Route 5 under study were investigated to identify current conditions and issues. The corridor segment in Wallingford largely serves a suburban commercial region, and the segment in Meriden serves a mix of suburban commercial, residential, and institutional uses. The current infrastructure facilities, land use and development along the study roadway prioritize private automobile transportation, which makes walking, biking, and use of transit unappealing. While the corridor does not operate as a system that fully supports multimodal transportation, sidewalks and ramps, crosswalks, pedestrian signals, and a CT Transit bus route are provided along most sections of the roadway.

2.6.1 Pedestrian and Bicycle Facilities

Figure 2-10 illustrates where pedestrian and bicycle facilities are located along the study corridor. There are no exclusive bike facilities along the corridor; sidewalks act as shared-use paths for pedestrians and bicyclists. In the section below, these facilities are described in order of location, starting at the southernmost point (the Route 5 at Route 15 interchange) and ending at the northernmost point (Route 5 at Stoneycrest Drive).

Route 15 Interchange to Route 71/Old North Colony Road/Circle Drive

- At the southern end of the corridor, an approximately 100-foot stretch of sidewalk is provided along the east side of the Route 5-Route 15 underpass. Sidewalks do not begin for another 400-feet north, although a footpath was observed to be treaded in the grass along the road, indicating walking activity and the demand for pedestrian facilities.
- From this location to the intersection of Route 5 and Route 71/Old North Colony Road/Circle Drive, five- to six-foot wide sidewalks are provided on both the east and west sides of the roadway, but with occasional gaps. In locations where there are gaps, pedestrians must walk on the grass next to the roadway. These sections are not accessible to pedestrians with wheelchairs, strollers, and other devices.
- Crosswalks and pedestrian signalization are not provided within this corridor segment despite having sidewalks. This includes the intersection of Route 5 with the Route 15 southbound off-ramp, the BJ's and Sonic driveways, Neal Road and Home Depot driveway, and Route 71/Old North Colony Road and Circle Drive. The lack of pedestrian facilities at these intersections make it challenging for pedestrians to cross. These conditions, noting the high vehicle speeds that exist along the corridor, create a very uncomfortable pedestrian environment.

Route 71/Old North Colony Road/Circle Drive to Wallingford-Meriden Town Line

- No pedestrian facilities are provided.

Wallingford-Meriden Town Line to Hall Avenue

- Five- to six-foot sidewalks are provided more frequently on the east side of the corridor with occasional gaps. The west side of the corridor has longer sidewalk gaps.
- Crosswalks are provided for the southern and eastern approaches at the two signalized intersections of Route 5 with the Town Line Plaza driveways. Push buttons and pedestrian signals are provided at the southern driveway intersection, but push buttons indicating “PUSH BUTTON FOR GREEN LIGHT” and no pedestrian signal heads are provided at the northern driveway intersection. Pedestrians must cross concurrently with vehicle traffic at this location.
- Crosswalks, sidewalks, and curb ramps are not provided at the intersection of Route 5 and Gypsy Lane/Green Road. However, similar push buttons without pedestrian signal heads are provided on the northwest and southeast corners of the intersection.
- A crosswalk and push buttons without pedestrian signal heads are provided at the intersection of Route 5 and Hall Avenue.

Hall Avenue to East Main Street

- Crosswalks and pedestrian signals are provided at the Ann Street/Gale Avenue intersection.
- An unsignalized crosswalk across Route 5 is provided at the Silver Street intersection.
- Crosswalks and pedestrian signals are not provided at the Curtis Street intersection despite the presence of sidewalks.
- Just north of the previous intersection, crosswalks and pedestrian signals are provided for the northern and western approaches at the Olive Street intersection.
- Crosswalks are provided for all approaches at the Charles Street intersection. However, pedestrian signals are provided only for crossing Route 5 and not the side streets. The median along both legs of Route 5 does not create pedestrian refuge islands and increases the crossing distance from one side of the road to the other.
- Crosswalks and pedestrian signals are provided at the East Main Street intersection. Pedestrians must cross the median along the southern leg of the intersection, and lane channelizing islands on the eastern and western legs. The East Main Street channelized right turn approaches are stop controlled with crosswalks.

East Main Street to I-691

- Crosswalks and pedestrian signals are provided at the Liberty Street intersection.
- A crosswalk across Arch Street is provided at the unsignalized one-way stop-controlled intersection.

- A crosswalk across Myrtle Street is provided at the unsignalized one-way stop-controlled intersection.
- A crosswalk across Broadview Terrace is provided at the unsignalized one-way stop-controlled intersection.
- Crosswalks and pedestrian signals are provided at the I-691 eastbound ramp/Camp Street intersection. Pedestrians must cross the channelized right turn lane island along the east side of the intersection.
- Sidewalks continue along both sides of the road under the I-691 bridge.

I-691 to Golden Street/Thomas Edison Middle School

- Crosswalks and pedestrian signals are provided on the northern and eastern approaches of the I-691 westbound off-ramp/Pratt Street Extension intersection.
- A signalized crosswalk is provided on the northern approach of the Atkins Street intersection.
- Crosswalks and pedestrian signals are provided at the Britannia Street/Westfield Road intersection.
- Crosswalks and pedestrian signals are provided at the Blackstone Street/Washington Middle School intersection. Pedestrian crossing warning signs and school zone signs are provided in advance of the intersection.
- Crosswalks and pedestrian signals are provided at the Golden Street/Thomas Edison Middle School intersection. Pedestrian crossing warning signs are provided in advance of the intersection.
- VHB performed a field assessment of street lighting conditions. Lighting fixtures are provided on the southbound side of the Route 5 roadway with lights centered over the southbound travel lane. Light does not appear to reach sidewalks on either side of the roadway adequately. Only one location on each side of the roadway had light fixtures oriented over the sidewalk.

Golden Street/Thomas Edison Middle School to Stoneycrest Drive

- North of the Golden Street/Thomas Edison Middle School intersection, the sidewalk ends on the east side of the corridor. The sidewalk on the west side of the corridor follows the west side of Route 5/North Broad Street southbound and ends before the Amity Street intersection.
- A crosswalk across Stoneycrest Drive is provided at the unsignalized one-way stop-controlled intersection.
- North of Stoneycrest Drive, the northbound and southbound lanes diverge into a divided roadway with an overpass above Route 15, which does not accommodate pedestrians.

2.6.2 Sidewalk Field Inventory

VHB staff walked along the Route 5 corridor to document the conditions of the existing sidewalks. Sidewalks were assessed for visible damage and classified as either in good, fair, or poor condition. The photos below illustrate examples of these categories.

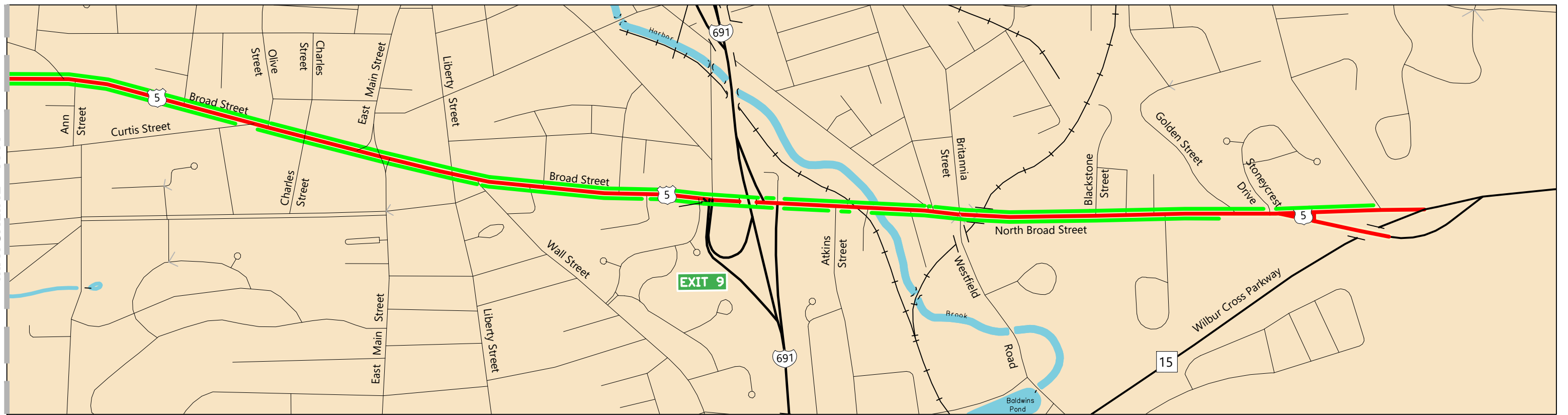
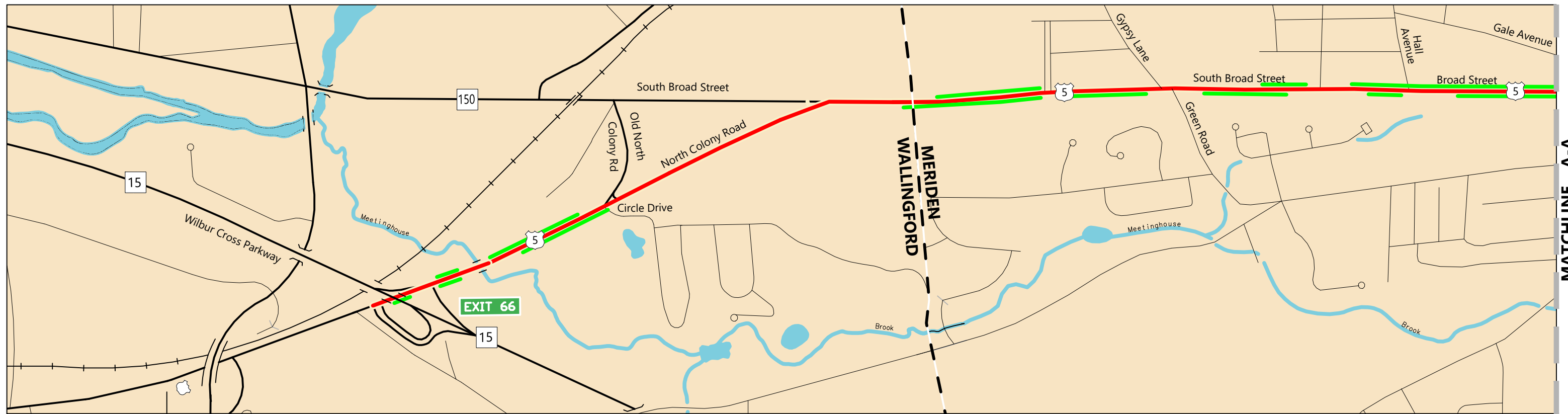


Examples of sidewalks in good, fair, and poor condition along the Route 5 corridor.

Isolated sidewalk panel damage—for example, due to frost heave—affecting accessibility and ADA requirements was also documented. Figure 2-11 depicts these sidewalk conditions along the overall corridor map.

The field inventory revealed a mix of sidewalk conditions along the corridor. Along the roadway segment in Wallingford, sidewalks currently are not provided for a half-mile stretch from Old North Colony Road to South Broad Street. Miscellaneous gaps in sidewalk paths are also present. Footpaths are visibly treaded in the grass along segments with no sidewalks. Sidewalks were typically at least in fair condition, but there were locations where pavement along crosswalks and driveways were in poor condition.

Along the Meriden segment, there were many more instances of sidewalks in poor condition. There are frequent segments of old slate sidewalks that are either in deteriorating condition or not accessible for all sidewalk users. Additionally, many concrete sidewalk segments were observed to have severe cracking or deteriorating ramps. The approximate locations of each instance of sidewalk damage are shown in the previously mentioned Figure 2-11.



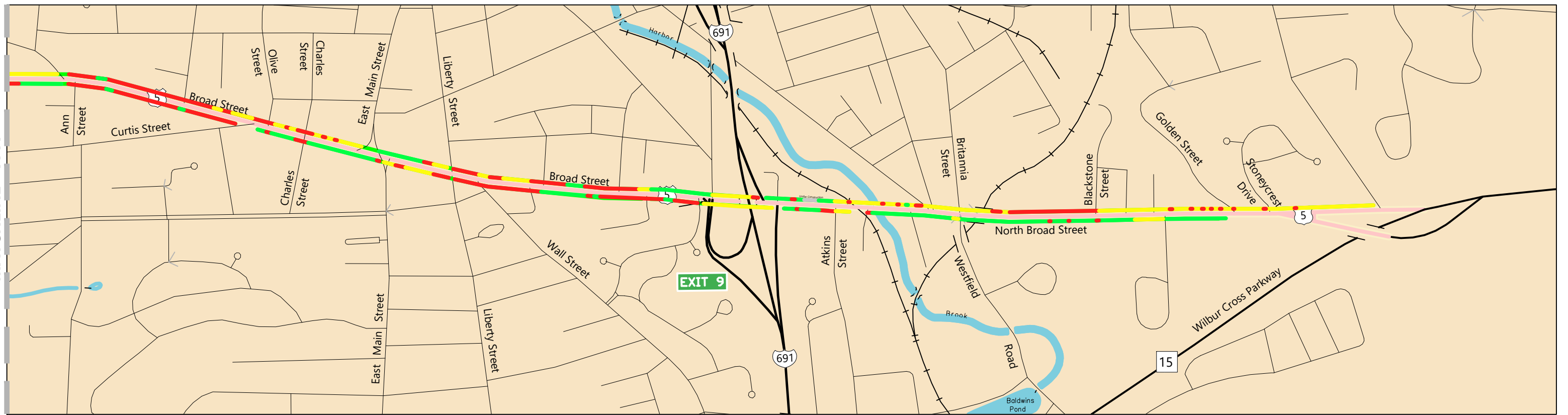
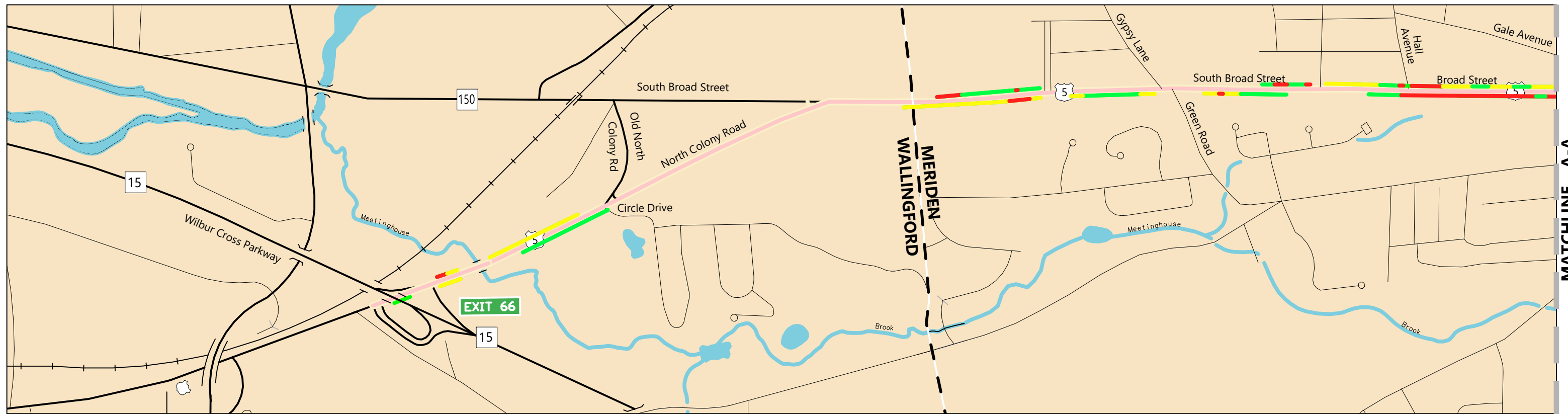
LEGEND

- Intersection Number
- Study Corridor
- Sidewalks



Pedestrian Facilities
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 2-10



LEGEND

- Intersection Number
- Study Corridor
- Sidewalk in Good Condition
- Sidewalk in Fair Condition
- Sidewalk in Poor Condition



Sidewalk Conditions
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 2-11

2.6.3 Public Transportation

2.6.3.1 Transit Facilities

The Route 5 corridor is served by CTtransit and CTrail services within study area. In addition, Middletown Area Transit (MAT) operates a bus route that intersects the Route 5 corridor study area.

CTtransit bus stops along the US Route 5 corridor study area do not provide passenger amenities and typically are only indicated by a sign post along the sidewalk. The Hartford Line Meriden Station provides modern rail passenger amenities at a location about half of a mile from the study corridor.

The transit facilities and routes are shown on Figure 2-12 and discussed below.

CTtransit Route 215

This route serves New Haven, North Haven, Meriden, and Wallingford with route variants that specifically serve the three Greater New Haven municipalities and the Amazon Fulfillment Center in North Haven. It utilizes US Route 5 north of North Haven and State Route 130 south of North Haven. The Meriden Transit Center is the northernmost stop and Downtown New Haven at Church and George is the southernmost stop.

With respect to the US Route 5 corridor study area, CTtransit Route 215’s service spans from East Main Street in Meriden to the southernmost point of the study area in Wallingford.

Table 2-5 outlines hours of operation:

**Table 2-5
CTtransit Route 215 Operation**

	Day of Week	Average Headway (minutes)	Hours of Operation	
			Inbound	Outbound
CTtransit Route 215	Weekdays	40 – 60	4:45 AM – 7:55 PM	5:20 AM – 7:03 PM
	Saturday	80 – 90	4:45 AM – 6:45 PM	6:20 AM – 6:08 PM
	Sunday	30	4:45 – 7:41 AM, 5:45 – 6:45 PM	6:20 – 7:10 AM, 5:20 – 6:10 PM

CTtransit Route 563

This route serves Yale Acres in Meriden. It starts and ends at the Meriden Transit Center and traverses Pratt Street, Yale Acres Road, Broadvale Road, N Wall Street, Atkins Street, Sherman Avenue, N Colony Road, Center Street, Camp Street, and State Street. It operates on weekdays only from 6:30 AM to 4:58 PM with hourly headways. The only stops during the route that intersect with the US Route 5 corridor study area are at Broad (US Route 5) & Camp, and at Broad & Sherman.

CTTransit Route 566

This route serves East Main Street, Paddock Avenue, Murdock Avenue, and Research Parkway in Meriden, starting and ending at the Meriden Transit Center. It operates on weekdays and Saturdays from 6:30 AM to 5:58 PM and 10:20 AM to 5:35 PM, respectively. Headways on weekdays are roughly hourly, and on Saturdays are typically every 90 minutes. Liberty & Broad (US Route 5) and at East Main Street & Broad.

Middletown Area Transit (MAT) Route 590 (formerly M-LINK)

This route serves Meriden and Middletown primarily via State Route 66 and Interstate 691 on weekdays, and via Route 66, Route 9, I-91, E Main Street, and Liberty Street near the Route 5 corridor on Saturdays. It runs between the Meriden Transit Center and the Middletown Downtown Terminal. It operates on weekdays from 6:00 AM to 7:05 PM and Saturdays from 8:00 AM to 4:40 PM. Average headways are about every 50 minutes.

CTRail Hartford Line

The Hartford Line provides commuter rail service spanning from Springfield, MA to New Haven, CT each day of the week. The Meriden Station stop is roughly half a mile west of the US Route 5 corridor via Liberty Street and East Main Street. The train makes stops at the Meriden Station 17 times toward Springfield and 16 times toward New Haven on each weekday, 12 times in each direction on each Saturday, and 13 times in each direction on each Sunday. The next station stop to the north is the Berlin Station, and the next station stop to the south is the Wallingford Station, both of which are outside the US Route 5 study area. Table 2-6 summarizes hours of operation for the Hartford Line.

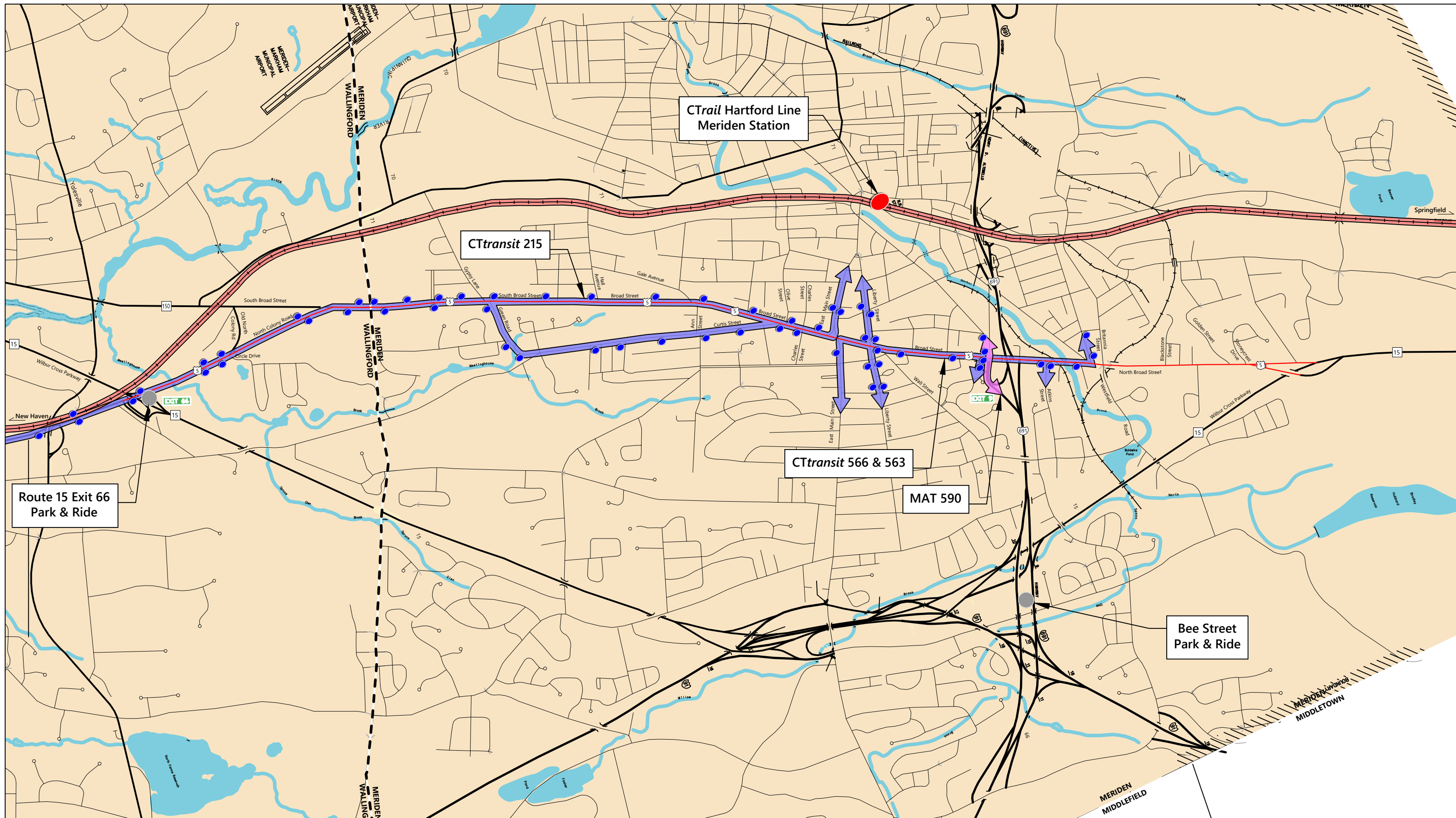
**Table 2-6
CTrail Hartford Line Operation**

	Day of Week	Hours of Operation	
		To Springfield	To New Haven
CTrail Hartford Line	Weekdays	5:55 AM – 12:30 AM	5:15 AM – 11:57 PM
	Saturday	8:10 AM – 11:22 PM	6:00 AM – 11:18 PM
	Sunday	8:10 AM – 10:53 PM	6:00 AM – 11:18 PM

Park & Ride

The following Park & Ride locations are provided within or near the US Route 5 corridor study area:

- State Route 15 at Exit 66 Park & Ride – This location is at the southern end of the study corridor in Wallingford.
- Bee Street Park & Ride – This location is about one mile east of the northern end of the study corridor in Meriden along Bee Street between the Interstate 691 interchanges.



LEGEND

- CTrail Hartford Line**
- CTtransit Bus Route**
- MAT Bus Route**
- Station**
- Stop**
- Park & Ride**

Study Corridor



0 1000 2000 Feet



Transit Map
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 2-12

2.7 Natural Resources

The study area was screened for the following natural and cultural resources and physical environmental features:

- Surface Water Resources
- Groundwater Resources
- Wetlands and Watercourses
- Floodplains and Floodways
- Threatened and Endangered Species and Critical Habitats

In addition to reviewing aerial images of the study area, current Geographical Information Systems (GIS) data from the Connecticut Department of Energy and Environmental Protection (CTDEEP), and the towns of Meriden and Wallingford.

The natural resources information within the study area are shown in Figure 2-13.

2.7.1 Surface Water Resources

Surface water resources within or near the study area include Meetinghouse Brook and Harbor Brook.

In Meriden, the Meetinghouse Brook is classified as Class A, which is designated uses are habitat for fish and other aquatic life and wildlife; potential drinking water supplies; drinking water supplies; recreation; navigation; and water supply for industry and agriculture.

Harbor Brook in Meriden is classified as Class A on the east side of Route 5. The west side of Harbor Brook is classified as Class B, which is designated uses are habitat for fish and aquatic life and wildlife; recreation; navigation; and industrial and agricultural water supply.

2.7.2 Groundwater Resources

To protect high-quality groundwater resources from potential degradation, regulations such as Connecticut's Aquifer Protection Act (C.G.S. 22a-345a-bb) was passed and subsequently, the Aquifer Protection Area Program initiated. While the CTDEEP administers this program, municipalities have the option and responsibility of implementing it. The City of Meriden and the Town of Wallingford has adopted regulations in order to protect its aquifers, known as the City of Meriden Aquifer Protection Regulations and the Town of Wallingford Aquifer Protection Areas Regulation. These regulations are generally intended to protect aquifers by regulating land use activities within designated protected areas.

The City of Meriden Aquifer Protection Mapping, Wallingford Zoning Mapping, and available aquifer maps were consulted to identify the location and quality of groundwater resources along the study area. The research determined that a section of the study area located under the southern portion of South Broad Street and to its intersection with North Old Colony

Road is within the Wallingford and Meriden Aquifer Protection Areas. Additionally, there may be individual (private) water supply wells within the study area, which may be identified in future phases of the study if necessary.

**Table 2-6
CT-DEEP Groundwater Quality Classifications in Study Area**

<u>Class</u>	<u>Designated uses</u>	<u>Description</u>
GAA	Existing or potential public supply of water suitable for drinking without treatment; baseflow for hydraulically-connected surface waterbodies.	Groundwater which may be used, or which may be used for public supplies of water suitable for drinking without treatment; groundwater in the area that contributes to a public drinking water supply well; and baseflow for hydraulically connected surface waterbodies.
GA	Existing private and potential public or private supplies of water suitable for drinking without treatment; base flow for hydraulically connected surface waterbodies.	Ground water within an area of existing private water supply wells or an area with the potential to provide water to public or private water supply wells.
GB	Industrial process water and cooling waters and baseflow for hydraulically-connected water bodies and is presumed not suitable for human consumption without treatment.	Groundwater within a historically highly urbanized or an area of intense industrial activity where public water supply service is available. Such groundwater may not be suitable for human consumption without treatment due to waste discharges, spills or leaks of chemicals or land use impacts.

Source: DEEP Connecticut Water Quality Standards (Effective 11/21/2015)

Groundwater within the majority of the study area is classified as Class GA, however portions of the study area are classified as GA/GAAs and GB. Class GA/GAAs groundwater areas are located beneath the southern half of Route 5 between the intersection of Curtis St and Olive St in Meriden and the Route 15 north bound ramp in Wallingford. Class GB groundwater areas are located between the Route 15 junction and the Curtis St/Olive St intersection in Meriden.

2.7.3 Wetlands and Watercourses

Wetlands

Wetlands are regulated on the federal level by the U.S. Army Corps of Engineers (ACOE) under Section 404 of the Clean Water Act and on the state and local levels by the Connecticut Department of Energy & Environment (“CTDEEP”) under the Connecticut Inland Wetlands and Watercourses Act. Because wetlands exhibit many functions, considered beneficial for both humans and wildlife, both Acts place a strong emphasis on wetland avoidance as the primary means of protecting wetland resources. As such, provision of a detailed alternatives analysis that demonstrates efforts for avoidance or minimization of wetland impacts is prudent.

Wetlands within the study area include both state and federally designated inland wetlands. Federal inland wetlands, as defined by the Corps of Engineers Wetland Delineation Manual (U.S. Army Corps of Engineers, Waterways Experiment Station, 1987), are identified by a three-parameter approach that considers hydric soils, hydrophytic vegetation, and the presence of hydrologic indicators. The U.S. Corps of Engineers Wetlands Delineation Manual defines wetlands as, “[t]hose areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.”

The Connecticut Inland Wetlands and Watercourses Act defines wetlands as areas of poorly drained, very poorly drained, floodplain, and alluvial soils, by the Natural Resources Conservation Services (NRCS). Watercourses are defined as bogs, swamps, or marshes, as well as lakes, ponds, rivers, streams, etc., whether natural or man-made, permanent or intermittent. Intermittent watercourse determinations are based on the presence of a defined permanent channel and bank, and two of the following characteristics: (1) evidence of scour or deposits of recent alluvium or detritus; (2) the presence of standing or flowing water for a duration longer than a particular storm incident; and (3) the presence of hydrophytic vegetation.

The United States Fish and Wildlife Service provides a publicly available National Wetland Inventory (NWI) that provides detailed information on the abundance, characteristics, and distribution of wetlands. The NWI data depicts forested, scrub-shrub and riverine wetlands throughout the project area. Publicly available CTDEEP GIS data depicts poorly drained and very poorly drained soils are located throughout the study area. Additionally, alluvial and flood plain soils are located within the study area. These sources indicate the potential for the presence of wetlands, but do not represent delineated wetland areas.

Watercourses

There are two mapped watercourses that cross into the study area. The Harbor Brook crosses the study area just north of the intersection of Orchard Street North Broad Street in Meriden. Meetinghouse Brook crosses the study area north of the intersection of North Colony Road and the Sonic Driveway in Wallingford.

2.7.4 Floodplains and floodways

Floodplains are low-lying areas adjacent to rivers or streams that are inundated periodically by floodwaters. A 100-year floodplain (“floodplain”) is an area that has a one-percent chance of being inundated by floodwaters in a given year, whereas a 500-year flood plain is an area that has a one-five hundredth chance (0.2%) of being inundated by floodwaters in a given year. Floodways are located within floodplains and consist of the river or stream channel plus any portion of the 100-year floodplain which carries stream flows during flood events. Floodplains and floodways are important for storing floodwaters so that adjacent properties and downstream areas are not damaged during flood events.

The CTDEEP Inland Water Resources Management Division administers Connecticut’s Flood Management Program (C.G.S. Sections 25-68b through 25-68h inclusive), which regulates

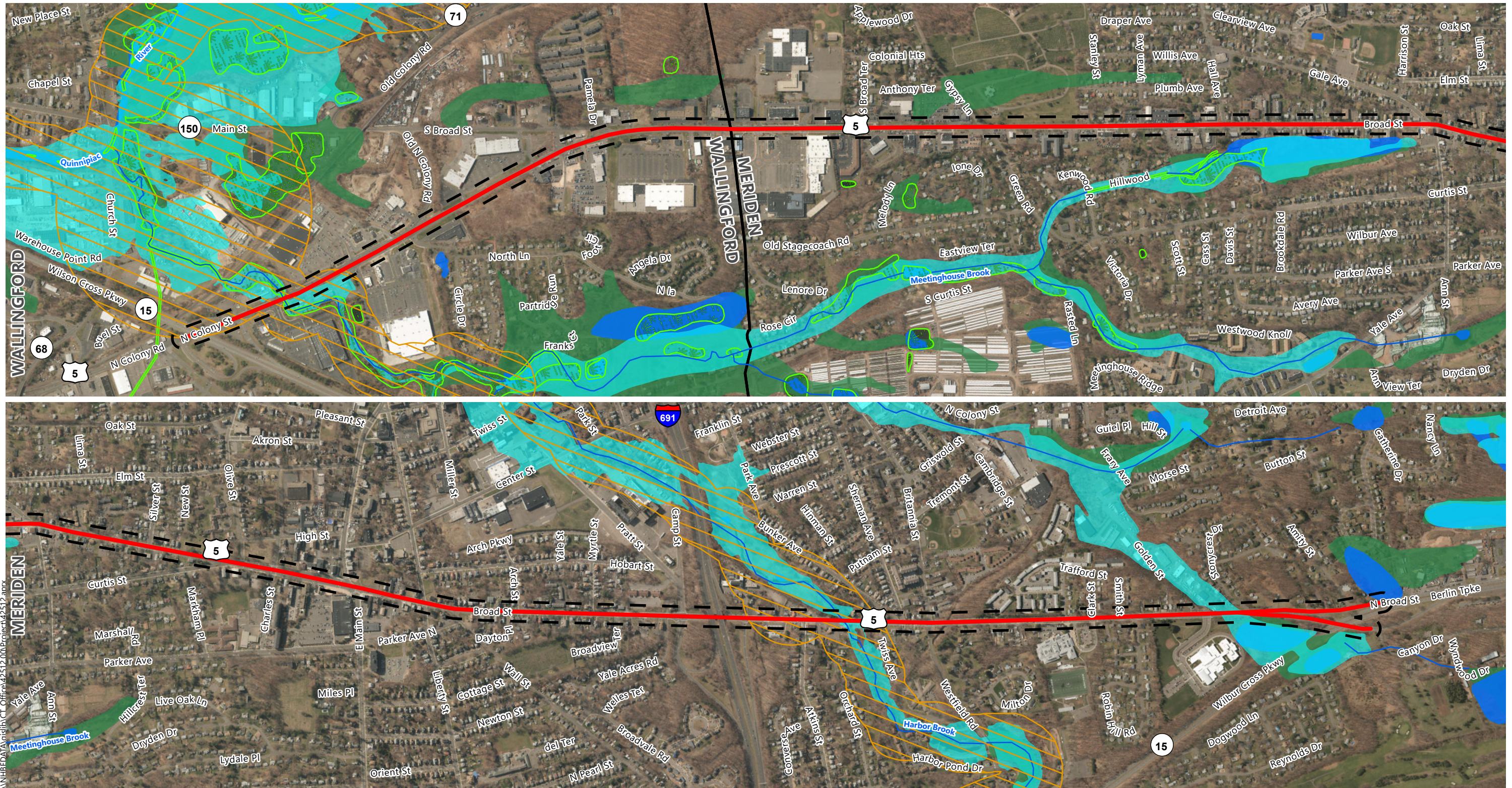
state agency actions affecting floodplains. State agencies undertaking such actions must submit a Flood Management Certification describing project activities and the measures taken to meet the program's standards. Additionally, projects receiving state funding should be reviewed for possible eligibility under the Flood Management Certification program. Standards relative to floodplain management apply to any proposed construction or activities in floodplains. The CTDEEP bases their approval on a variety of considerations including conformance to the provisions of FEMA's National Flood Insurance Program (NFIP); prevention of flood hazards to human life, health, or property (e.g. provisions for compensatory flood storage if necessary); prevention of adverse impacts to fish populations or fish passage; and prevention of intensification of land uses or development in flood prone areas.

There are 100-year floodplains and 500-year floodplains associated within the study area, primarily associated with the Meetinghouse Brook and Harbor Brook.

2.7.5 Threatened and Endangered Species and Critical Habitat

Rare, threatened, and endangered species are protected by federal and state legislation. Information on species designated (listed) as threatened and endangered at the state and federal levels is compiled and made available through the CTDEEP's Natural Diversity Data Base (NDDDB). Established in 1983, the NDDDB currently contains information on the status of nearly 2,000 species of plants and animals, including invertebrates and 45 natural community types. It also lists unique and significant natural communities.

The CTDEEP NDDDB GIS data layer was consulted for potential threatened or endangered species or designated critical habitats within the study area. Due to the sensitivity of the information, the GIS data layer only depicts approximate locations of protected species, their habitats, and/or significant natural communities. The most recent (updated June 2019) digitally available NDDDB map depicts NDDDB areas of concern surrounding the Harbor Brook in Meriden and Meetinghouse Brook in Wallingford.



Route 5 Corridor Study

Meriden and Wallingford,

- Project Corridor
- Limit of Study Area
- Natural Diversity Database (June 2019)
- NWI Wetland
- CTDEEP Wetlands
- Waterbody
- Stream
- 100-Year Floodplain (FEMA)

Environmental Constraints

Source: CTDEEP, VHB, ArcGIS Online

Appendix A: Aerial Base Mapping



MATCHLINE THIS SHEET



MATCHLINE FIGURE A-2

MATCHLINE THIS SHEET

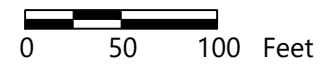


Figure A-1



Corridor Base Mapping
Route 5 Corridor Study
Wallingford, CT



MATCHLINE FIGURE A-1

MATCHLINE THIS FIGURE



MATCHLINE THIS FIGURE

MATCHLINE FIGURE A-3

0 50 100 Feet

Figure A-2



Corridor Base Mapping
Route 5 Corridor Study
Wallingford, CT

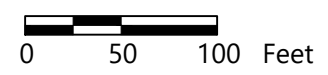
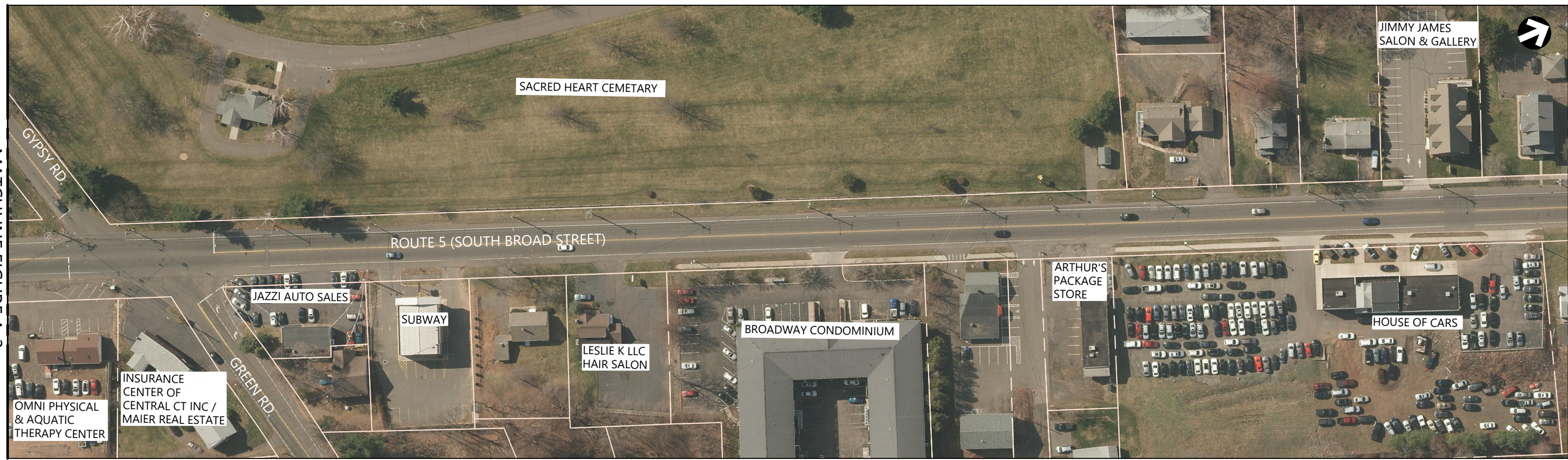


Figure A-3



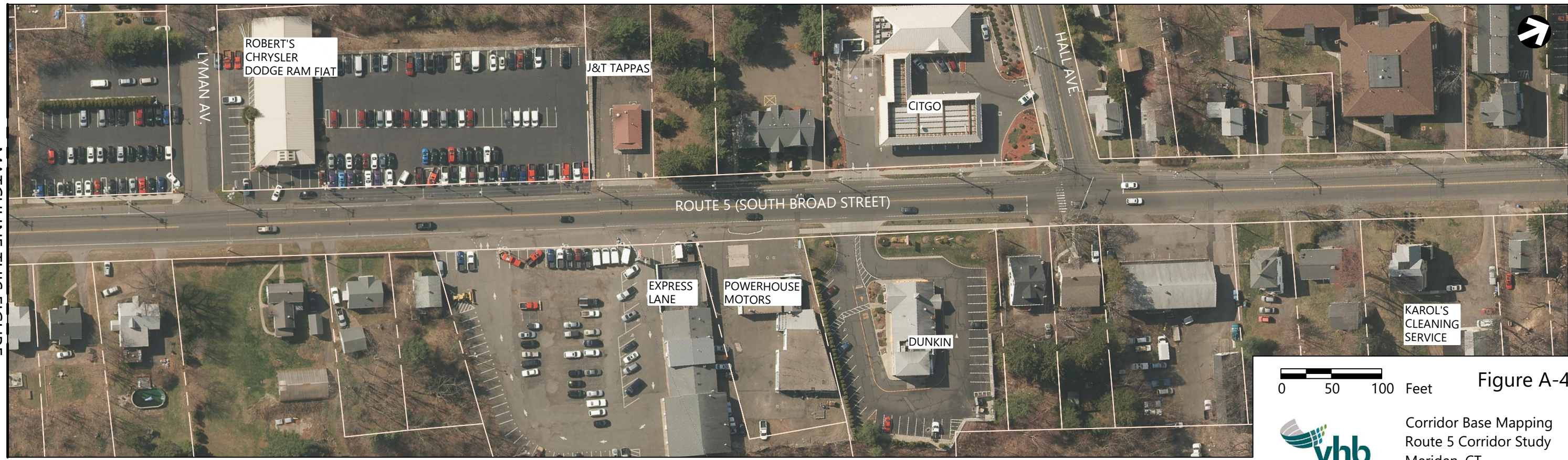
Corridor Base Mapping
Route 5 Corridor Study
Meriden and Wallingford, CT

MATCHLINE FIGURE A-3



MATCHLINE THIS FIGURE

MATCHLINE THIS FIGURE



MATCHLINE FIGURE A-5

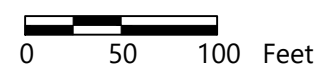


Figure A-4



Corridor Base Mapping
Route 5 Corridor Study
Meriden, CT



MATCHLINE FIGURE A-4

MATCHLINE THIS FIGURE



MATCHLINE THIS FIGURE

MATCHLINE FIGURE A-6

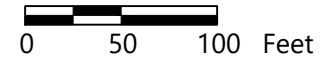


Figure A-5



Corridor Base Mapping
Route 5 Corridor Study
Meriden, CT

MATCHLINE FIGURE A-5



MATCHLINE THIS FIGURE

MATCHLINE THIS FIGURE



MATCHLINE FIGURE A-7

0 50 100 Feet **Figure A-6**
 Corridor Base Mapping
 Route 5 Corridor Study
 Meriden, CT





MATCHLINE FIGURE A-6

MATCHLINE THIS SHEET



MATCHLINE THIS SHEET

MATCHLINE FIGURE A-8

0 50 100 Feet

Figure A-7



Corridor Base Mapping
Route 5 Corridor Study
Meriden, CT



MATCHLINE FIGURE A-7

MATCHLINE THIS SHEET



MATCHLINE THIS SHEET

MATCHLINE FIGURE A-9

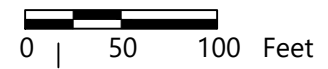


Figure A-8



Corridor Base Mapping
Route 5 Corridor Study
Meriden, CT



MATCHLINE FIGURE A-8

MATCHLINE THIS SHEET



MATCHLINE THIS SHEET

0 50 100 Feet



Figure A-9
Corridor Base Mapping
Route 5 Corridor Study
Meriden, CT

Appendix B: Photo Log

PHOTO LOG

Route 5 Corridor Study



PREPARED BY



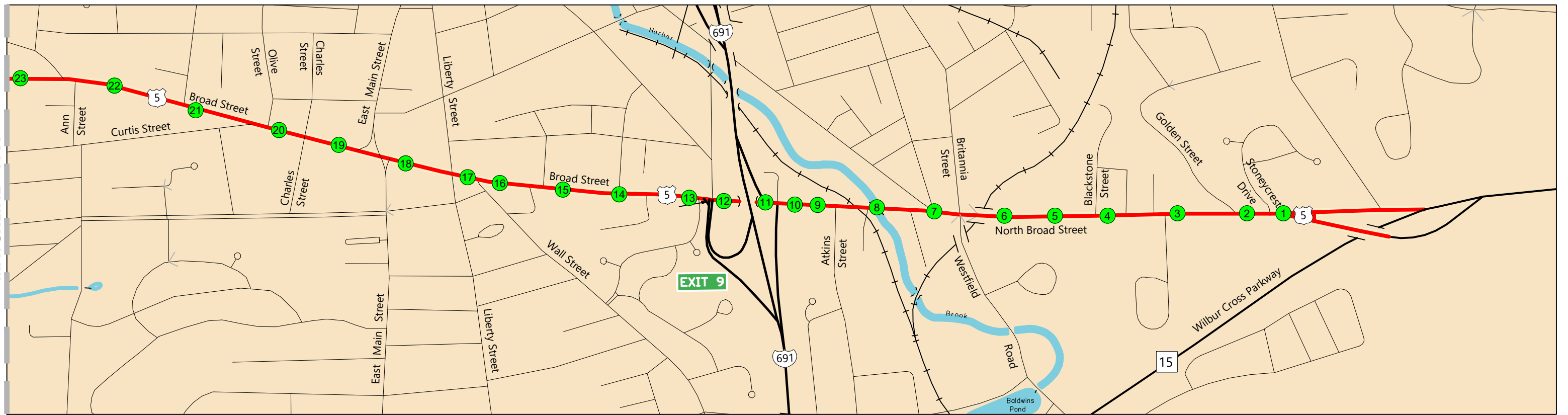
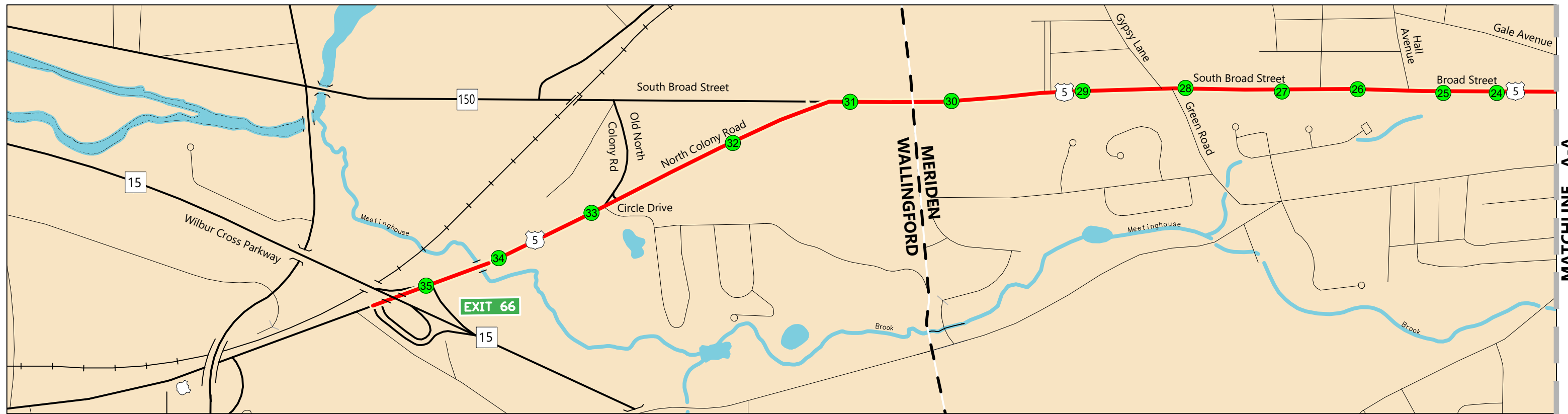
PREPARED FOR

South Central Regional Council of
Governments (SCRCOG)

City of Meriden

Town of Wallingford

NOVEMBER 22, 2019



LEGEND

➊ Approximate Photo Location

Note: Photos taken by VHB on 07/02/19

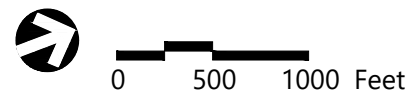


Photo Log Key-Map
Route 5 Corridor Study
Meriden and Wallingford, CT

Figure 1

SOUTHBOUND



#1 Southbound Route 5, North of Stoneycrest Drive



#2 Southbound Route 5, North of Golden Street



#3 Southbound Route 5, North of Robin Hill Road



#4 Southbound Route 5, North of Blackstone Street



#5 Southbound Route 5, Between Blackstone and Britannia St (1)



#6 Southbound Route 5, Between Blackstone and Britannia St (2)



#7 Southbound Route 5, North of Sherman Avenue



#8 Southbound Route 5, Between Orchard St. and Atkins St.



#9 Southbound Route 5, South of Atkins St.



#10 Southbound Route 5, North of Pratt St. Ext.



#11 Southbound Route 5, South of Pratt St. Ext.



#12 Southbound Route 5, North of Camp St.



#13 Southbound Route 5, At Yale Acres Rd



#14 Southbound Route 5, At Myrtle St.



#15 Southbound Route 5, Between Myrtle St. and Arch St.



#16 Southbound Route 5, Between Dayton St. and Wall St.



#17 Southbound Route 5, North of Liberty St.



#18 Southbound Route 5, At Odd Fellows Place



#19 Southbound Route 5, Between East Main Street and Charles St.



#20 Southbound Route 5, Between Charles St. and Olive St.



#21 Southbound Route 5, Between Curtis St. and Silver St.



#22 Southbound Route 5, Between Silver St. and Ann. St.



#23. Southbound Route 5, Between Ann St. and Hall Ave.



#24. Southbound Route 5, Between Ann St. and Hall Ave. (2)



#25. Southbound Route 5, Between Ann St. and Hall Ave. (3)



#26. Southbound Route 5, Between Hall Ave. and Green Ln



#27. Southbound Route 5, Between Hall Ave. and Gypsy Ln



#28. Southbound Route 5, North of Gypsy Ln.



#29 Southbound Route 5, Between Gypsy Ln and North Dr. to TLP



#30 Southbound Route 5, S. Dr. to TLP and Kohls



#31 Southbound Route 5, At State Road 150



#32 Southbound Route 5, Between SR 150 and Circle Drive



#33 Southbound Route 5, Between Circle Drive and Neal Road



#34 Southbound Route 5, Between Neal Road and BJ's Drive



#35 Southbound Route 5, Rt. 15 SB On Ramp

NORTHBOUND





#1 Northbound Route 5, North of Stoneycrest Drive



#2 Northbound Route 5, North of Golden Street



#3 Northbound Route 5, North of Robin Hill Road



#4 Northbound Route 5, North of Blackstone Street



#5 Northbound Route 5, Between Blackstone and Britannia St (1)



#6 Northbound Route 5, Between Blackstone and Britannia St (2)



#7 Northbound Route 5, North of Sherman Avenue



#8 Northbound Route 5, Between Orchard St. and Atkins St.



#9 Northbound Route 5, South of Atkins St.



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#33 Northbound Route 5, Between Circle Drive and Neal Road



#34 Northbound Route 5, Between Neal Road and BJ's Drive



#35 Northbound Route 5, Rt. 15 SB On Ramp

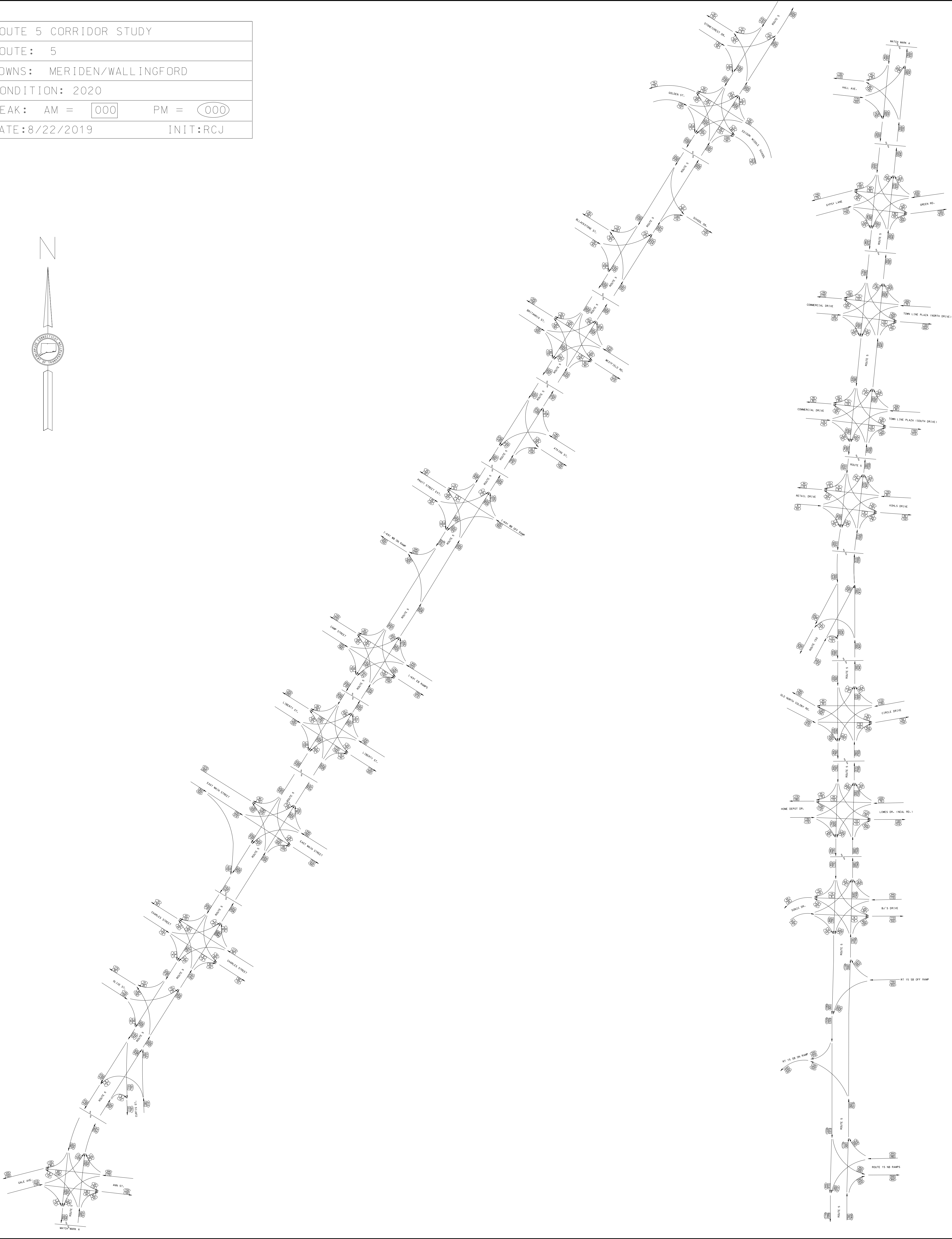
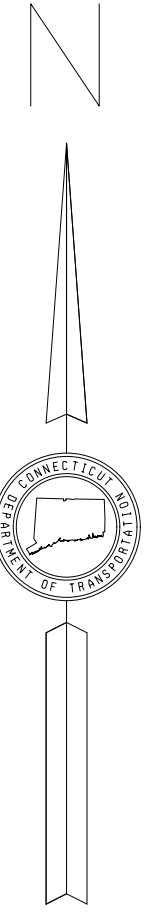
Appendix C: Traffic Count Data

2020 Volumes

TMC

ATR

ROUTE 5 CORRIDOR STUDY	
ROUTE: 5	
TOWNS: MERIDEN/WALLINGFORD	
CONDITION: 2020	
PEAK: AM =	PM =
000	000
DATE: 8/22/2019	INIT: RCJ



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Route 15 Jctn/Stoneycrest Dr
Meriden, Connecticut

File Name : 18711
Site Code : 18711
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 15 From North					From East					Route 5 From South					Stoneycrest Drive 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	53	0	0	53	0	0	0	0	0	0	87	1	0	88	4	0	1	0	5	146
07:15 AM	0	71	0	0	71	0	0	0	0	0	0	101	0	0	101	3	0	1	0	4	176
07:30 AM	1	69	0	0	70	0	0	0	0	0	0	88	0	0	88	5	0	2	0	7	165
07:45 AM	0	71	0	0	71	0	0	0	0	0	0	75	2	0	77	0	0	2	0	2	150
Total	1	264	0	0	265	0	0	0	0	0	0	351	3	0	354	12	0	6	0	18	637
08:00 AM	1	70	0	0	71	0	0	0	0	0	0	93	2	0	95	3	0	0	1	4	170
08:15 AM	1	50	0	0	51	0	0	0	0	0	0	56	1	0	57	4	0	2	0	6	114
08:30 AM	2	74	0	0	76	0	0	0	0	0	0	57	0	0	57	2	0	1	0	3	136
08:45 AM	1	52	0	0	53	0	0	0	0	0	0	84	2	0	86	2	0	1	0	3	142
Total	5	246	0	0	251	0	0	0	0	0	0	290	5	0	295	11	0	4	1	16	562
Grand Total	6	510	0	0	516	0	0	0	0	0	0	641	8	0	649	23	0	10	1	34	1199
Apprch %	1.2	98.8	0	0		0	0	0	0		0	98.8	1.2	0		67.6	0	29.4	2.9		
Total %	0.5	42.5	0	0	43	0	0	0	0	0	0	53.5	0.7	0	54.1	1.9	0	0.8	0.1	2.8	
Lights	5	480	0	0	485	0	0	0	0	0	0	613	8	0	621	22	0	10	1	33	1139
% Lights	83.3	94.1	0	0	94	0	0	0	0	0	0	95.6	100	0	95.7	95.7	0	100	100	97.1	95
Trucks	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	33
% Trucks	0	3.3	0	0	3.3	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	2.8
Buses	1	13	0	0	14	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	27
% Buses	16.7	2.5	0	0	2.7	0	0	0	0	0	0	1.9	0	0	1.8	4.3	0	0	0	2.9	2.3

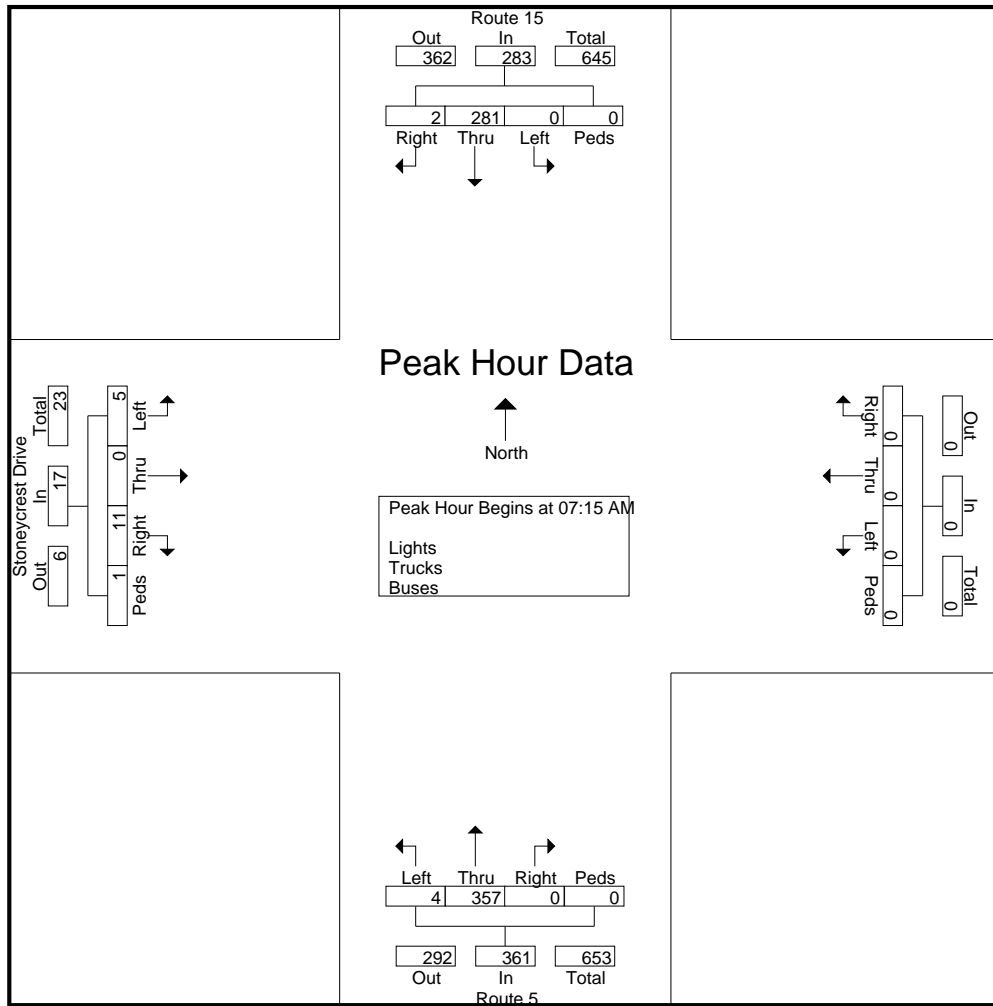
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18711
Site Code : 18711
Start Date : 4/4/2019
Page No : 2

Start Time	Route 15 From North					From East					Route 5 From South					Stoneycrest Drive 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	
07:15 AM	0	71	0	0	71	0	0	0	0	0	0	101	0	0	101	3	0	1	0	4	176
07:30 AM	1	69	0	0	70	0	0	0	0	0	0	88	0	0	88	5	0	2	0	7	165
07:45 AM	0	71	0	0	71	0	0	0	0	0	0	75	2	0	77	0	0	2	0	2	150
08:00 AM	1	70	0	0	71	0	0	0	0	0	0	93	2	0	95	3	0	0	1	4	170
Total Volume	2	281	0	0	283	0	0	0	0	0	0	357	4	0	361	11	0	5	1	17	661
% App. Total	0.7	99.3	0	0		0	0	0	0		0	98.9	1.1	0		64.7	0	29.4	5.9		
PHF	.500	.989	.000	.000	.996	.000	.000	.000	.000	.000	.000	.884	.500	.000	.894	.550	.000	.625	.250	.607	.939

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM



Connecticut Counts LLC

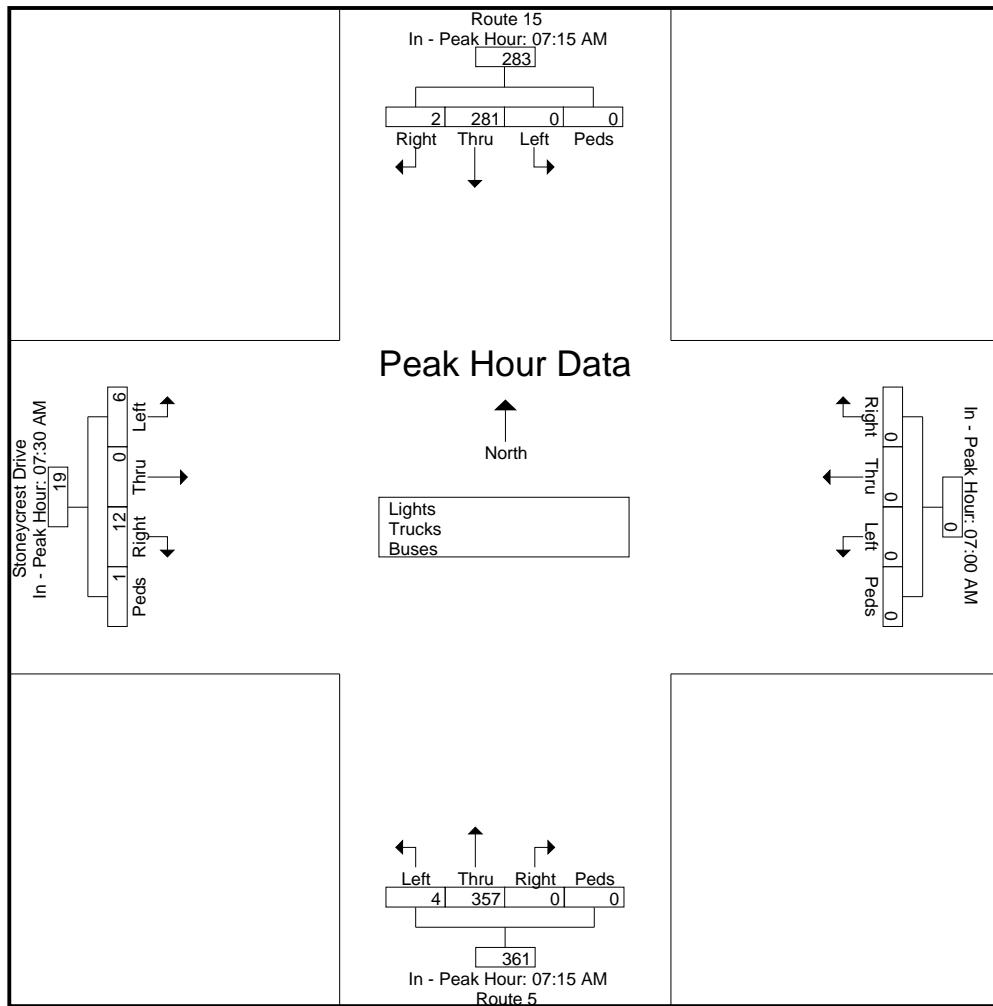
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18711
Site Code : 18711
Start Date : 4/4/2019
Page No : 3

Start Time	Route 15 From North					From East					Route 5 From South					Stoneycrest Drive 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	

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					07:00 AM					07:15 AM					07:30 AM				
+0 mins.	0	71	0	0	71	0	0	0	0	0	0	101	0	0	101	5	0	2	0	7
+15 mins.	1	69	0	0	70	0	0	0	0	0	0	88	0	0	88	0	0	2	0	2
+30 mins.	0	71	0	0	71	0	0	0	0	0	0	75	2	0	77	3	0	0	1	4
+45 mins.	1	70	0	0	71	0	0	0	0	0	0	93	2	0	95	4	0	2	0	6
Total Volume	2	281	0	0	283	0	0	0	0	0	0	357	4	0	361	12	0	6	1	19
% App. Total	0.7	99.3	0	0		0	0	0	0		0	98.9	1.1	0		63.2	0	31.6	5.3	
PHF	.500	.989	.000	.000	.996	.000	.000	.000	.000	.000	.000	.884	.500	.000	.894	.600	.000	.750	.250	.679



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Route 15 Jctn/Stoneycrest Dr
Meriden, Connecticut

File Name : 18712
Site Code : 18712
Start Date : 4/4/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

Start Time	Route 15 From North					From East					Route 5 From South					Stoneycrest Drive 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	
04:00 PM	1	110	0	0	111	0	0	0	0	0	0	74	3	0	77	6	0	1	0	7	195
04:15 PM	1	162	0	0	163	0	0	0	0	0	0	93	7	0	100	8	0	1	0	9	272
04:30 PM	3	113	0	0	116	0	0	0	0	0	0	75	8	0	83	6	0	1	0	7	206
04:45 PM	3	74	0	0	77	0	0	0	0	0	1	40	4	0	45	0	0	2	0	2	124
Total	8	459	0	0	467	0	0	0	0	0	1	282	22	0	305	20	0	5	0	25	797
05:00 PM	4	98	0	0	102	0	0	0	0	0	0	75	10	0	85	6	0	2	0	8	195
05:15 PM	4	109	0	0	113	0	0	0	0	0	0	81	2	0	83	0	0	0	0	0	196
05:30 PM	1	95	0	0	96	0	0	0	0	0	0	59	3	0	62	3	0	1	0	4	162
05:45 PM	0	80	0	0	80	0	0	0	0	0	0	49	2	0	51	2	0	2	0	4	135
Total	9	382	0	0	391	0	0	0	0	0	0	264	17	0	281	11	0	5	0	16	688
Grand Total	17	841	0	0	858	0	0	0	0	0	1	546	39	0	586	31	0	10	0	41	1485
Apprch %	2	98	0	0		0	0	0	0		0.2	93.2	6.7	0		75.6	0	24.4	0		
Total %	1.1	56.6	0	0	57.8	0	0	0	0	0	0.1	36.8	2.6	0	39.5	2.1	0	0.7	0	2.8	
Cars	17	831	0	0	848	0	0	0	0	0	1	541	39	0	581	30	0	10	0	40	1469
% Cars	100	98.8	0	0	98.8	0	0	0	0	0	100	99.1	100	0	99.1	96.8	0	100	0	97.6	98.9
Trucks	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	13
% Trucks	0	1.2	0	0	1.2	0	0	0	0	0	0	0.4	0	0	0.3	3.2	0	0	0	2.4	0.9
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.2

Connecticut Counts LLC

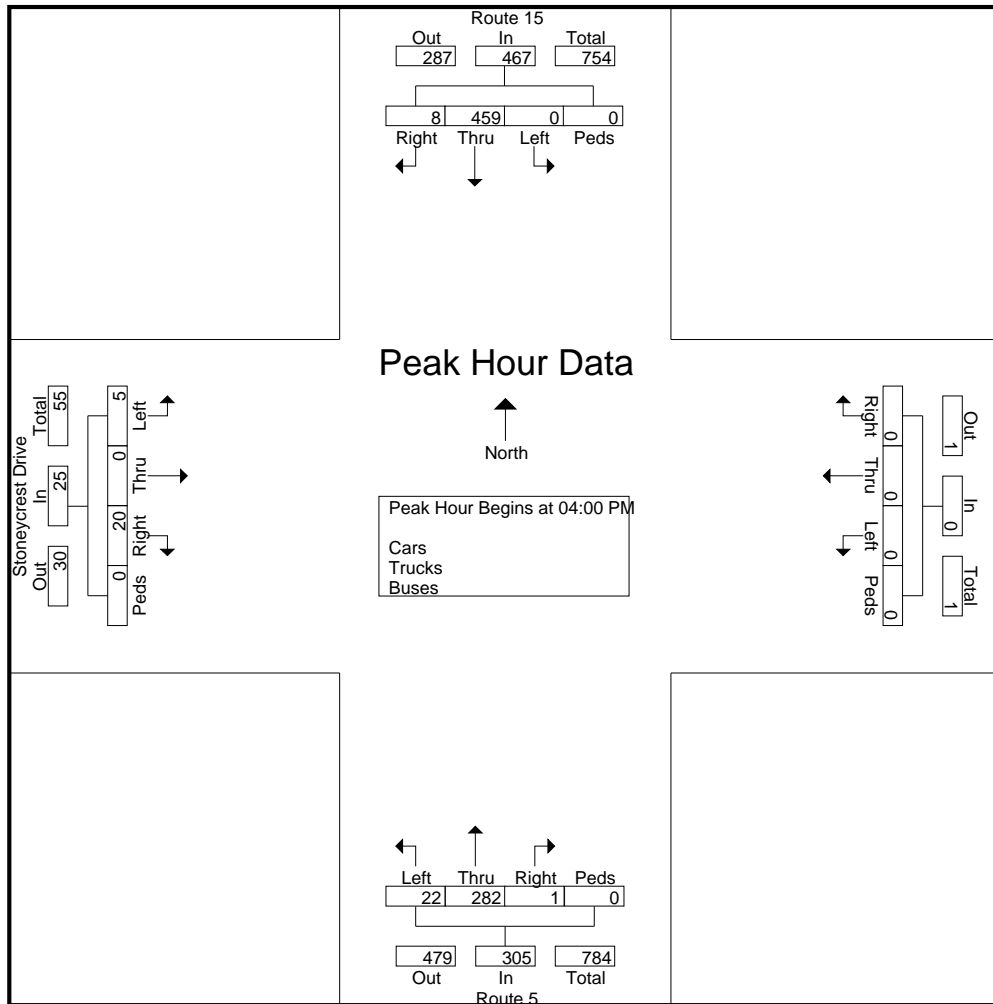
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18712
Site Code : 18712
Start Date : 4/4/2019
Page No : 2

Start Time	Route 15 From North					From East					Route 5 From South					Stoneycrest Drive 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	
04:00 PM	1	110	0	0	111	0	0	0	0	0	0	74	3	0	77	6	0	1	0	7	195
04:15 PM	1	162	0	0	163	0	0	0	0	0	0	93	7	0	100	8	0	1	0	9	272
04:30 PM	3	113	0	0	116	0	0	0	0	0	0	75	8	0	83	6	0	1	0	7	206
04:45 PM	3	74	0	0	77	0	0	0	0	0	1	40	4	0	45	0	0	2	0	2	124
Total Volume	8	459	0	0	467	0	0	0	0	0	1	282	22	0	305	20	0	5	0	25	797
% App. Total	1.7	98.3	0	0		0	0	0	0		0.3	92.5	7.2	0		80	0	20	0		
PHF	.667	.708	.000	.000	.716	.000	.000	.000	.000	.000	.250	.758	.688	.000	.763	.625	.000	.625	.000	.694	.733

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

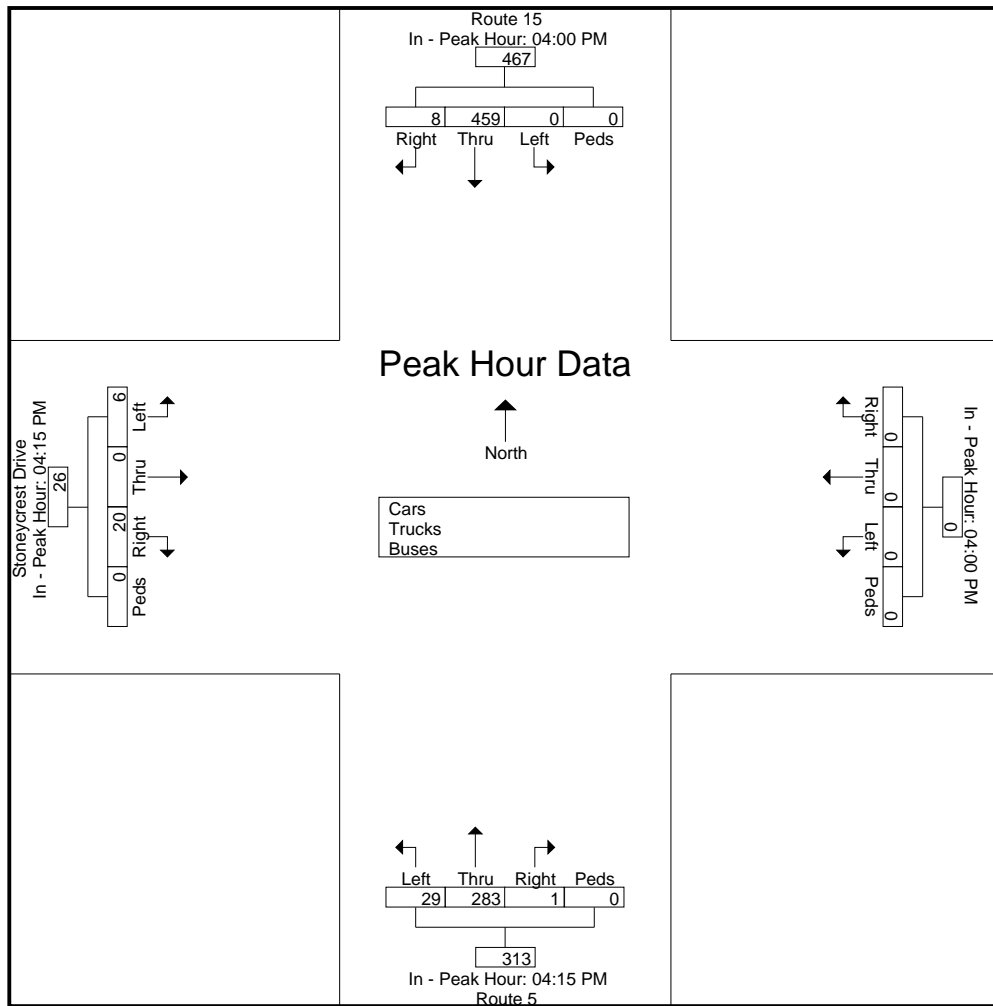
File Name : 18712
Site Code : 18712
Start Date : 4/4/2019
Page No : 3

Start Time	Route 15 From North					From East					Route 5 From South					Stoneycrest Drive 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:15 PM					04:15 PM				
+0 mins.	1	110	0	0	111	0	0	0	0	0	0	93	7	0	100	8	0	1	0	9
+15 mins.	1	162	0	0	163	0	0	0	0	0	0	75	8	0	83	6	0	1	0	7
+30 mins.	3	113	0	0	116	0	0	0	0	0	1	40	4	0	45	0	0	2	0	2
+45 mins.	3	74	0	0	77	0	0	0	0	0	0	75	10	0	85	6	0	2	0	8
Total Volume	8	459	0	0	467	0	0	0	0	0	1	283	29	0	313	20	0	6	0	26
% App. Total	1.7	98.3	0	0		0	0	0	0		0.3	90.4	9.3	0		76.9	0	23.1	0	
PHF	.667	.708	.000	.000	.716	.000	.000	.000	.000	.000	.250	.761	.725	.000	.783	.625	.000	.750	.000	.722



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Golden St/School Drive
Meriden, Connecticut

File Name : 18713
Site Code : 18713
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					School Drive From East					Route 5 From South					Golden Street 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	3	53	2	0	58	0	0	1	1	2	3	81	1	0	85	2	0	8	0	10	155
07:15 AM	5	63	7	0	75	0	1	2	0	3	7	99	1	1	108	7	0	4	0	11	197
07:30 AM	4	51	16	0	71	2	1	8	0	11	14	84	8	2	108	14	6	3	2	25	215
07:45 AM	0	50	27	0	77	10	13	33	0	56	51	65	6	1	123	6	22	6	1	35	291
Total	12	217	52	0	281	12	15	44	1	72	75	329	16	4	424	29	28	21	3	81	858
08:00 AM	1	63	18	0	82	13	18	68	0	99	62	79	3	0	144	8	12	4	0	24	349
08:15 AM	3	46	3	0	52	5	4	21	0	30	16	45	2	0	63	2	5	3	0	10	155
08:30 AM	1	66	3	1	71	2	2	9	0	13	13	50	7	0	70	7	1	3	0	11	165
08:45 AM	5	50	0	0	55	1	0	5	0	6	4	81	2	0	87	3	0	5	0	8	156
Total	10	225	24	1	260	21	24	103	0	148	95	255	14	0	364	20	18	15	0	53	825
Grand Total	22	442	76	1	541	33	39	147	1	220	170	584	30	4	788	49	46	36	3	134	1683
Apprch %	4.1	81.7	14	0.2		15	17.7	66.8	0.5		21.6	74.1	3.8	0.5		36.6	34.3	26.9	2.2		
Total %	1.3	26.3	4.5	0.1	32.1	2	2.3	8.7	0.1	13.1	10.1	34.7	1.8	0.2	46.8	2.9	2.7	2.1	0.2	8	
Lights	18	415	73	1	507	31	37	130	1	199	161	563	26	4	754	42	42	34	3	121	1581
% Lights	81.8	93.9	96.1	100	93.7	93.9	94.9	88.4	100	90.5	94.7	96.4	86.7	100	95.7	85.7	91.3	94.4	100	90.3	93.9
Trucks	1	15	1	0	17	0	0	1	0	1	0	12	0	0	12	2	0	2	0	4	34
% Trucks	4.5	3.4	1.3	0	3.1	0	0	0.7	0	0.5	0	2.1	0	0	1.5	4.1	0	5.6	0	3	2
Buses	3	12	2	0	17	2	2	16	0	20	9	9	4	0	22	5	4	0	0	9	68
% Buses	13.6	2.7	2.6	0	3.1	6.1	5.1	10.9	0	9.1	5.3	1.5	13.3	0	2.8	10.2	8.7	0	0	6.7	4

Connecticut Counts LLC

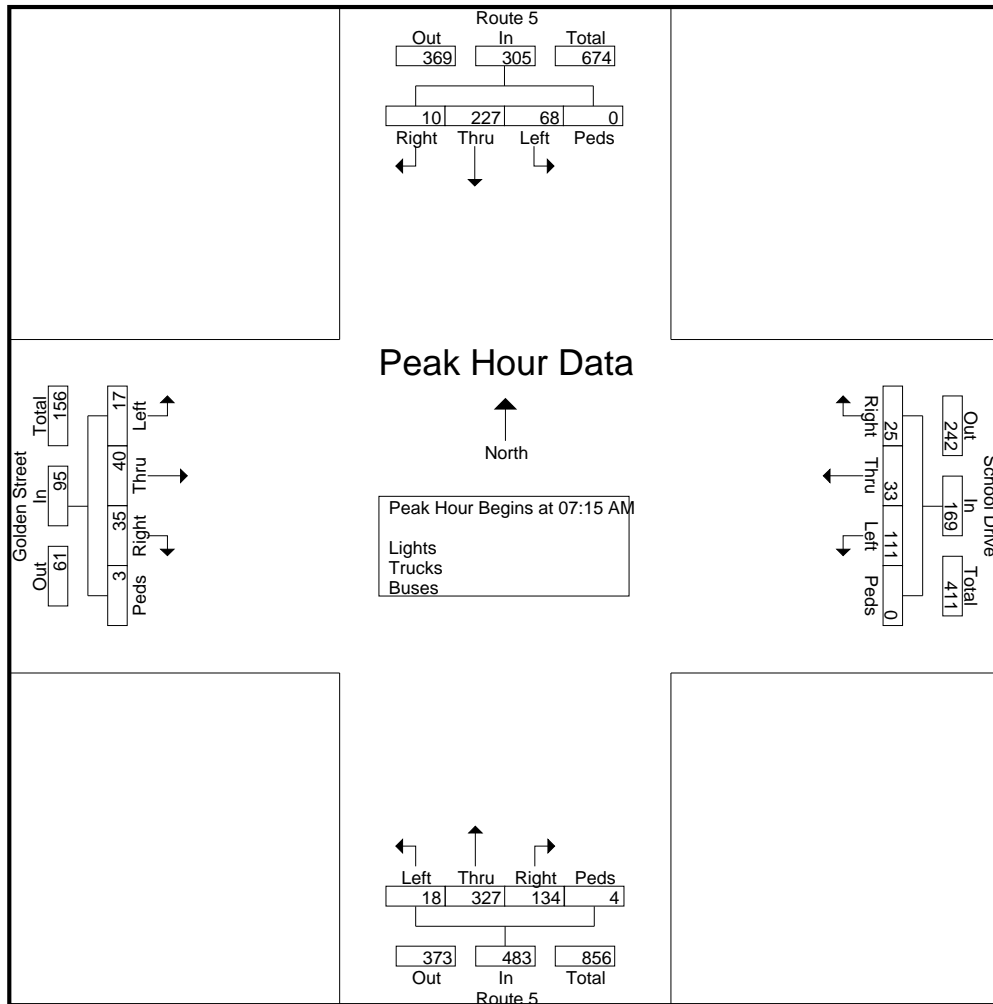
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18713
Site Code : 18713
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					School Drive From East					Route 5 From South					Golden Street 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	
07:15 AM	5	63	7	0	75	0	1	2	0	3	7	99	1	1	108	7	0	4	0	11	197
07:30 AM	4	51	16	0	71	2	1	8	0	11	14	84	8	2	108	14	6	3	2	25	215
07:45 AM	0	50	27	0	77	10	13	33	0	56	51	65	6	1	123	6	22	6	1	35	291
08:00 AM	1	63	18	0	82	13	18	68	0	99	62	79	3	0	144	8	12	4	0	24	349
Total Volume	10	227	68	0	305	25	33	111	0	169	134	327	18	4	483	35	40	17	3	95	1052
% App. Total	3.3	74.4	22.3	0		14.8	19.5	65.7	0		27.7	67.7	3.7	0.8		36.8	42.1	17.9	3.2		
PHF	.500	.901	.630	.000	.930	.481	.458	.408	.000	.427	.540	.826	.563	.500	.839	.625	.455	.708	.375	.679	.754

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

Peak Hour for Entire Intersection Begins at 07:15 AM



Connecticut Counts LLC

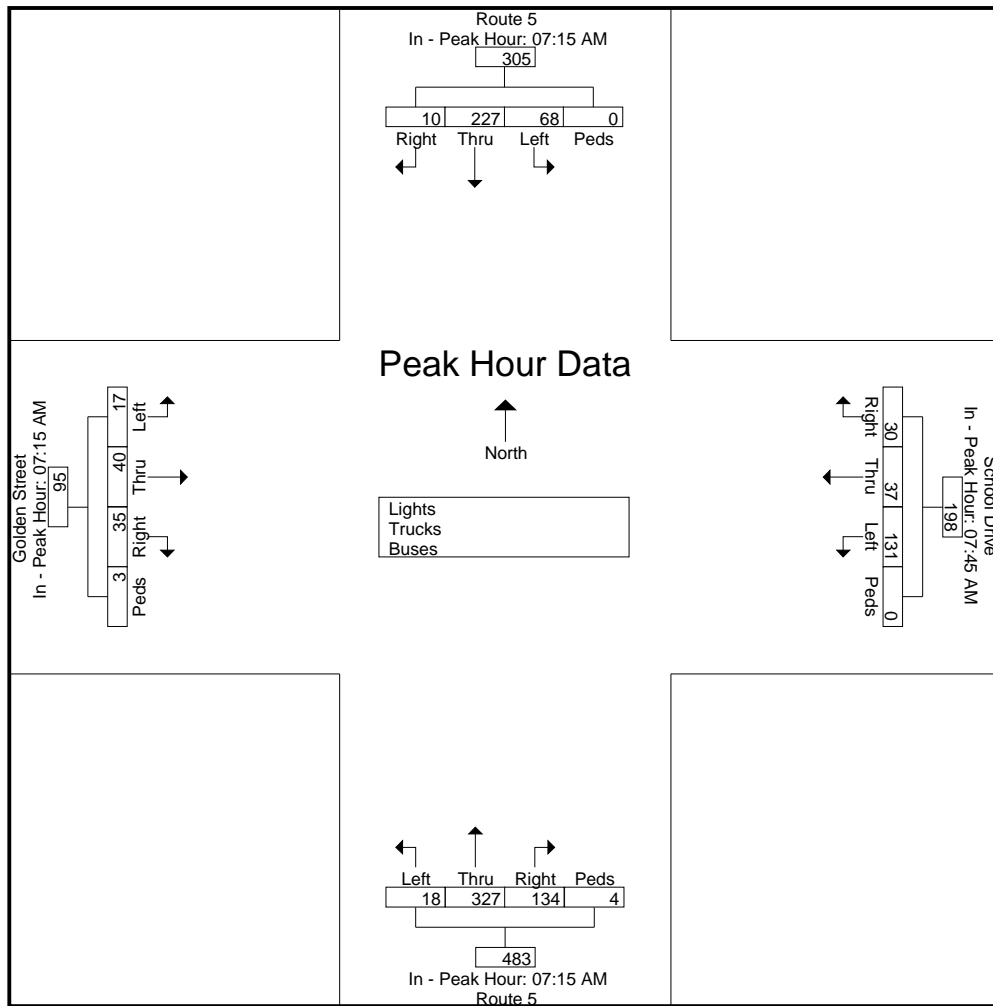
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18713
Site Code : 18713
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					School Drive From East					Route 5 From South					Golden Street 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	

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					07:45 AM					07:15 AM					07:15 AM				
+0 mins.	5	63	7	0	75	10	13	33	0	56	7	99	1	1	108	7	0	4	0	11
+15 mins.	4	51	16	0	71	13	18	68	0	99	14	84	8	2	108	14	6	3	2	25
+30 mins.	0	50	27	0	77	5	4	21	0	30	51	65	6	1	123	6	22	6	1	35
+45 mins.	1	63	18	0	82	2	2	9	0	13	62	79	3	0	144	8	12	4	0	24
Total Volume	10	227	68	0	305	30	37	131	0	198	134	327	18	4	483	35	40	17	3	95
% App. Total	3.3	74.4	22.3	0		15.2	18.7	66.2	0		27.7	67.7	3.7	0.8		36.8	42.1	17.9	3.2	
PHF	.500	.901	.630	.000	.930	.577	.514	.482	.000	.500	.540	.826	.563	.500	.839	.625	.455	.708	.375	.679



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Golden St/School Drive
Meriden, Connecticut

File Name : 18714
Site Code : 18714
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					School Drive From East					Route 5 From South					Golden Street 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	
04:00 PM	9	118	2	0	129	3	2	13	0	18	5	71	6	0	82	7	1	5	0	13	242
04:15 PM	7	121	1	0	129	4	0	0	0	4	4	64	9	0	77	4	1	9	0	14	224
04:30 PM	6	107	2	0	115	2	2	4	0	8	8	72	6	0	86	7	0	4	0	11	220
04:45 PM	5	105	3	0	113	0	1	6	0	7	18	57	5	0	80	8	0	5	0	13	213
Total	27	451	8	0	486	9	5	23	0	37	35	264	26	0	325	26	2	23	0	51	899
05:00 PM	5	106	1	0	112	4	3	18	0	25	23	75	10	0	108	10	2	7	0	19	264
05:15 PM	5	94	3	0	102	2	2	11	0	15	11	78	4	0	93	4	1	2	0	7	217
05:30 PM	1	93	2	0	96	0	0	6	0	6	10	51	7	0	68	1	0	1	0	2	172
05:45 PM	3	78	7	0	88	3	1	6	0	10	17	51	1	0	69	0	2	2	0	4	171
Total	14	371	13	0	398	9	6	41	0	56	61	255	22	0	338	15	5	12	0	32	824
Grand Total	41	822	21	0	884	18	11	64	0	93	96	519	48	0	663	41	7	35	0	83	1723
Apprch %	4.6	93	2.4	0		19.4	11.8	68.8	0		14.5	78.3	7.2	0		49.4	8.4	42.2	0		
Total %	2.4	47.7	1.2	0	51.3	1	0.6	3.7	0	5.4	5.6	30.1	2.8	0	38.5	2.4	0.4	2	0	4.8	
Lights	41	810	20	0	871	17	11	64	0	92	96	517	47	0	660	40	7	35	0	82	1705
% Lights	100	98.5	95.2	0	98.5	94.4	100	100	0	98.9	100	99.6	97.9	0	99.5	97.6	100	100	0	98.8	99
Trucks	0	12	1	0	13	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	15
% Trucks	0	1.5	4.8	0	1.5	5.6	0	0	0	1.1	0	0	2.1	0	0.2	0	0	0	0	0	0.9
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	2.4	0	0	0	1.2	0.2

Connecticut Counts LLC

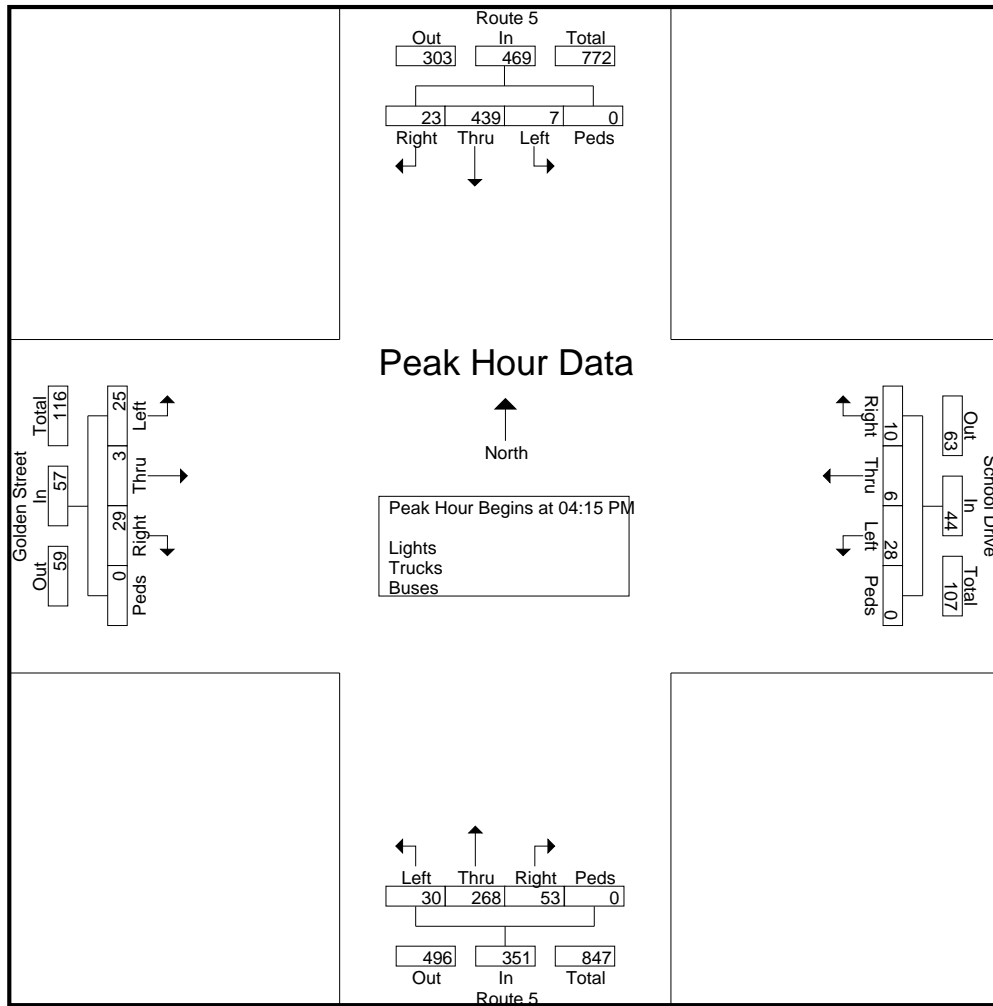
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18714
Site Code : 18714
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					School Drive From East					Route 5 From South					Golden Street 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	
04:15 PM	7	121	1	0	129	4	0	0	0	4	4	64	9	0	77	4	1	9	0	14	224
04:30 PM	6	107	2	0	115	2	2	4	0	8	8	72	6	0	86	7	0	4	0	11	220
04:45 PM	5	105	3	0	113	0	1	6	0	7	18	57	5	0	80	8	0	5	0	13	213
05:00 PM	5	106	1	0	112	4	3	18	0	25	23	75	10	0	108	10	2	7	0	19	264
Total Volume	23	439	7	0	469	10	6	28	0	44	53	268	30	0	351	29	3	25	0	57	921
% App. Total	4.9	93.6	1.5	0		22.7	13.6	63.6	0		15.1	76.4	8.5	0		50.9	5.3	43.9	0		
PHF	.821	.907	.583	.000	.909	.625	.500	.389	.000	.440	.576	.893	.750	.000	.813	.725	.375	.694	.000	.750	.872

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM



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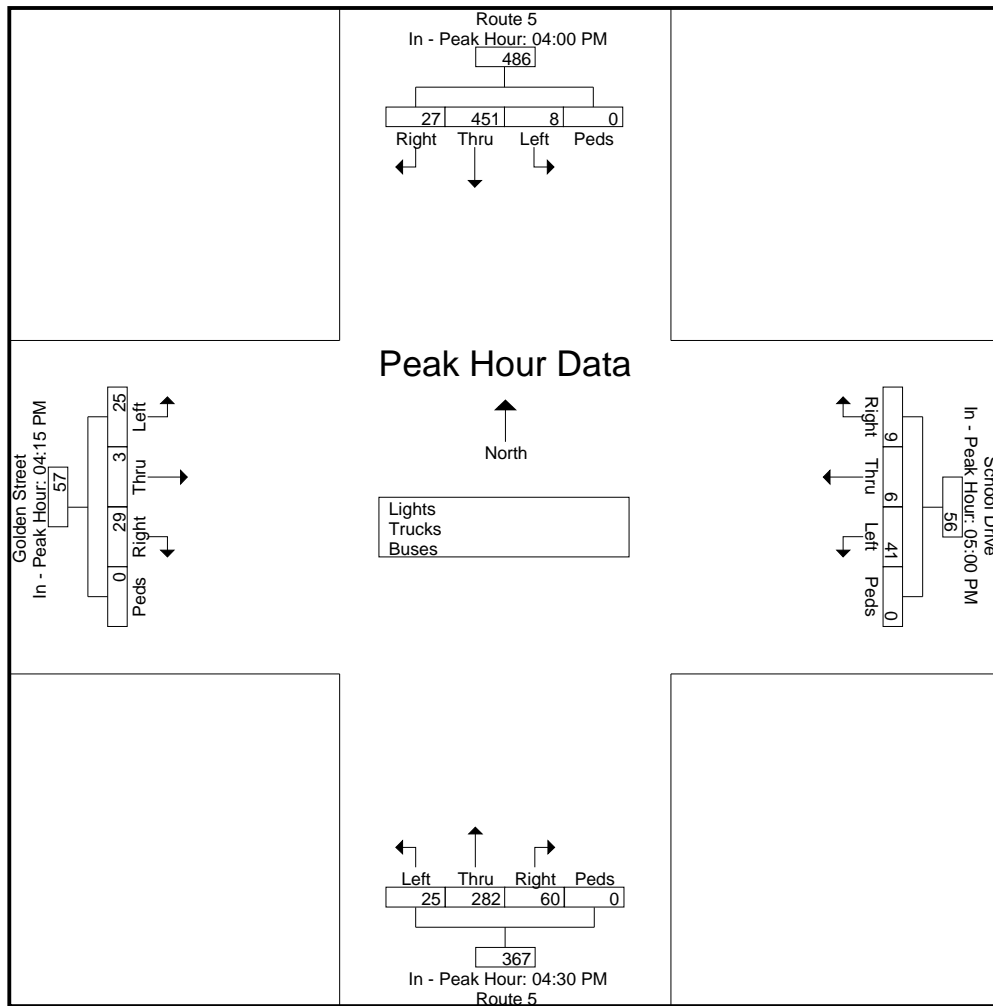
File Name : 18714
Site Code : 18714
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					School Drive From East					Route 5 From South					Golden Street 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:30 PM					04:15 PM				
+0 mins.	9	118	2	0	129	4	3	18	0	25	8	72	6	0	86	4	1	9	0	14
+15 mins.	7	121	1	0	129	2	2	11	0	15	18	57	5	0	80	7	0	4	0	11
+30 mins.	6	107	2	0	115	0	0	6	0	6	23	75	10	0	108	8	0	5	0	13
+45 mins.	5	105	3	0	113	3	1	6	0	10	11	78	4	0	93	10	2	7	0	19
Total Volume	27	451	8	0	486	9	6	41	0	56	60	282	25	0	367	29	3	25	0	57
% App. Total	5.6	92.8	1.6	0		16.1	10.7	73.2	0		16.3	76.8	6.8	0		50.9	5.3	43.9	0	
PHF	.750	.932	.667	.000	.942	.563	.500	.569	.000	.560	.652	.904	.625	.000	.850	.725	.375	.694	.000	.750



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Blackstone St/School Drive
Meriden, Connecticut

File Name : 18715
Site Code : 18715
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

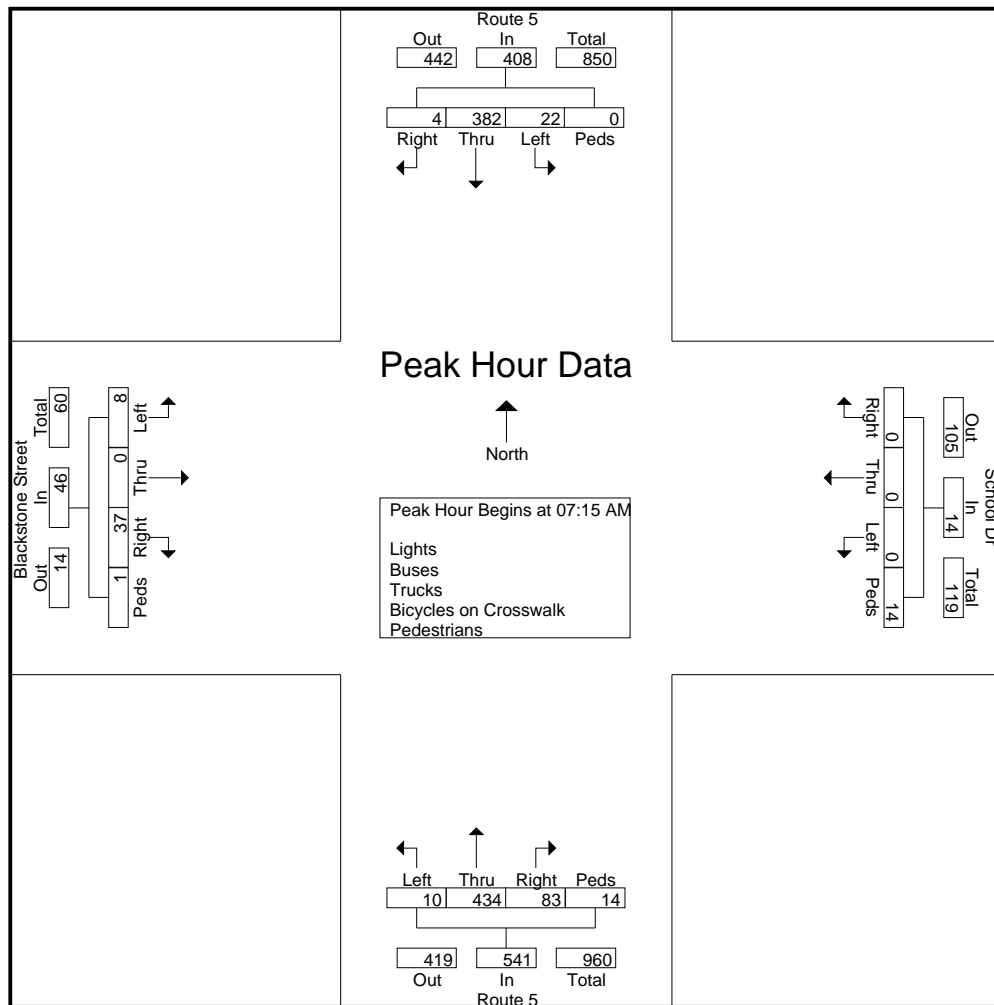
Start Time	Route 5 From North					School Dr From East					Route 5 From South					Blackstone Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	73	4	0	77	0	0	0	2	2	5	87	6	0	98	17	0	4	0	21	198
07:15 AM	1	70	2	0	73	0	0	0	2	2	11	101	2	1	115	10	0	0	0	10	200
07:30 AM	3	78	13	0	94	0	0	0	6	6	41	93	3	7	144	6	0	3	0	9	253
07:45 AM	0	111	7	0	118	0	0	0	3	3	22	116	2	3	143	8	0	2	1	11	275
Total	4	332	26	0	362	0	0	0	13	13	79	397	13	11	500	41	0	9	1	51	926
08:00 AM	0	123	0	0	123	0	0	0	3	3	9	124	3	3	139	13	0	3	0	16	281
08:15 AM	0	87	0	0	87	0	0	0	1	1	0	75	3	1	79	11	0	1	0	12	179
08:30 AM	3	94	0	0	97	0	0	0	0	0	4	65	5	0	74	21	0	4	0	25	196
08:45 AM	1	61	1	0	63	0	0	0	0	0	2	87	5	0	94	15	0	2	0	17	174
Total	4	365	1	0	370	0	0	0	4	4	15	351	16	4	386	60	0	10	0	70	830
Grand Total	8	697	27	0	732	0	0	0	17	17	94	748	29	15	886	101	0	19	1	121	1756
Apprch %	1.1	95.2	3.7	0		0	0	0	100		10.6	84.4	3.3	1.7		83.5	0	15.7	0.8		
Total %	0.5	39.7	1.5	0	41.7	0	0	0	1	1	5.4	42.6	1.7	0.9	50.5	5.8	0	1.1	0.1	6.9	
Lights	8	618	23	0	649	0	0	0	0	0	79	689	28	0	796	101	0	19	0	120	1565
% Lights	100	88.7	85.2	0	88.7	0	0	0	0	0	84	92.1	96.6	0	89.8	100	0	100	0	99.2	89.1
Buses	0	43	3	0	46	0	0	0	0	0	15	30	0	0	45	0	0	0	0	0	91
% Buses	0	6.2	11.1	0	6.3	0	0	0	0	0	16	4	0	0	5.1	0	0	0	0	0	5.2
Trucks	0	36	1	0	37	0	0	0	0	0	0	29	1	0	30	0	0	0	0	0	67
% Trucks	0	5.2	3.7	0	5.1	0	0	0	0	0	0	3.9	3.4	0	3.4	0	0	0	0	0	3.8
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	17	17	0	0	0	15	15	0	0	0	1	1	33
% Pedestrians	0	0	0	0	0	0	0	0	100	100	0	0	0	100	1.7	0	0	0	100	0.8	1.9

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18715
Site Code : 18715
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					School Dr From East					Route 5 From South					Blackstone Street 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	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	70	2	0	73	0	0	0	2	2	11	101	2	1	115	10	0	0	0	10	200
07:30 AM	3	78	13	0	94	0	0	0	6	6	41	93	3	7	144	6	0	3	0	9	253
07:45 AM	0	111	7	0	118	0	0	0	3	3	22	116	2	3	143	8	0	2	1	11	275
08:00 AM	0	123	0	0	123	0	0	0	3	3	9	124	3	3	139	13	0	3	0	16	281
Total Volume	4	382	22	0	408	0	0	0	14	14	83	434	10	14	541	37	0	8	1	46	1009
% App. Total	1	93.6	5.4	0		0	0	0	100		15.3	80.2	1.8	2.6		80.4	0	17.4	2.2		
PHF	.333	.776	.423	.000	.829	.000	.000	.000	.583	.583	.506	.875	.833	.500	.939	.712	.000	.667	.250	.719	.898



Connecticut Counts LLC

Kensington, Connecticut 06037
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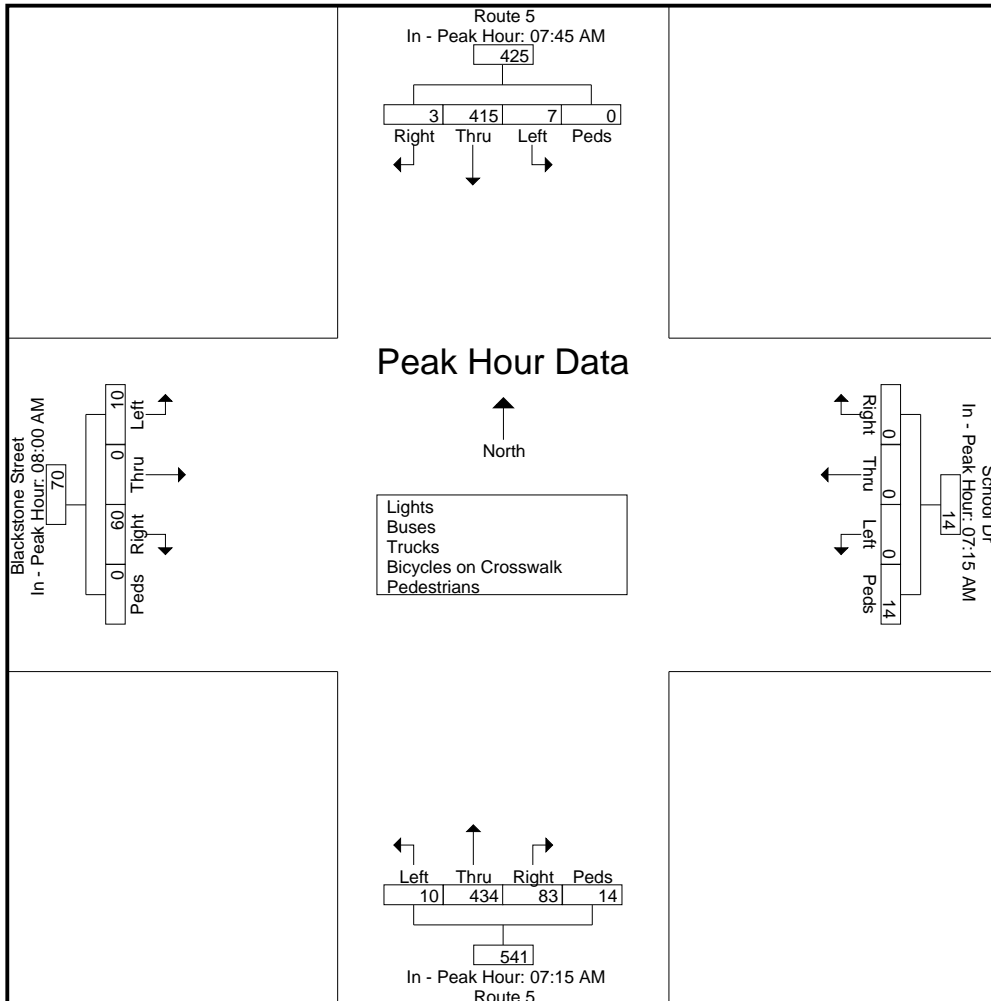
File Name : 18715
Site Code : 18715
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					School Dr From East					Route 5 From South					Blackstone Street 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	

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					07:15 AM					07:15 AM					08:00 AM				
+0 mins.	0	111	7	0	118	0	0	0	2	2	11	101	2	1	115	13	0	3	0	16
+15 mins.	0	123	0	0	123	0	0	0	6	6	41	93	3	7	144	11	0	1	0	12
+30 mins.	0	87	0	0	87	0	0	0	3	3	22	116	2	3	143	21	0	4	0	25
+45 mins.	3	94	0	0	97	0	0	0	3	3	9	124	3	3	139	15	0	2	0	17
Total Volume	3	415	7	0	425	0	0	0	14	14	83	434	10	14	541	60	0	10	0	70
% App. Total	0.7	97.6	1.6	0		0	0	0	100		15.3	80.2	1.8	2.6		85.7	0	14.3	0	
PHF	.250	.843	.250	.000	.864	.000	.000	.000	.583	.583	.506	.875	.833	.500	.939	.714	.000	.625	.000	.700



Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 5 at Blackstone St/School Drive
Meriden, Connecticut

File Name : 18716
Site Code : 18716
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

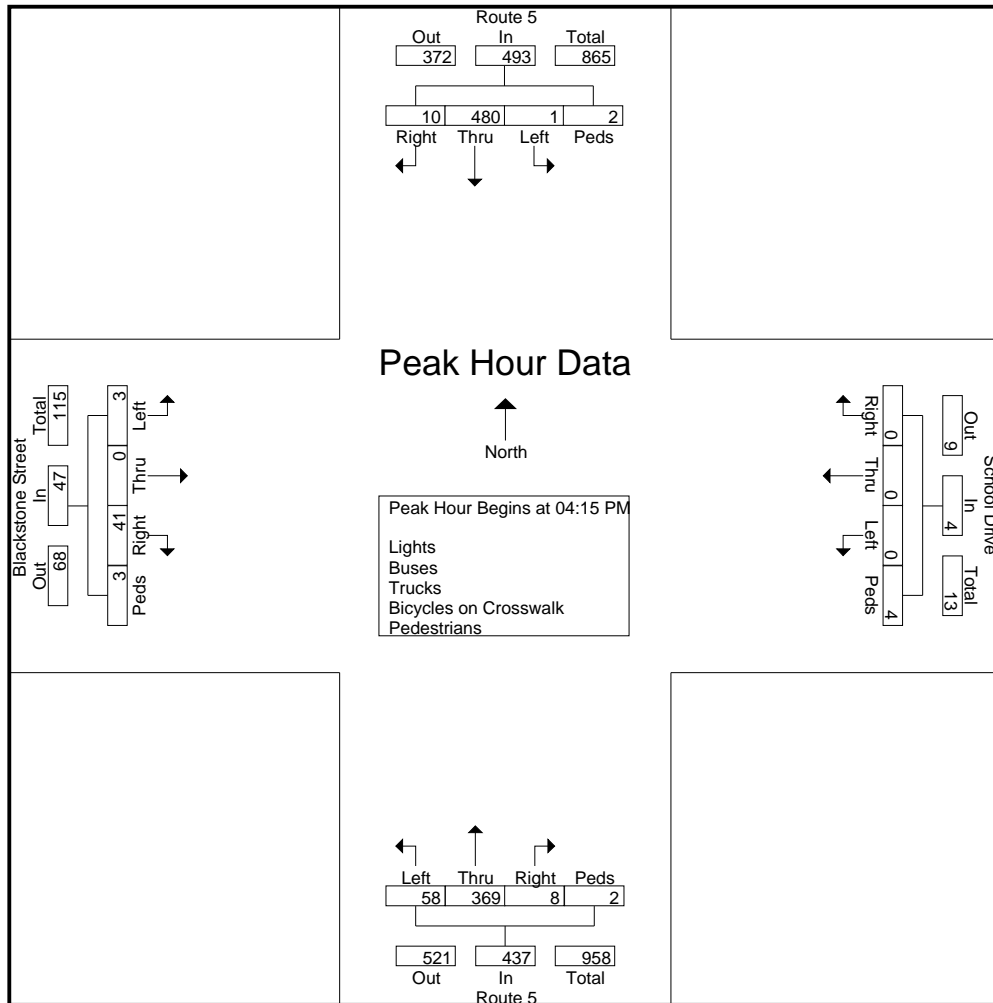
Start Time	Route 5 From North					School Drive From East					Route 5 From South					Blackstone Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	5	133	0	0	138	0	0	0	0	0	3	87	17	0	107	8	0	1	0	9	254
04:15 PM	1	132	1	2	136	0	0	0	3	3	3	85	13	2	103	10	0	1	3	14	256
04:30 PM	3	114	0	0	117	0	0	0	0	0	0	85	9	0	94	8	0	0	0	8	219
04:45 PM	5	115	0	0	120	0	0	0	1	1	3	90	14	0	107	11	0	0	0	11	239
Total	14	494	1	2	511	0	0	0	4	4	9	347	53	2	411	37	0	2	3	42	968
05:00 PM	1	119	0	0	120	0	0	0	0	0	2	109	22	0	133	12	0	2	0	14	267
05:15 PM	3	108	0	0	111	0	0	0	0	0	4	90	19	0	113	6	0	2	4	12	236
05:30 PM	4	105	0	0	109	0	0	0	1	1	1	80	15	2	98	17	0	2	0	19	227
05:45 PM	1	87	0	0	88	0	0	0	0	0	2	67	13	0	82	11	0	4	0	15	185
Total	9	419	0	0	428	0	0	0	1	1	9	346	69	2	426	46	0	10	4	60	915
Grand Total	23	913	1	2	939	0	0	0	5	5	18	693	122	4	837	83	0	12	7	102	1883
Apprch %	2.4	97.2	0.1	0.2		0	0	0	100		2.2	82.8	14.6	0.5		81.4	0	11.8	6.9		
Total %	1.2	48.5	0.1	0.1	49.9	0	0	0	0.3	0.3	1	36.8	6.5	0.2	44.5	4.4	0	0.6	0.4	5.4	
Lights	23	890	1	0	914	0	0	0	0	0	18	684	121	0	823	83	0	12	0	95	1832
% Lights	100	97.5	100	0	97.3	0	0	0	0	0	100	98.7	99.2	0	98.3	100	0	100	0	93.1	97.3
Buses	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2
Trucks	0	22	0	0	22	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	29
% Trucks	0	2.4	0	0	2.3	0	0	0	0	0	0	0.9	0.8	0	0.8	0	0	0	0	0	1.5
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	5	5	0	0	0	4	4	0	0	0	7	7	18
% Pedestrians	0	0	0	100	0.2	0	0	0	100	100	0	0	0	100	0.5	0	0	0	100	6.9	1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18716
Site Code : 18716
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					School Drive From East					Route 5 From South					Blackstone Street 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	132	1	2	136	0	0	0	3	3	3	85	13	2	103	10	0	1	3	14	256
04:30 PM	3	114	0	0	117	0	0	0	0	0	0	85	9	0	94	8	0	0	0	8	219
04:45 PM	5	115	0	0	120	0	0	0	1	1	3	90	14	0	107	11	0	0	0	11	239
05:00 PM	1	119	0	0	120	0	0	0	0	0	2	109	22	0	133	12	0	2	0	14	267
Total Volume	10	480	1	2	493	0	0	0	4	4	8	369	58	2	437	41	0	3	3	47	981
% App. Total	2	97.4	0.2	0.4		0	0	0	100		1.8	84.4	13.3	0.5		87.2	0	6.4	6.4		
PHF	.500	.909	.250	.250	.906	.000	.000	.000	.333	.333	.667	.846	.659	.250	.821	.854	.000	.375	.250	.839	.919



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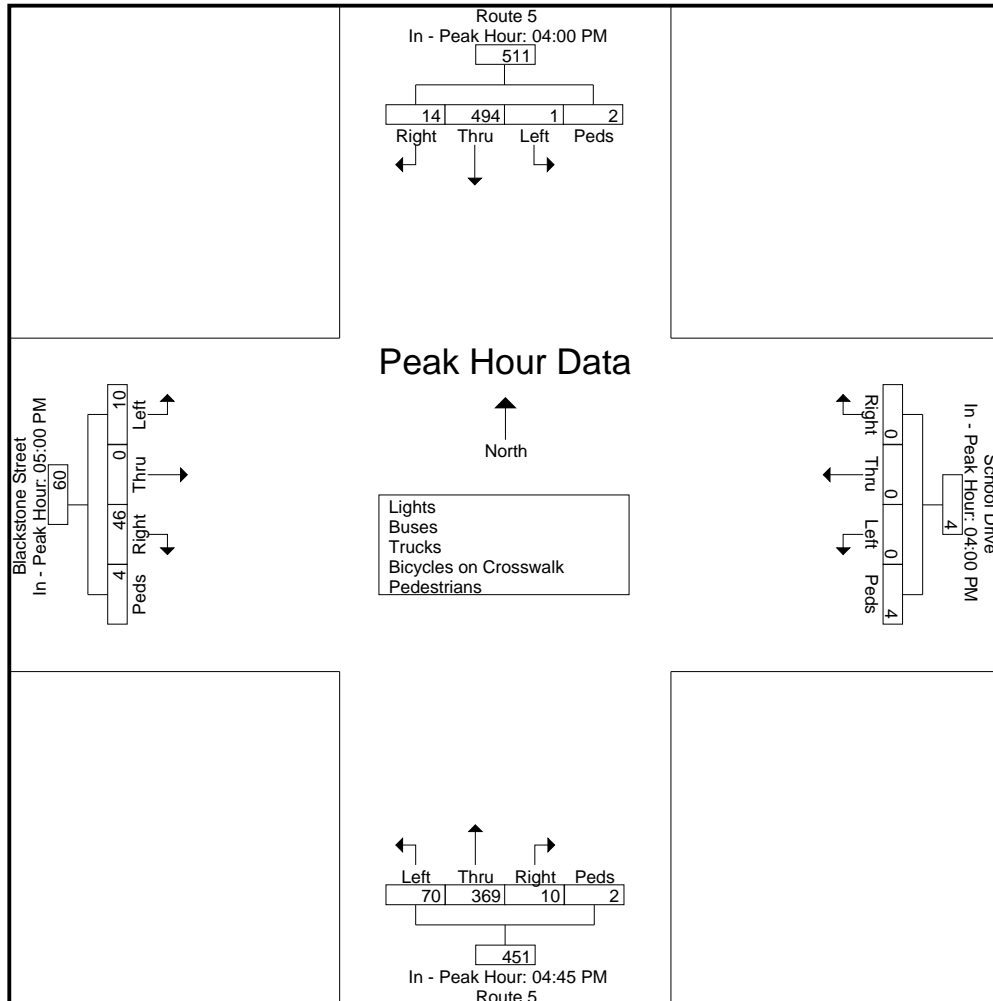
File Name : 18716
Site Code : 18716
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					School Drive From East					Route 5 From South					Blackstone Street 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:45 PM					05:00 PM				
+0 mins.	5	133	0	0	138	0	0	0	0	0	3	90	14	0	107	12	0	2	0	14
+15 mins.	1	132	1	2	136	0	0	0	3	3	2	109	22	0	133	6	0	2	4	12
+30 mins.	3	114	0	0	117	0	0	0	0	0	4	90	19	0	113	17	0	2	0	19
+45 mins.	5	115	0	0	120	0	0	0	1	1	1	80	15	2	98	11	0	4	0	15
Total Volume	14	494	1	2	511	0	0	0	4	4	10	369	70	2	451	46	0	10	4	60
% App. Total	2.7	96.7	0.2	0.4		0	0	0	100		2.2	81.8	15.5	0.4		76.7	0	16.7	6.7	
PHF	.700	.929	.250	.250	.926	.000	.000	.000	.333	.333	.625	.846	.795	.250	.848	.676	.000	.625	.250	.789



Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 5 at Britania St/Westfield Rd
Meriden, Connecticut

File Name : 18717
Site Code : 18717
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Westfield Road From East					Route 5 From South					Britania Street 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	5	86	4	0	95	14	15	9	2	40	11	103	21	2	137	20	19	4	1	44	316
07:15 AM	6	98	11	5	120	38	12	10	15	75	8	115	17	14	154	24	16	13	0	53	402
07:30 AM	6	100	10	0	116	36	15	8	11	70	9	159	16	20	204	20	20	12	0	52	442
07:45 AM	3	131	7	2	143	23	10	18	5	56	12	99	13	0	124	10	9	4	1	24	347
Total	20	415	32	7	474	111	52	45	33	241	40	476	67	36	619	74	64	33	2	173	1507
08:00 AM	8	136	19	0	163	26	8	6	2	42	14	111	11	2	138	20	14	9	1	44	387
08:15 AM	4	81	9	0	94	7	10	17	1	35	11	63	17	0	91	19	13	7	0	39	259
08:30 AM	5	107	6	0	118	13	8	17	0	38	22	64	25	0	111	24	11	2	0	37	304
08:45 AM	3	70	6	0	79	9	15	17	0	41	14	92	27	0	133	14	7	3	1	25	278
Total	20	394	40	0	454	55	41	57	3	156	61	330	80	2	473	77	45	21	2	145	1228
Grand Total	40	809	72	7	928	166	93	102	36	397	101	806	147	38	1092	151	109	54	4	318	2735
Apprch %	4.3	87.2	7.8	0.8		41.8	23.4	25.7	9.1		9.2	73.8	13.5	3.5		47.5	34.3	17	1.3		
Total %	1.5	29.6	2.6	0.3	33.9	6.1	3.4	3.7	1.3	14.5	3.7	29.5	5.4	1.4	39.9	5.5	4	2	0.1	11.6	
Lights	38	761	69	7	875	157	88	96	36	377	100	768	139	38	1045	147	104	52	4	307	2604
% Lights	95	94.1	95.8	100	94.3	94.6	94.6	94.1	100	95	99	95.3	94.6	100	95.7	97.4	95.4	96.3	100	96.5	95.2
Trucks	0	17	0	0	17	0	1	5	0	6	1	11	0	0	12	1	2	0	0	3	38
% Trucks	0	2.1	0	0	1.8	0	1.1	4.9	0	1.5	1	1.4	0	0	1.1	0.7	1.8	0	0	0.9	1.4
Buses	2	31	3	0	36	9	4	1	0	14	0	27	8	0	35	3	3	2	0	8	93
% Buses	5	3.8	4.2	0	3.9	5.4	4.3	1	0	3.5	0	3.3	5.4	0	3.2	2	2.8	3.7	0	2.5	3.4

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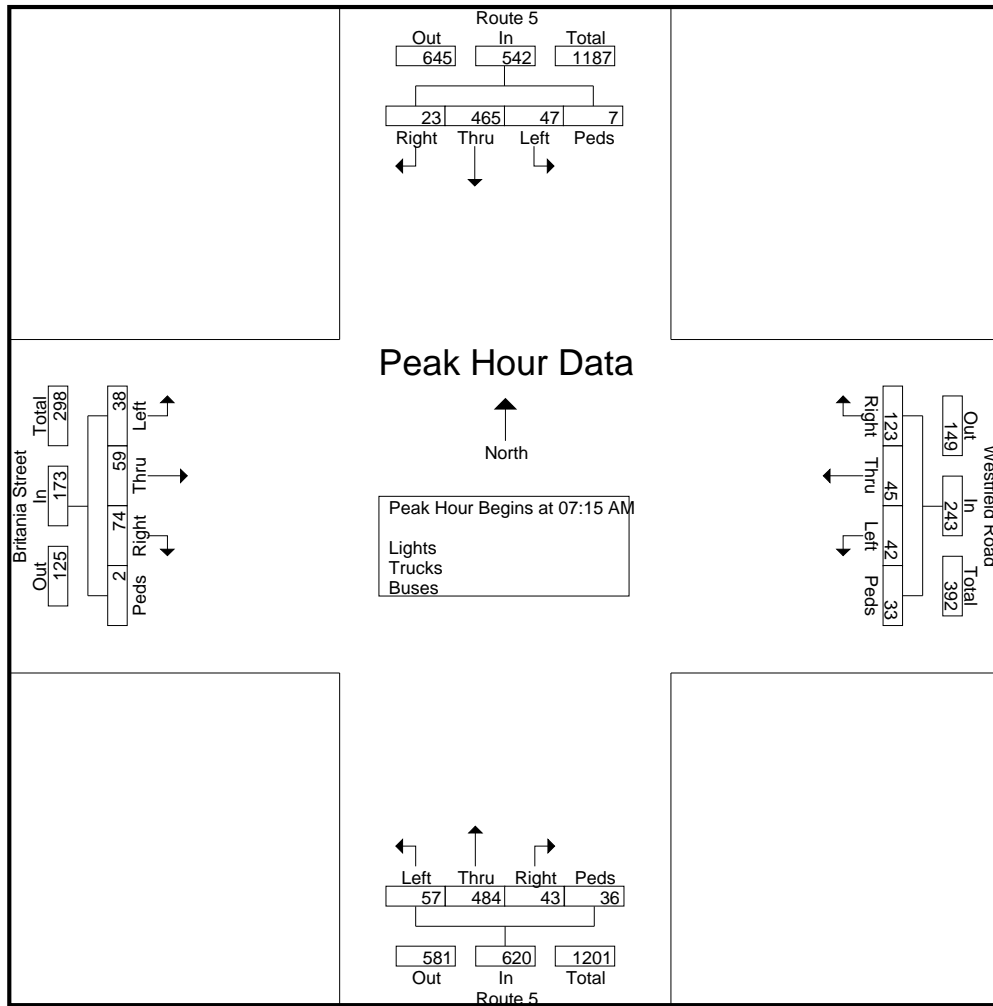
File Name : 18717
Site Code : 18717
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Westfield Road From East					Route 5 From South					Britania Street 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	

Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	6	98	11	5	120	38	12	10	15	75	8	115	17	14	154	24	16	13	0	53	402
07:30 AM	6	100	10	0	116	36	15	8	11	70	9	159	16	20	204	20	20	12	0	52	442
07:45 AM	3	131	7	2	143	23	10	18	5	56	12	99	13	0	124	10	9	4	1	24	347
08:00 AM	8	136	19	0	163	26	8	6	2	42	14	111	11	2	138	20	14	9	1	44	387
Total Volume	23	465	47	7	542	123	45	42	33	243	43	484	57	36	620	74	59	38	2	173	1578
% App. Total	4.2	85.8	8.7	1.3		50.6	18.5	17.3	13.6		6.9	78.1	9.2	5.8		42.8	34.1	22	1.2		
PHF	.719	.855	.618	.350	.831	.809	.750	.583	.550	.810	.768	.761	.838	.450	.760	.771	.738	.731	.500	.816	.893



Connecticut Counts LLC

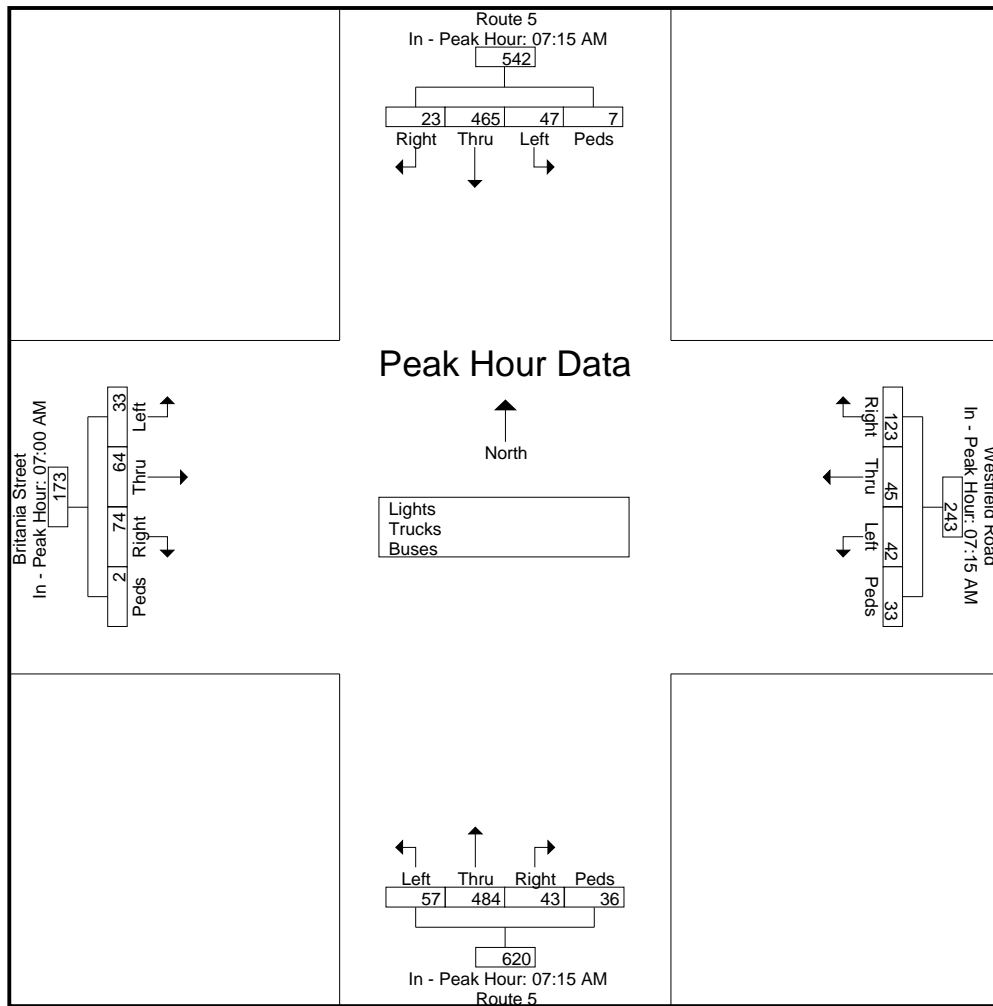
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18717
Site Code : 18717
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Westfield Road From East					Route 5 From South					Britania Street 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	

Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:00 AM				
+0 mins.	6	98	11	5	120	38	12	10	15	75	8	115	17	14	154	20	19	4	1	44
+15 mins.	6	100	10	0	116	36	15	8	11	70	9	159	16	20	204	24	16	13	0	53
+30 mins.	3	131	7	2	143	23	10	18	5	56	12	99	13	0	124	20	20	12	0	52
+45 mins.	8	136	19	0	163	26	8	6	2	42	14	111	11	2	138	10	9	4	1	24
Total Volume	23	465	47	7	542	123	45	42	33	243	43	484	57	36	620	74	64	33	2	173
% App. Total	4.2	85.8	8.7	1.3		50.6	18.5	17.3	13.6		6.9	78.1	9.2	5.8		42.8	37	19.1	1.2	
PHF	.719	.855	.618	.350	.831	.809	.750	.583	.550	.810	.768	.761	.838	.450	.760	.771	.800	.635	.500	.816



Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 5 at Britania St/Westfield St
Meriden, Connecticut

File Name : 18718
Site Code : 18718
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Westfield Road From East					Route 5 From South					Britania Street 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		
04:00 PM	8	114	22	0	144	19	21	20	0	60	16	80	34	0	130	28	17	11	3	59	393	
04:15 PM	6	127	8	0	141	11	30	15	0	56	17	92	41	0	150	23	24	3	2	52	399	
04:30 PM	4	116	13	0	133	9	35	14	1	59	10	79	41	2	132	28	28	7	3	66	390	
04:45 PM	5	100	15	0	120	24	26	13	0	63	16	74	36	0	126	38	13	6	0	57	366	
Total	23	457	58	0	538	63	112	62	1	238	59	325	152	2	538	117	82	27	8	234	1548	
05:00 PM	7	125	18	0	150	28	26	22	0	76	11	102	52	0	165	30	17	11	2	60	451	
05:15 PM	6	90	18	0	114	12	23	9	0	44	14	98	35	0	147	35	20	7	0	62	367	
05:30 PM	11	98	13	0	122	16	25	10	0	51	13	71	36	0	120	27	19	4	0	50	343	
05:45 PM	12	70	14	0	96	11	21	16	0	48	14	67	36	0	117	36	13	8	3	60	321	
Total	36	383	63	0	482	67	95	57	0	219	52	338	159	0	549	128	69	30	5	232	1482	
Grand Total	59	840	121	0	1020	130	207	119	1	457	111	663	311	2	1087	245	151	57	13	466	3030	
Apprch %	5.8	82.4	11.9	0		28.4	45.3	26	0.2		10.2	61	28.6	0.2		52.6	32.4	12.2	2.8			
Total %	1.9	27.7	4	0	33.7	4.3	6.8	3.9	0	15.1	3.7	21.9	10.3	0.1	35.9	8.1	5	1.9	0.4	15.4		
Lights	56	831	121	0	1008	129	207	119	1	456	109	660	310	2	1081	245	150	56	13	464	3009	
% Lights	94.9	98.9	100	0	98.8	99.2	100	100	100	99.8	98.2	99.5	99.7	100	99.4	100	99.3	98.2	100	99.6	99.3	
Trucks	2	9	0	0	11	0	0	0	0	0	2	2	1	0	5	0	1	0	0	0	1	17
% Trucks	3.4	1.1	0	0	1.1	0	0	0	0	0	1.8	0.3	0.3	0	0.5	0	0.7	0	0	0.2	0.6	
Buses	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	4	
% Buses	1.7	0	0	0	0.1	0.8	0	0	0	0.2	0	0.2	0	0	0.1	0	0	1.8	0	0.2	0.1	

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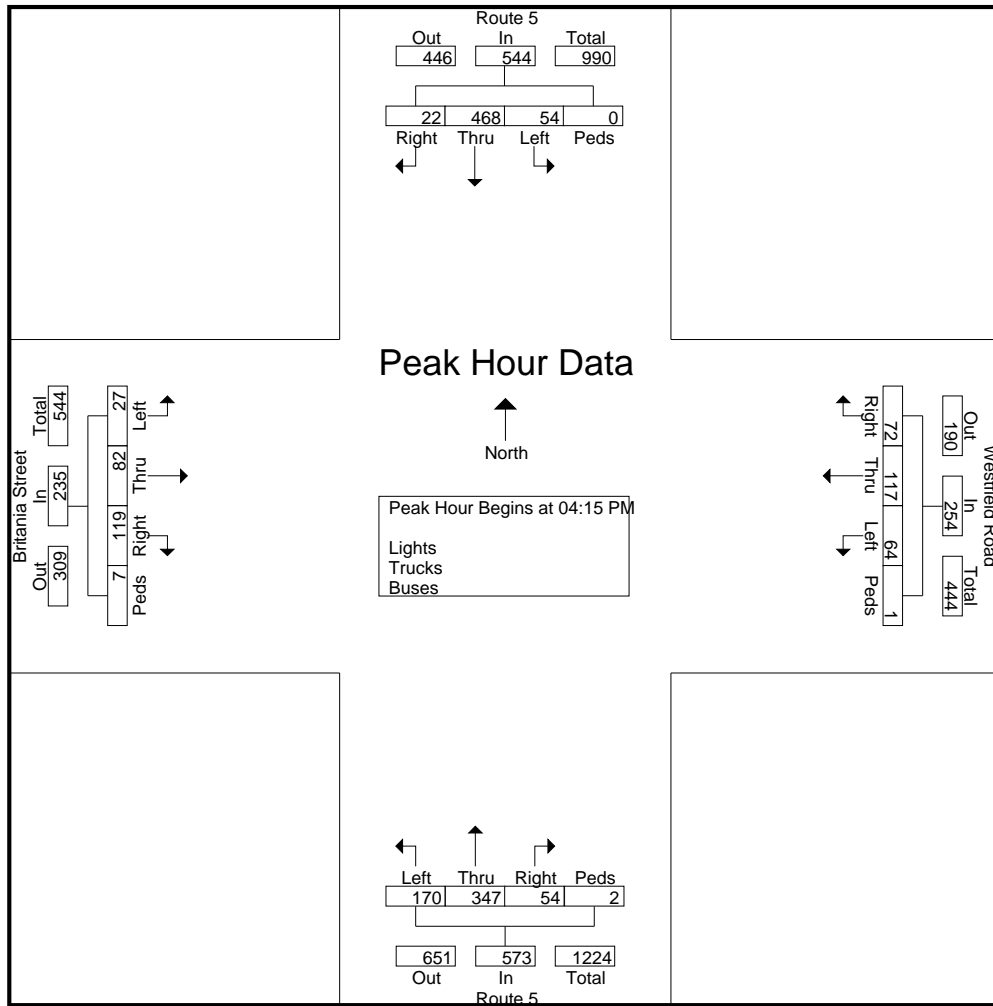
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18718
Site Code : 18718
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Westfield Road From East					Route 5 From South					Britania Street 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	
04:15 PM	6	127	8	0	141	11	30	15	0	56	17	92	41	0	150	23	24	3	2	52	399
04:30 PM	4	116	13	0	133	9	35	14	1	59	10	79	41	2	132	28	28	7	3	66	390
04:45 PM	5	100	15	0	120	24	26	13	0	63	16	74	36	0	126	38	13	6	0	57	366
05:00 PM	7	125	18	0	150	28	26	22	0	76	11	102	52	0	165	30	17	11	2	60	451
Total Volume	22	468	54	0	544	72	117	64	1	254	54	347	170	2	573	119	82	27	7	235	1606
% App. Total	4	86	9.9	0		28.3	46.1	25.2	0.4		9.4	60.6	29.7	0.3		50.6	34.9	11.5	3		
PHF	.786	.921	.750	.000	.907	.643	.836	.727	.250	.836	.794	.850	.817	.250	.868	.783	.732	.614	.583	.890	.890

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM



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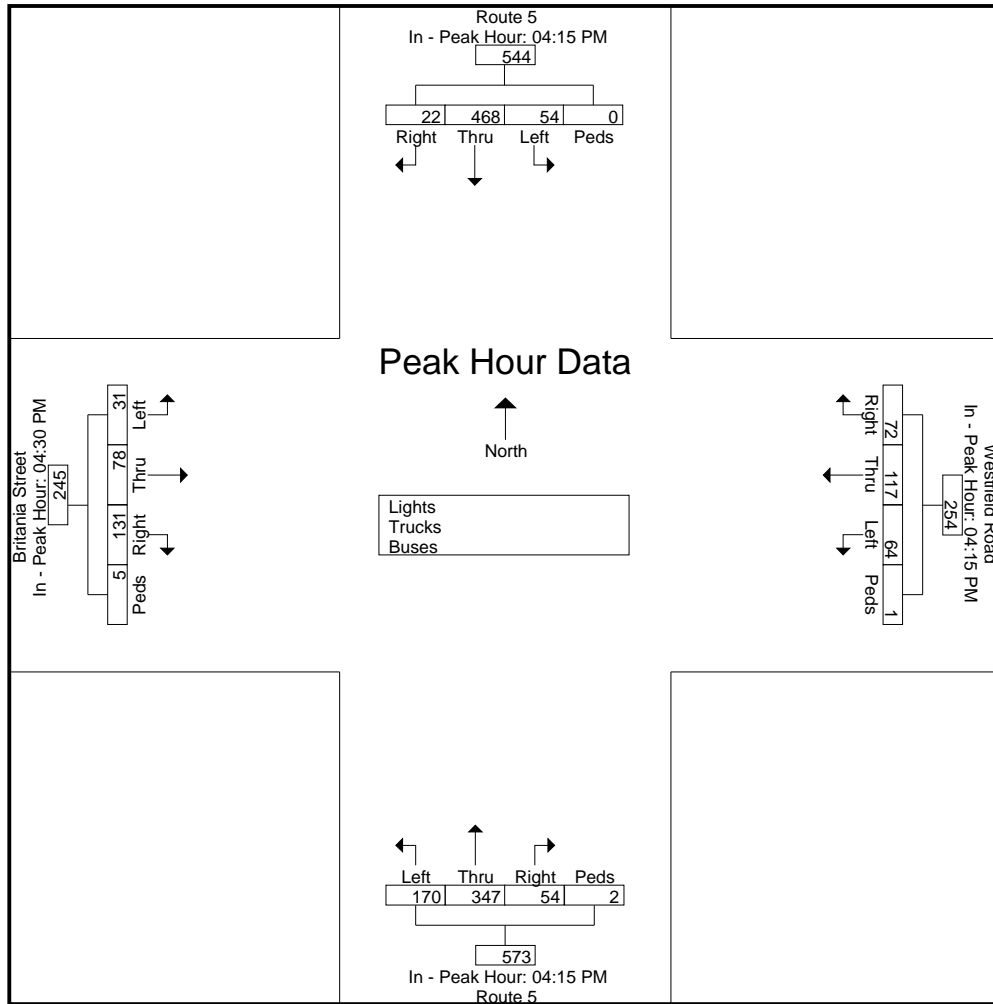
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18718
Site Code : 18718
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Westfield Road From East					Route 5 From South					Britania Street 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:15 PM					04:30 PM				
+0 mins.	6	127	8	0	141	11	30	15	0	56	17	92	41	0	150	28	28	7	3	66
+15 mins.	4	116	13	0	133	9	35	14	1	59	10	79	41	2	132	38	13	6	0	57
+30 mins.	5	100	15	0	120	24	26	13	0	63	16	74	36	0	126	30	17	11	2	60
+45 mins.	7	125	18	0	150	28	26	22	0	76	11	102	52	0	165	35	20	7	0	62
Total Volume	22	468	54	0	544	72	117	64	1	254	54	347	170	2	573	131	78	31	5	245
% App. Total	4	86	9.9	0		28.3	46.1	25.2	0.4		9.4	60.6	29.7	0.3		53.5	31.8	12.7	2	
PHF	.786	.921	.750	.000	.907	.643	.836	.727	.250	.836	.794	.850	.817	.250	.868	.862	.696	.705	.417	.928



Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 5 at Atkins Street
Meriden, Connecticut

File Name : 18719
Site Code : 18719
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Atkins Street From East					Route 5 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	96	16	1	113	12	0	18	0	30	9	105	0	0	114	0	0	0	0	0	257
07:15 AM	0	110	14	0	124	21	0	17	0	38	8	126	0	0	134	0	0	0	0	0	296
07:30 AM	0	127	14	2	143	16	0	17	2	35	15	129	0	0	144	0	0	0	0	0	322
07:45 AM	0	170	14	0	184	12	0	23	0	35	8	124	0	0	132	0	0	0	0	0	351
Total	0	503	58	3	564	61	0	75	2	138	40	484	0	0	524	0	0	0	0	0	1226
08:00 AM	0	149	13	0	162	13	0	7	0	20	8	133	0	0	141	0	0	0	0	0	323
08:15 AM	0	139	2	0	141	9	0	19	1	29	9	94	0	0	103	0	0	0	0	0	273
08:30 AM	0	140	29	0	169	14	0	16	1	31	21	104	0	0	125	0	0	0	0	0	325
08:45 AM	0	130	18	0	148	27	0	46	0	73	20	118	0	0	138	0	0	0	0	0	359
Total	0	558	62	0	620	63	0	88	2	153	58	449	0	0	507	0	0	0	0	0	1280
Grand Total	0	1061	120	3	1184	124	0	163	4	291	98	933	0	0	1031	0	0	0	0	0	2506
Apprch %	0	89.6	10.1	0.3		42.6	0	56	1.4		9.5	90.5	0	0		0	0	0	0	0	
Total %	0	42.3	4.8	0.1	47.2	4.9	0	6.5	0.2	11.6	3.9	37.2	0	0	41.1	0	0	0	0	0	
Lights	0	1010																			
% Lights	0	95.2	90	100	94.7	91.1	0	97.5	100	94.8	96.9	96.5	0	0	96.5	0	0	0	0	0	95.5
Trucks	0	22	0	0	22	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	32
% Trucks	0	2.1	0	0	1.9	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1.3
Buses	0	29	12	0	41	11	0	4	0	15	2	24	0	0	26	0	0	0	0	0	82
% Buses	0	2.7	10	0	3.5	8.9	0	2.5	0	5.2	2	2.6	0	0	2.5	0	0	0	0	0	3.3

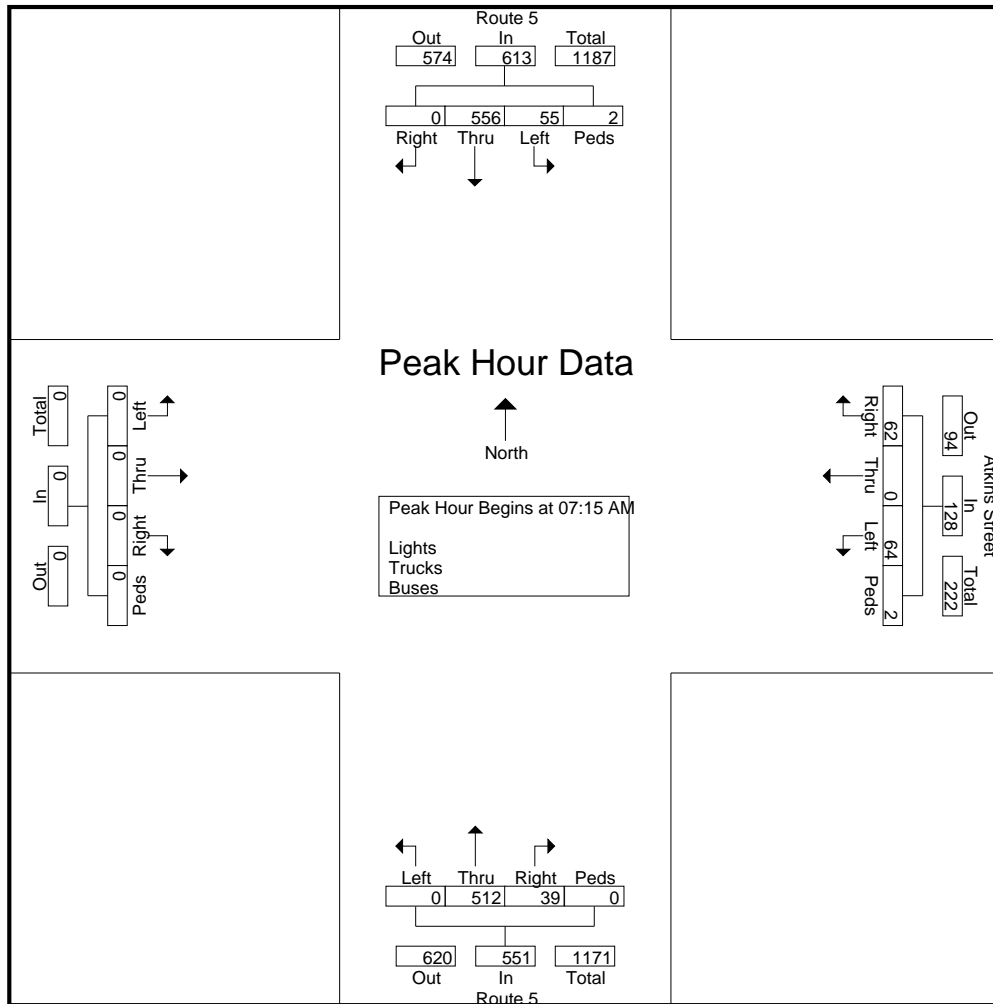
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Kensington, Connecticut 06037
(860) 828-1693

File Name : 18719
Site Code : 18719
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Atkins Street From East					Route 5 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	
07:15 AM	0	110	14	0	124	21	0	17	0	38	8	126	0	0	134	0	0	0	0	0	296
07:30 AM	0	127	14	2	143	16	0	17	2	35	15	129	0	0	144	0	0	0	0	0	322
07:45 AM	0	170	14	0	184	12	0	23	0	35	8	124	0	0	132	0	0	0	0	0	351
08:00 AM	0	149	13	0	162	13	0	7	0	20	8	133	0	0	141	0	0	0	0	0	323
Total Volume	0	556	55	2	613	62	0	64	2	128	39	512	0	0	551	0	0	0	0	0	1292
% App. Total	0	90.7	9	0.3		48.4	0	50	1.6		7.1	92.9	0	0		0	0	0	0		
PHF	.000	.818	.982	.250	.833	.738	.000	.696	.250	.842	.650	.962	.000	.000	.957	.000	.000	.000	.000	.000	.920

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM



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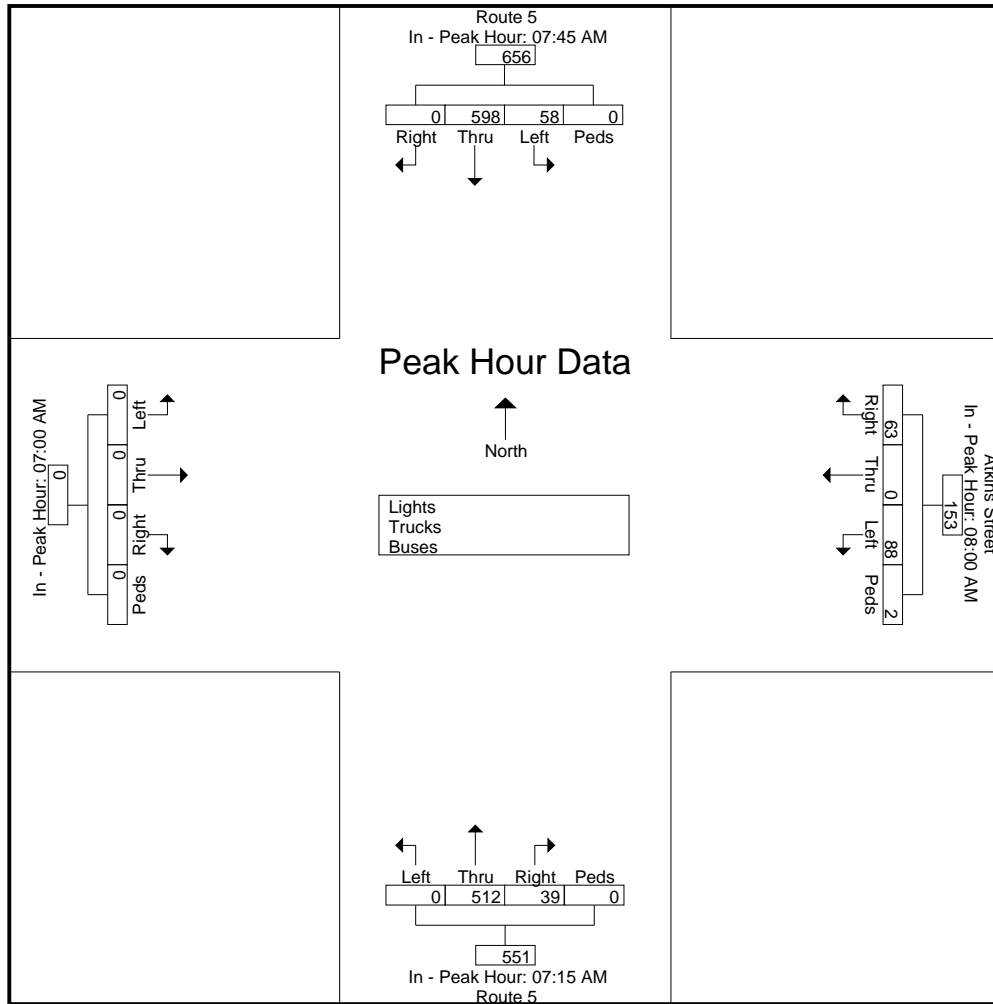
File Name : 18719
Site Code : 18719
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Atkins Street From East					Route 5 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	

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					07:15 AM					07:00 AM				
+0 mins.	0	170	14	0	184	13	0	7	0	20	8	126	0	0	134	0	0	0	0	0
+15 mins.	0	149	13	0	162	9	0	19	1	29	15	129	0	0	144	0	0	0	0	0
+30 mins.	0	139	2	0	141	14	0	16	1	31	8	124	0	0	132	0	0	0	0	0
+45 mins.	0	140	29	0	169	27	0	46	0	73	8	133	0	0	141	0	0	0	0	0
Total Volume	0	598	58	0	656	63	0	88	2	153	39	512	0	0	551	0	0	0	0	0
% App. Total	0	91.2	8.8	0		41.2	0	57.5	1.3		7.1	92.9	0	0		0	0	0	0	
PHF	.000	.879	.500	.000	.891	.583	.000	.478	.500	.524	.650	.962	.000	.000	.957	.000	.000	.000	.000	.000



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Route 5 at Atkins Street
Meriden, Connecticut

File Name : 18720
Site Code : 18720
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Atkins Street From East					Route 5 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	
04:00 PM	0	146	7	0	153	25	0	24	3	52	16	112	0	0	128	0	0	0	0	0	333
04:15 PM	0	147	8	0	155	15	1	22	5	43	20	134	0	0	154	0	0	0	0	0	352
04:30 PM	0	155	7	2	164	16	0	25	1	42	18	138	0	0	156	0	0	0	0	0	362
04:45 PM	0	161	13	3	177	20	0	18	0	38	31	130	0	0	161	0	0	0	0	0	376
Total	0	609	35	5	649	76	1	89	9	175	85	514	0	0	599	0	0	0	0	0	1423
05:00 PM	0	166	12	0	178	17	0	17	0	34	17	174	0	0	191	0	0	0	0	0	403
05:15 PM	6	148	13	0	167	19	0	28	1	48	20	165	0	0	185	0	0	0	0	0	400
05:30 PM	0	120	11	0	131	11	0	27	1	39	17	143	0	0	160	0	0	0	0	0	330
05:45 PM	0	149	13	1	163	14	0	7	0	21	15	134	0	0	149	0	0	0	0	0	333
Total	6	583	49	1	639	61	0	79	2	142	69	616	0	0	685	0	0	0	0	0	1466
Grand Total	6	1192	84	6	1288	137	1	168	11	317	154	1130	0	0	1284	0	0	0	0	0	2889
Apprch %	0.5	92.5	6.5	0.5		43.2	0.3	53	3.5		12	88	0	0		0	0	0	0		
Total %	0.2	41.3	2.9	0.2	44.6	4.7	0	5.8	0.4	11	5.3	39.1	0	0	44.4	0	0	0	0	0	
Lights	6	1183										1123									
% Lights	100	99.2	100	100	99.3	99.3	100	99.4	100	99.4	100	99.4	0	0	99.5	0	0	0	0	0	99.4
Trucks	0	9	0	0	9	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	15
% Trucks	0	0.8	0	0	0.7	0	0	0.6	0	0.3	0	0.4	0	0	0.4	0	0	0	0	0	0.5
Buses	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0	0	0	0	0.7	0	0	0	0.3	0	0.2	0	0	0.2	0	0	0	0	0	0.1

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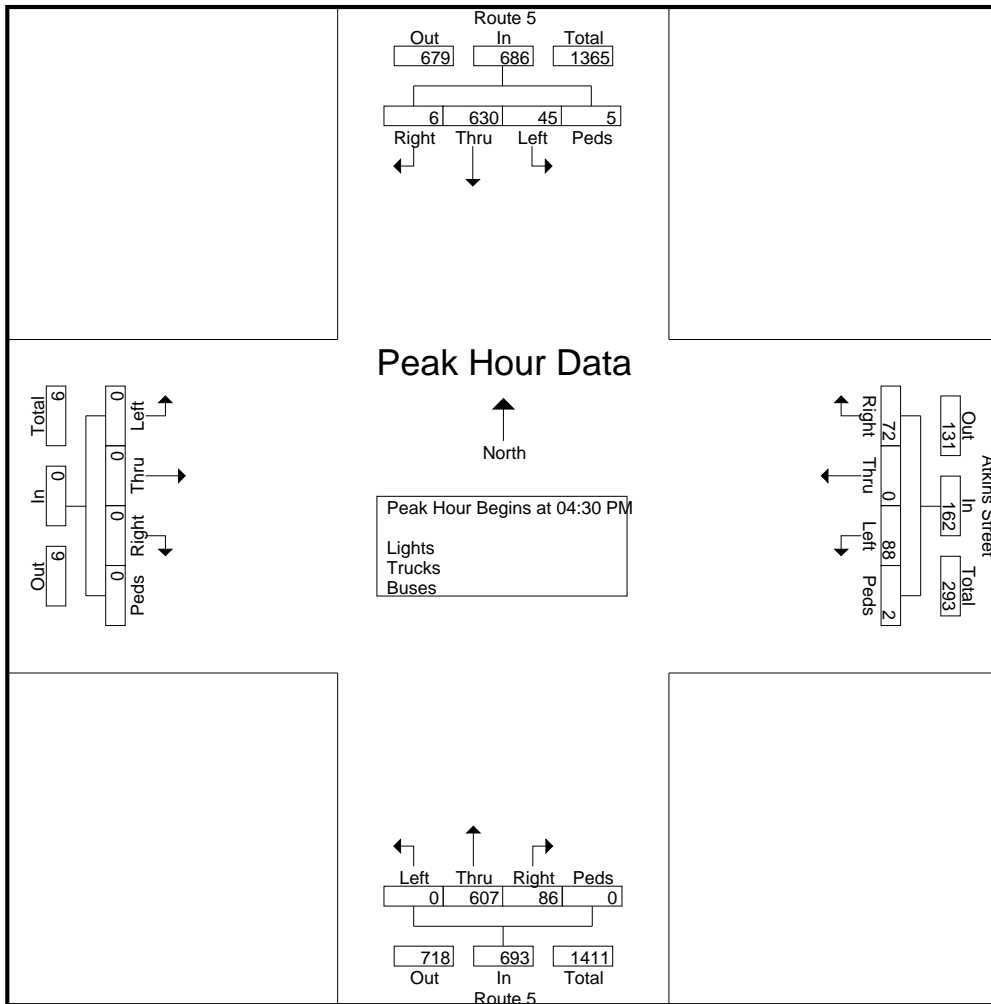
Kensington, Connecticut 06037
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File Name : 18720
Site Code : 18720
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Atkins Street From East					Route 5 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	
04:30 PM	0	155	7	2	164	16	0	25	1	42	18	138	0	0	156	0	0	0	0	0	362
04:45 PM	0	161	13	3	177	20	0	18	0	38	31	130	0	0	161	0	0	0	0	0	376
05:00 PM	0	166	12	0	178	17	0	17	0	34	17	174	0	0	191	0	0	0	0	0	403
05:15 PM	6	148	13	0	167	19	0	28	1	48	20	165	0	0	185	0	0	0	0	0	400
Total Volume	6	630	45	5	686	72	0	88	2	162	86	607	0	0	693	0	0	0	0	0	1541
% App. Total	0.9	91.8	6.6	0.7		44.4	0	54.3	1.2		12.4	87.6	0	0		0	0	0	0		
PHF	.250	.949	.865	.417	.963	.900	.000	.786	.500	.844	.694	.872	.000	.000	.907	.000	.000	.000	.000	.000	.956

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



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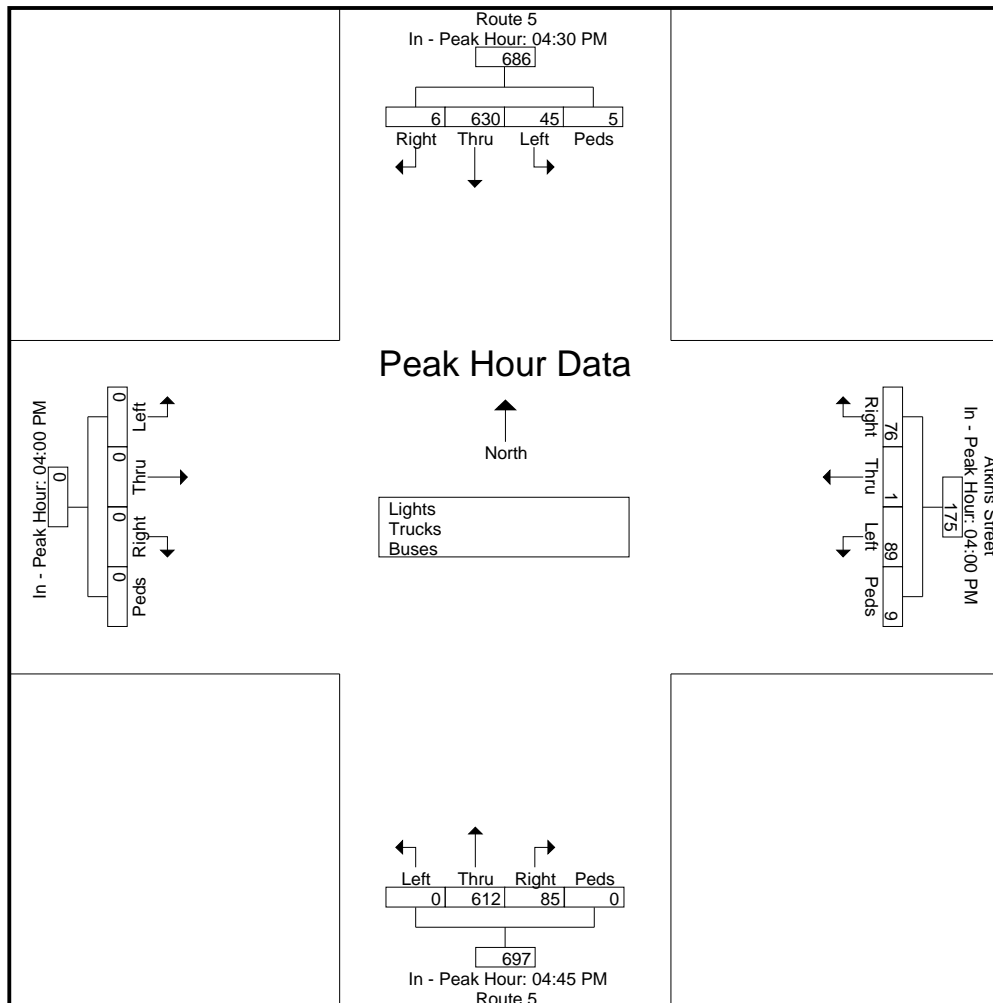
File Name : 18720
Site Code : 18720
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Atkins Street From East					Route 5 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:00 PM					04:45 PM					04:00 PM				
+0 mins.	0	155	7	2	164	25	0	24	3	52	31	130	0	0	161	0	0	0	0	0
+15 mins.	0	161	13	3	177	15	1	22	5	43	17	174	0	0	191	0	0	0	0	0
+30 mins.	0	166	12	0	178	16	0	25	1	42	20	165	0	0	185	0	0	0	0	0
+45 mins.	6	148	13	0	167	20	0	18	0	38	17	143	0	0	160	0	0	0	0	0
Total Volume	6	630	45	5	686	76	1	89	9	175	85	612	0	0	697	0	0	0	0	0
% App. Total	0.9	91.8	6.6	0.7		43.4	0.6	50.9	5.1		12.2	87.8	0	0		0	0	0	0	
PHF	.250	.949	.865	.417	.963	.760	.250	.890	.450	.841	.685	.879	.000	.000	.912	.000	.000	.000	.000	.000



Connecticut Counts LLC

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Route 5 at Pratt St/I-691 WB Off Ramp
Meriden, Connecticut

File Name : 18721
Site Code : 18721
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					I-691 WB Off Ramp From East					Route 5 From South					Pratt St 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	135	0	0	135	32	0	29	0	61	0	107	1	0	108	7	0	1	2	10	314
07:15 AM	2	129	0	0	131	32	0	25	1	58	4	122	1	0	127	6	0	0	4	10	326
07:30 AM	1	184	0	0	185	46	0	39	0	85	0	128	5	0	133	8	0	2	1	11	414
07:45 AM	1	188	0	0	189	47	1	62	0	110	0	110	2	0	112	6	0	6	1	13	424
Total	4	636	0	0	640	157	1	155	1	314	4	467	9	0	480	27	0	9	8	44	1478
08:00 AM	0	175	0	0	175	37	1	57	1	96	3	116	9	0	128	7	0	0	0	7	406
08:15 AM	0	162	1	0	163	28	0	41	2	71	3	94	0	0	97	3	0	0	2	5	336
08:30 AM	0	162	0	0	162	27	0	38	1	66	4	109	6	0	119	4	0	2	1	7	354
08:45 AM	0	165	0	0	165	24	0	55	0	79	1	120	1	0	122	6	0	1	0	7	373
Total	0	664	1	0	665	116	1	191	4	312	11	439	16	0	466	20	0	3	3	26	1469
Grand Total	4	1300	1	0	1305	273	2	346	5	626	15	906	25	0	946	47	0	12	11	70	2947
Apprch %	0.3	99.6	0.1	0		43.6	0.3	55.3	0.8		1.6	95.8	2.6	0		67.1	0	17.1	15.7		
Total %	0.1	44.1	0	0	44.3	9.3	0.1	11.7	0.2	21.2	0.5	30.7	0.8	0	32.1	1.6	0	0.4	0.4	2.4	
Lights	3	1240																			
% Lights	75	95.4	100	0	95.3	98.9	100	98.3	100	98.6	100	95.1	100	0	95.3	93.6	0	83.3	100	92.9	96
Trucks	1	29	0	0	30	2	0	3	0	5	0	19	0	0	19	3	0	1	0	4	58
% Trucks	25	2.2	0	0	2.3	0.7	0	0.9	0	0.8	0	2.1	0	0	2	6.4	0	8.3	0	5.7	2
Buses	0	31	0	0	31	1	0	3	0	4	0	25	0	0	25	0	0	1	0	1	61
% Buses	0	2.4	0	0	2.4	0.4	0	0.9	0	0.6	0	2.8	0	0	2.6	0	0	8.3	0	1.4	2.1

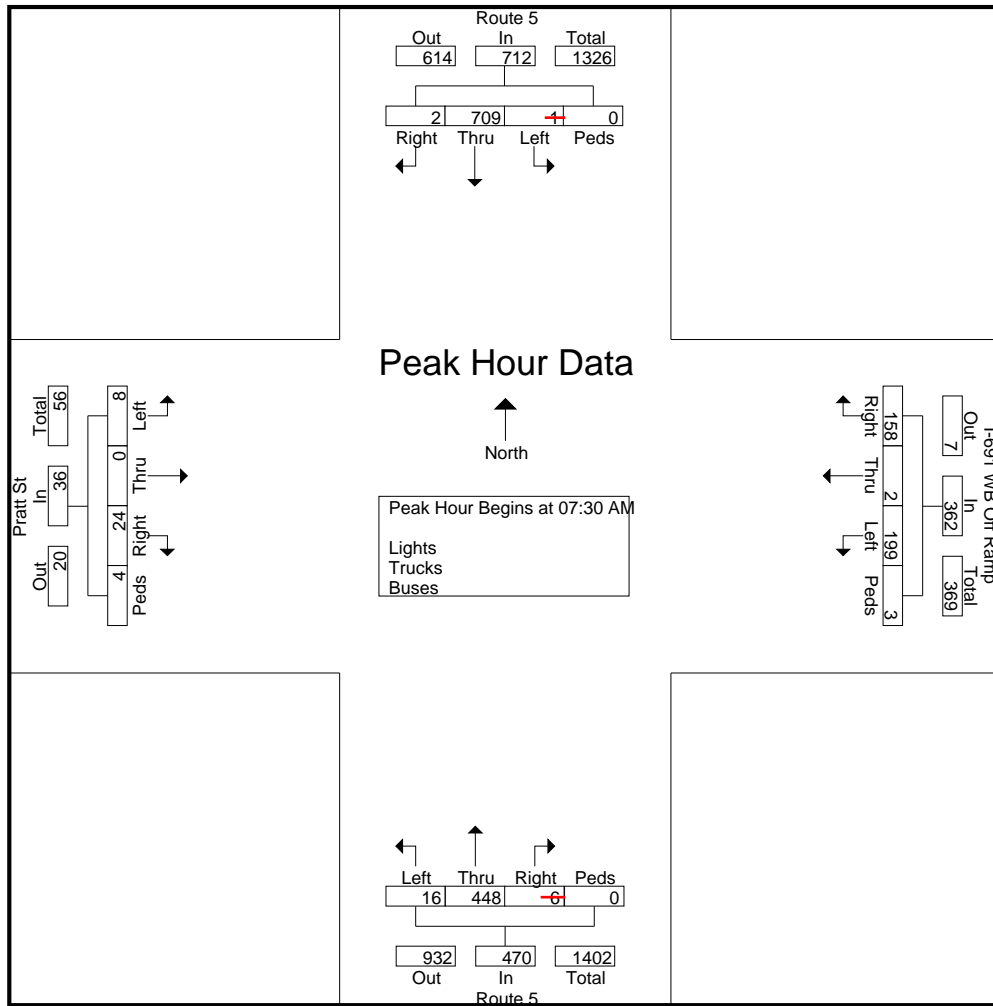
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Kensington, Connecticut 06037
(860) 828-1693

File Name : 18721
Site Code : 18721
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					I-691 WB Off Ramp From East					Route 5 From South					Pratt St 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	
07:30 AM	1	184	0	0	185	46	0	39	0	85	0	128	5	0	133	8	0	2	1	11	414
07:45 AM	1	188	0	0	189	47	1	62	0	110	0	110	2	0	112	6	0	6	1	13	424
08:00 AM	0	175	0	0	175	37	1	57	1	96	3	116	9	0	128	7	0	0	0	7	406
08:15 AM	0	162	1	0	163	28	0	41	2	71	3	94	0	0	97	3	0	0	2	5	336
Total Volume	2	709	1	0	712	158	2	199	3	362	6	448	16	0	470	24	0	8	4	36	1580
% App. Total	0.3	99.6	0.1	0		43.6	0.6	55	0.8		1.3	95.3	3.4	0		66.7	0	22.2	11.1		
PHF	.500	.943	.250	.000	.942	.840	.500	.802	.375	.823	.500	.875	.444	.000	.883	.750	.000	.333	.500	.692	.932

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



Count error in NB Right Turns and SB Left Turns onto WB off-ramp

Connecticut Counts LLC

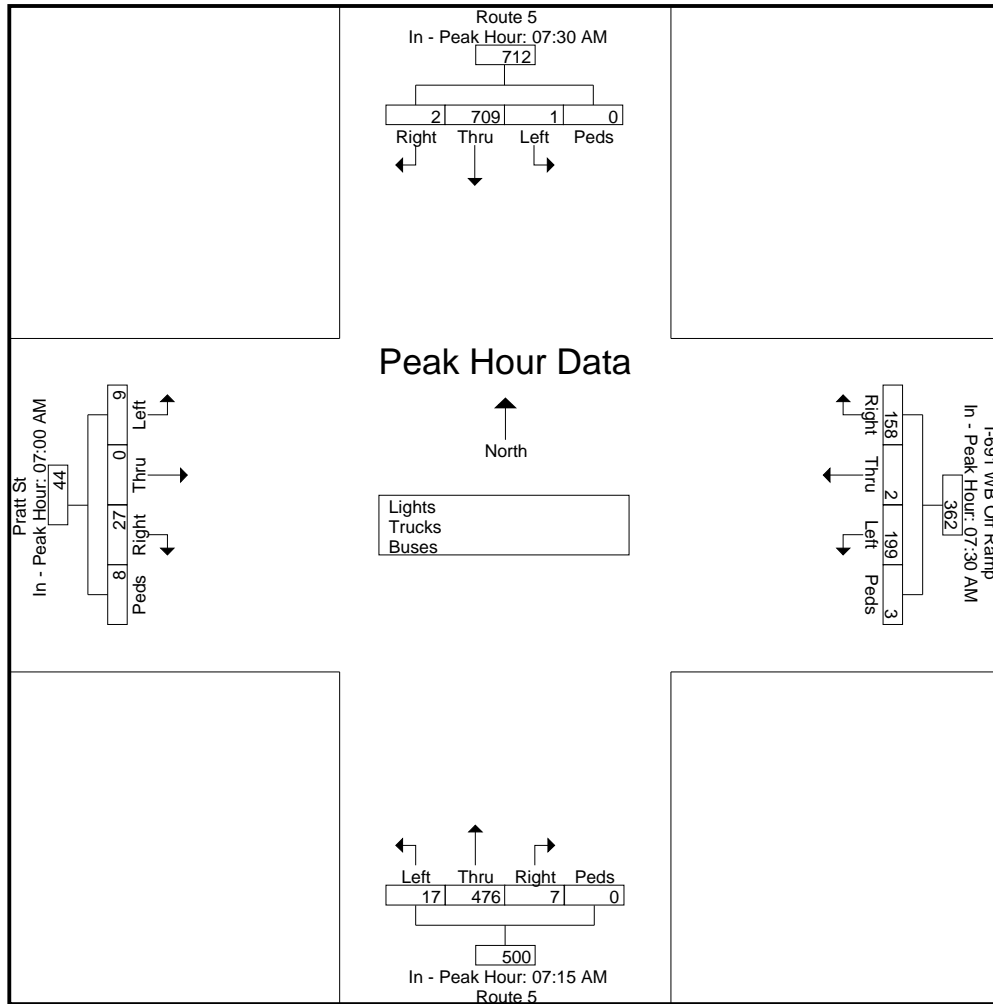
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18721
Site Code : 18721
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					I-691 WB Off Ramp From East					Route 5 From South					Pratt St 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	

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					07:15 AM					07:00 AM				
+0 mins.	1	184	0	0	185	46	0	39	0	85	4	122	1	0	127	7	0	1	2	10
+15 mins.	1	188	0	0	189	47	1	62	0	110	0	128	5	0	133	6	0	0	4	10
+30 mins.	0	175	0	0	175	37	1	57	1	96	0	110	2	0	112	8	0	2	1	11
+45 mins.	0	162	1	0	163	28	0	41	2	71	3	116	9	0	128	6	0	6	1	13
Total Volume	2	709	1	0	712	158	2	199	3	362	7	476	17	0	500	27	0	9	8	44
% App. Total	0.3	99.6	0.1	0		43.6	0.6	55	0.8		1.4	95.2	3.4	0		61.4	0	20.5	18.2	
PHF	.500	.943	.250	.000	.942	.840	.500	.802	.375	.823	.438	.930	.472	.000	.940	.844	.000	.375	.500	.846



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Route 5 at Pratt St/I-691 WB Off Ramp
Meriden, Connecticut

File Name : 18722
Site Code : 18722
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					I-691 WB Off Ramp From East					Route 5 From South					Pratt St 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	
04:00 PM	3	181	4	0	188	38	0	55	3	96	1	124	2	0	127	0	0	0	0	0	411
04:15 PM	5	176	9	0	190	34	4	63	2	103	0	161	3	1	165	7	0	2	0	9	467
04:30 PM	3	187	9	0	199	33	0	50	0	83	1	131	1	0	133	5	0	1	0	6	421
04:45 PM	2	190	4	0	196	52	0	53	0	105	0	128	2	5	135	2	0	0	0	2	438
Total	13	734	26	0	773	157	4	221	5	387	2	544	8	6	560	14	0	3	0	17	1737
05:00 PM	1	210	0	0	211	51	0	60	0	111	0	140	4	0	144	5	0	0	0	5	471
05:15 PM	5	174	10	0	189	52	2	64	0	118	0	152	6	0	158	3	0	0	0	3	468
05:30 PM	2	168	0	0	170	62	1	42	1	106	0	107	6	0	113	9	0	5	0	14	403
05:45 PM	3	165	0	0	168	34	2	46	0	82	1	126	4	0	131	5	0	2	0	7	388
Total	11	717	10	0	738	199	5	212	1	417	1	525	20	0	546	22	0	7	0	29	1730
Grand Total	24	1451	36	0	1511	356	9	433	6	804	3	1069	28	6	1106	36	0	10	0	46	3467
Apprch %	1.6	96	2.4	0		44.3	1.1	53.9	0.7		0.3	96.7	2.5	0.5		78.3	0	21.7	0		
Total %	0.7	41.9	1	0	43.6	10.3	0.3	12.5	0.2	23.2	0.1	30.8	0.8	0.2	31.9	1	0	0.3	0	1.3	
Lights	24	1437										1055									
% Lights	100	99	100	0	99.1	100	100	99.3	100	99.6	100	98.7	100	100	98.7	100	0	100	0	100	99.1
Trucks	0	13	0	0	13	0	0	2	0	2	0	12	0	0	12	0	0	0	0	0	27
% Trucks	0	0.9	0	0	0.9	0	0	0.5	0	0.2	0	1.1	0	0	1.1	0	0	0	0	0	0.8
Buses	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
% Buses	0	0.1	0	0	0.1	0	0	0.2	0	0.1	0	0.2	0	0	0.2	0	0	0	0	0	0.1

Connecticut Counts LLC

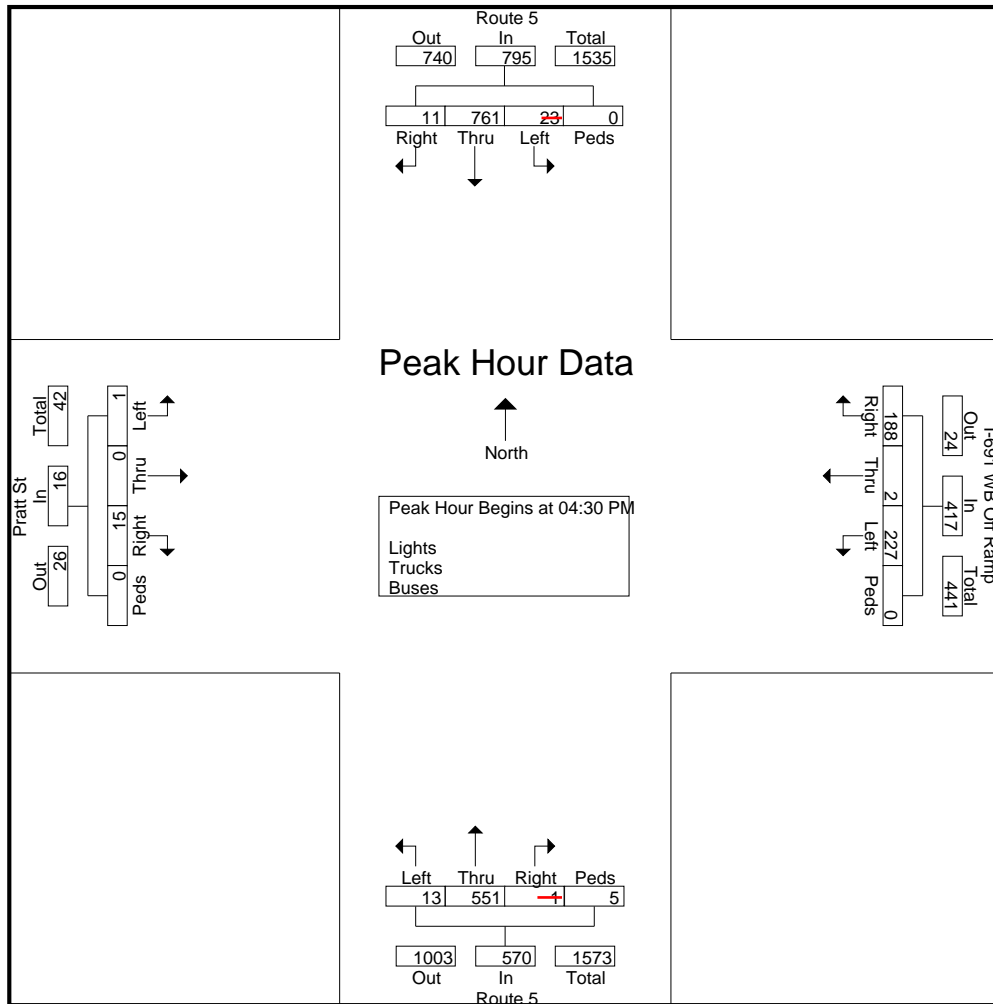
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18722
Site Code : 18722
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					I-691 WB Off Ramp From East					Route 5 From South					Pratt St 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	
04:30 PM	3	187	9	0	199	33	0	50	0	83	1	131	1	0	133	5	0	1	0	6	421
04:45 PM	2	190	4	0	196	52	0	53	0	105	0	128	2	5	135	2	0	0	0	2	438
05:00 PM	1	210	0	0	211	51	0	60	0	111	0	140	4	0	144	5	0	0	0	5	471
05:15 PM	5	174	10	0	189	52	2	64	0	118	0	152	6	0	158	3	0	0	0	3	468
Total Volume	11	761	23	0	795	188	2	227	0	417	1	551	13	5	570	15	0	1	0	16	1798
% App. Total	1.4	95.7	2.9	0		45.1	0.5	54.4	0		0.2	96.7	2.3	0.9		93.8	0	6.2	0		
PHF	.550	.906	.575	.000	.942	.904	.250	.887	.000	.883	.250	.906	.542	.250	.902	.750	.000	.250	.000	.667	.954

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



Count error in NB Right Turns and SB Left Turns onto WB off-ramp

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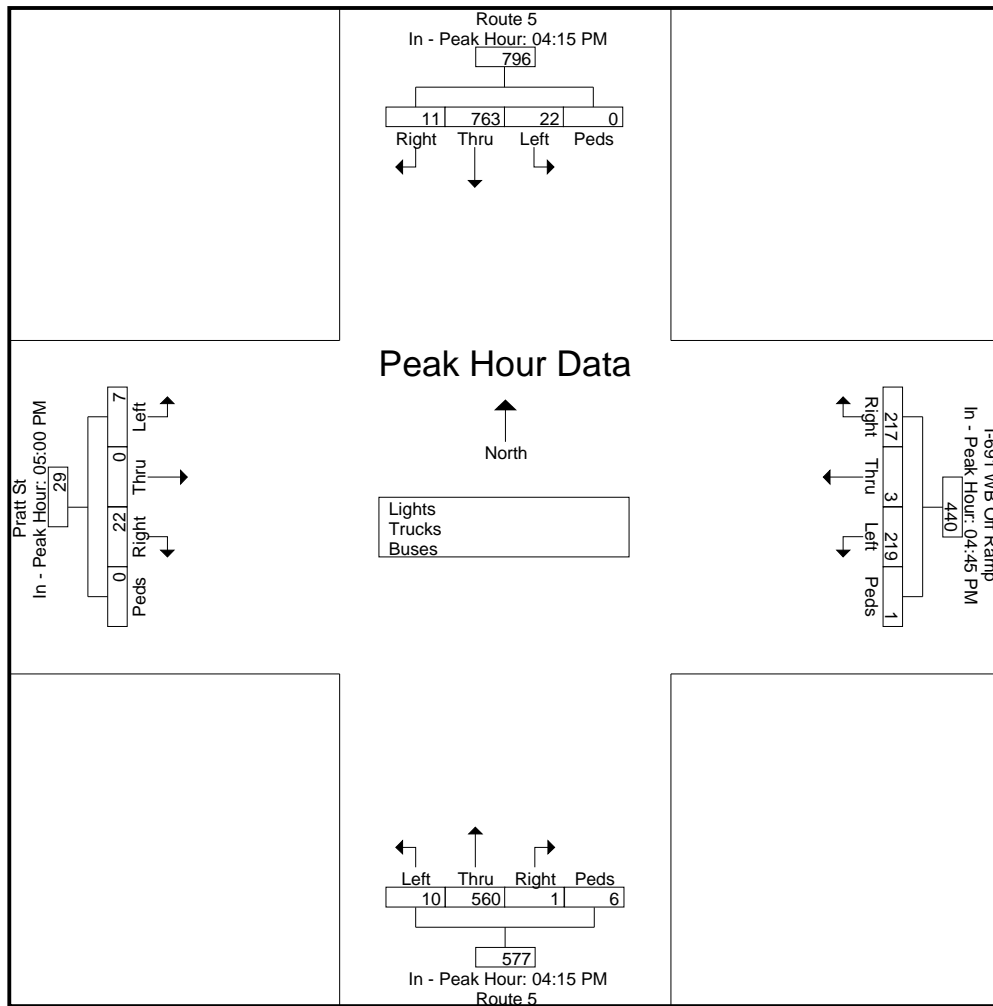
File Name : 18722
Site Code : 18722
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					I-691 WB Off Ramp From East					Route 5 From South					Pratt St 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:45 PM					04:15 PM					05:00 PM				
+0 mins.	5	176	9	0	190	52	0	53	0	105	0	161	3	1	165	5	0	0	0	5
+15 mins.	3	187	9	0	199	51	0	60	0	111	1	131	1	0	133	3	0	0	0	3
+30 mins.	2	190	4	0	196	52	2	64	0	118	0	128	2	5	135	9	0	5	0	14
+45 mins.	1	210	0	0	211	62	1	42	1	106	0	140	4	0	144	5	0	2	0	7
Total Volume	11	763	22	0	796	217	3	219	1	440	1	560	10	6	577	22	0	7	0	29
% App. Total	1.4	95.9	2.8	0		49.3	0.7	49.8	0.2		0.2	97.1	1.7	1		75.9	0	24.1	0	
PHF	.550	.908	.611	.000	.943	.875	.375	.855	.250	.932	.250	.870	.625	.300	.874	.611	.000	.350	.000	.518



Connecticut Counts LLC

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Route 5 at Camp St/I-69EBWB Ramps
Meriden, Connecticut

File Name : 18723
Site Code : 18723
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					I-691 EB Ramps From East					Route 5 From South					Camp Street 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	18	58	40	0	116	36	4	35	1	76	49	119	4	2	174	11	15	21	5	52	418
07:15 AM	18	47	43	0	108	32	8	32	3	75	66	85	5	4	160	12	9	21	4	46	389
07:30 AM	26	69	47	0	142	35	3	25	0	63	45	121	4	0	170	17	19	30	1	67	442
07:45 AM	55	115	38	0	208	39	8	27	3	77	65	78	4	5	152	8	14	25	2	49	486
Total	117	289	168	0	574	142	23	119	7	291	225	403	17	11	656	48	57	97	12	214	1735
08:00 AM	43	107	78	0	228	44	6	15	1	66	43	96	3	0	142	4	18	25	1	48	484
08:15 AM	32	72	52	1	157	28	5	25	0	58	42	78	2	0	122	4	12	17	0	33	370
08:30 AM	51	71	45	1	168	40	10	37	1	88	25	71	3	0	99	14	17	25	0	56	411
08:45 AM	48	88	51	0	187	57	21	35	0	113	36	75	3	0	114	5	19	19	0	43	457
Total	174	338	226	2	740	169	42	112	2	325	146	320	11	0	477	27	66	86	1	180	1722
Grand Total	291	627	394	2	1314	311	65	231	9	616	371	723	28	11	1133	75	123	183	13	394	3457
Apprch %	22.1	47.7	30	0.2		50.5	10.6	37.5	1.5		32.7	63.8	2.5	1		19	31.2	46.4	3.3		
Total %	8.4	18.1	11.4	0.1	38	9	1.9	6.7	0.3	17.8	10.7	20.9	0.8	0.3	32.8	2.2	3.6	5.3	0.4	11.4	
Lights	286	614	386	2	1288	299	64	228	9	600	368	704	28	11	1111	70	120	171	13	374	3373
% Lights	98.3	97.9	98	100	98	96.1	98.5	98.7	100	97.4	99.2	97.4	100	100	98.1	93.3	97.6	93.4	100	94.9	97.6
Trucks	1	4	3	0	8	4	1	1	0	6	2	11	0	0	13	1	2	4	0	7	34
% Trucks	0.3	0.6	0.8	0	0.6	1.3	1.5	0.4	0	1	0.5	1.5	0	0	1.1	1.3	1.6	2.2	0	1.8	1
Buses	4	9	5	0	18	8	0	2	0	10	1	8	0	0	9	4	1	8	0	13	50
% Buses	1.4	1.4	1.3	0	1.4	2.6	0	0.9	0	1.6	0.3	1.1	0	0	0.8	5.3	0.8	4.4	0	3.3	1.4

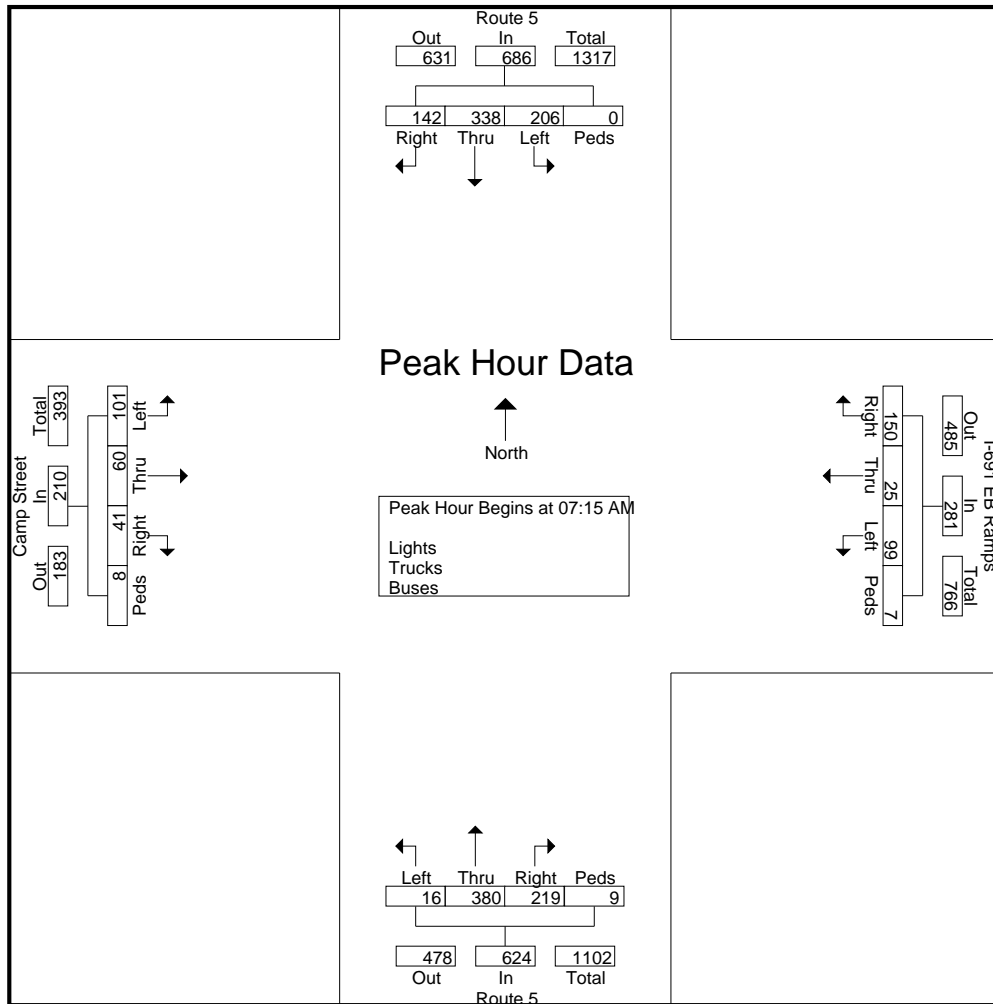
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Kensington, Connecticut 06037
(860) 828-1693

File Name : 18723
Site Code : 18723
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					I-691 EB Ramps From East					Route 5 From South					Camp Street 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	
07:15 AM	18	47	43	0	108	32	8	32	3	75	66	85	5	4	160	12	9	21	4	46	389
07:30 AM	26	69	47	0	142	35	3	25	0	63	45	121	4	0	170	17	19	30	1	67	442
07:45 AM	55	115	38	0	208	39	8	27	3	77	65	78	4	5	152	8	14	25	2	49	486
08:00 AM	43	107	78	0	228	44	6	15	1	66	43	96	3	0	142	4	18	25	1	48	484
Total Volume	142	338	206	0	686	150	25	99	7	281	219	380	16	9	624	41	60	101	8	210	1801
% App. Total	20.7	49.3	30	0		53.4	8.9	35.2	2.5		35.1	60.9	2.6	1.4		19.5	28.6	48.1	3.8		
PHF	.645	.735	.660	.000	.752	.852	.781	.773	.583	.912	.830	.785	.800	.450	.918	.603	.789	.842	.500	.784	.926

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM



Connecticut Counts LLC

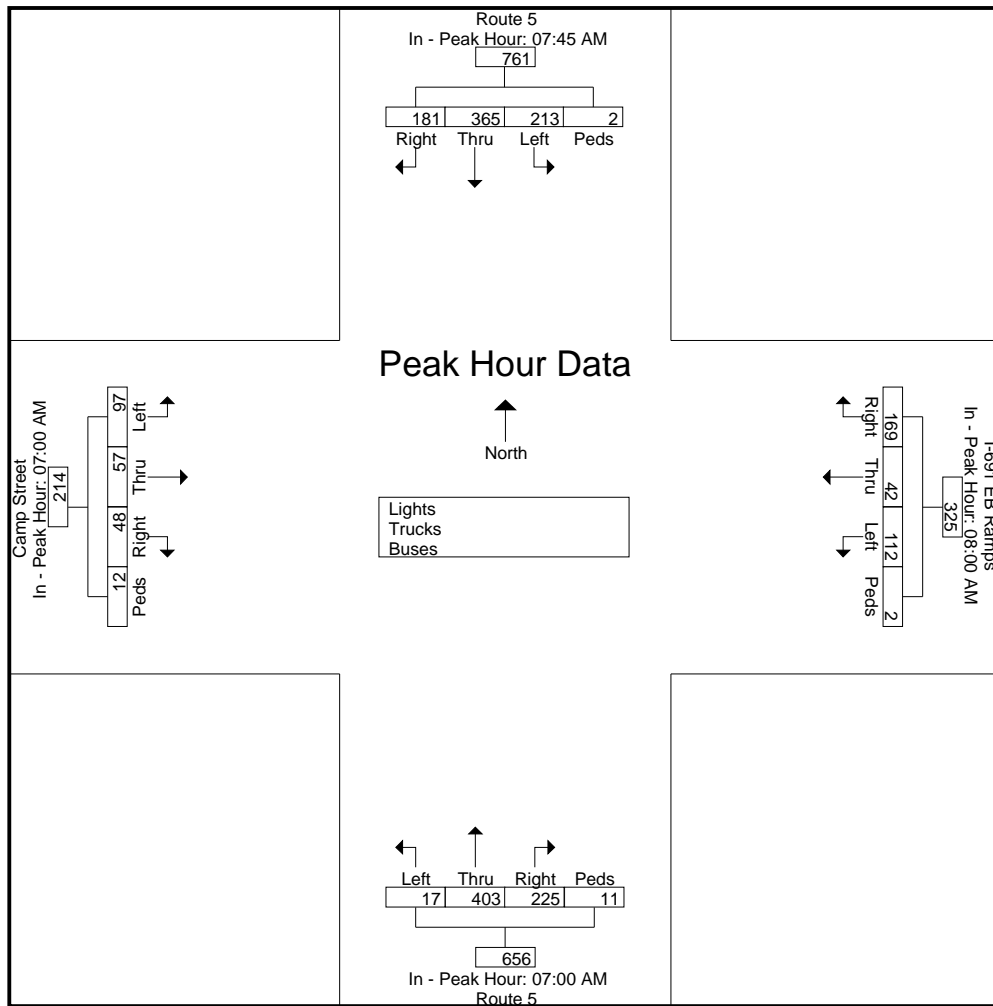
Kensington, Connecticut 06037
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File Name : 18723
Site Code : 18723
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					I-691 EB Ramps From East					Route 5 From South					Camp Street 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	

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					07:00 AM					07:00 AM				
+0 mins.	55	115	38	0	208	44	6	15	1	66	49	119	4	2	174	11	15	21	5	52
+15 mins.	43	107	78	0	228	28	5	25	0	58	66	85	5	4	160	12	9	21	4	46
+30 mins.	32	72	52	1	157	40	10	37	1	88	45	121	4	0	170	17	19	30	1	67
+45 mins.	51	71	45	1	168	57	21	35	0	113	65	78	4	5	152	8	14	25	2	49
Total Volume	181	365	213	2	761	169	42	112	2	325	225	403	17	11	656	48	57	97	12	214
% App. Total	23.8	48	28	0.3		52	12.9	34.5	0.6		34.3	61.4	2.6	1.7		22.4	26.6	45.3	5.6	
PHF	.823	.793	.683	.500	.834	.741	.500	.757	.500	.719	.852	.833	.850	.550	.943	.706	.750	.808	.600	.799



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Route 5 at Camp St/I-691 EB Ramps
Meriden, Connecticut

File Name : 18724
Site Code : 18724
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					I-691 EB Ramps From East					Route 5 From South					Camp Street 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	
04:00 PM	39	134	36	0	209	37	10	47	4	98	47	107	6	3	163	18	29	29	0	76	546
04:15 PM	51	104	44	0	199	50	12	48	2	112	46	132	4	0	182	15	22	24	1	62	555
04:30 PM	40	116	27	0	183	41	4	42	0	87	36	126	2	1	165	12	36	47	0	95	530
04:45 PM	32	132	45	0	209	35	9	45	0	89	46	125	11	2	184	15	21	36	5	77	559
Total	162	486	152	0	800	163	35	182	6	386	175	490	23	6	694	60	108	136	6	310	2190
05:00 PM	43	140	38	0	221	47	10	49	1	107	54	156	7	0	217	16	42	39	0	97	642
05:15 PM	36	114	54	0	204	63	4	56	0	123	36	141	9	1	187	7	32	38	0	77	591
05:30 PM	28	84	25	0	137	32	2	49	0	83	24	99	2	0	125	10	26	20	0	56	401
05:45 PM	35	115	48	0	198	34	9	38	0	81	37	127	5	0	169	10	15	28	0	53	501
Total	142	453	165	0	760	176	25	192	1	394	151	523	23	1	698	43	115	125	0	283	2135
Grand Total	304	939	317	0	1560	339	60	374	7	780	326	1013	46	7	1392	103	223	261	6	593	4325
Apprch %	19.5	60.2	20.3	0		43.5	7.7	47.9	0.9		23.4	72.8	3.3	0.5		17.4	37.6	44	1		
Total %	7	21.7	7.3	0	36.1	7.8	1.4	8.6	0.2	18	7.5	23.4	1.1	0.2	32.2	2.4	5.2	6	0.1	13.7	
Lights	303	936	316	0	1555	336	57	374	7	774	324	1009									
% Lights	99.7	99.7	99.7	0	99.7	99.1	95	100	100	99.2	99.4	99.6	97.8	100	99.5	98.1	98.7	99.6	100	99	99.4
Trucks	0	2	1	0	3	2	3	0	0	5	2	2	1	0	5	1	1	1	0	3	16
% Trucks	0	0.2	0.3	0	0.2	0.6	5	0	0	0.6	0.6	0.2	2.2	0	0.4	1	0.4	0.4	0	0.5	0.4
Buses	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	1	2	0	0	3	8
% Buses	0.3	0.1	0	0	0.1	0.3	0	0	0	0.1	0	0.2	0	0	0.1	1	0.9	0	0	0.5	0.2

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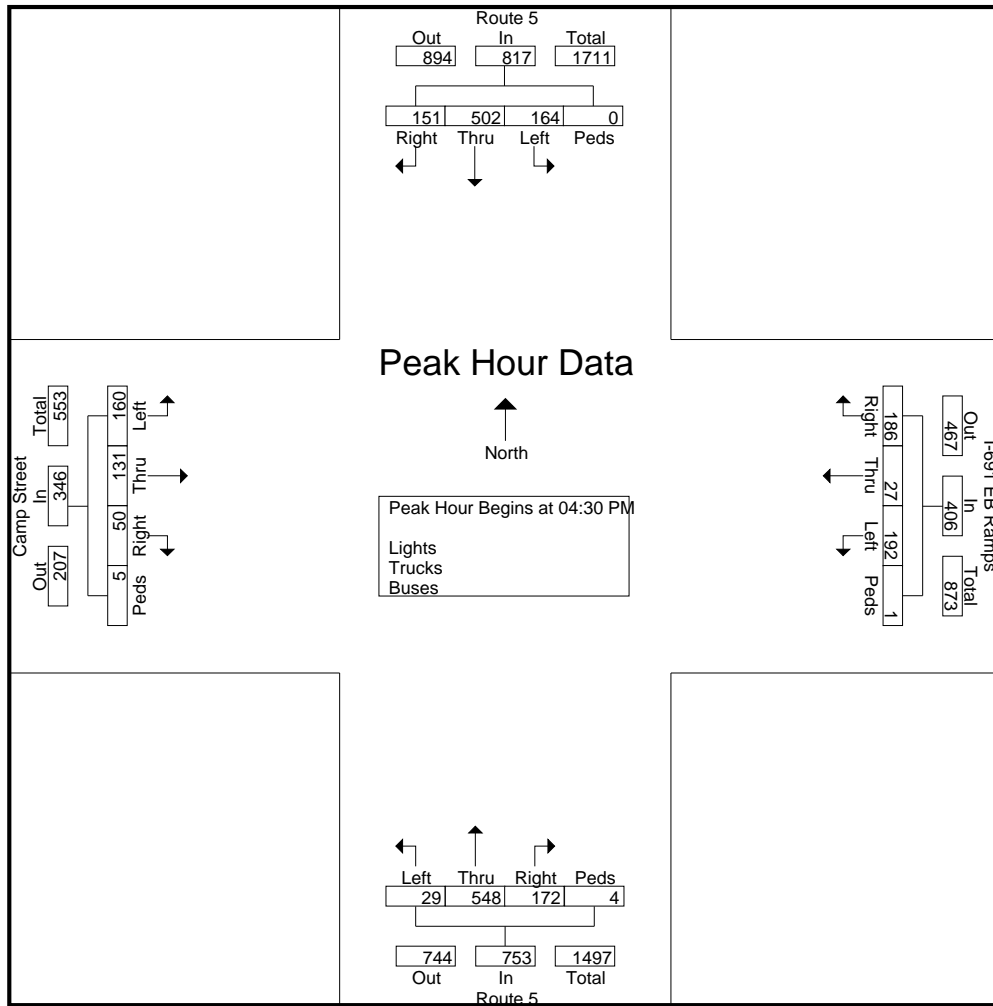
Kensington, Connecticut 06037
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File Name : 18724
Site Code : 18724
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					I-691 EB Ramps From East					Route 5 From South					Camp Street 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	
04:30 PM	40	116	27	0	183	41	4	42	0	87	36	126	2	1	165	12	36	47	0	95	530
04:45 PM	32	132	45	0	209	35	9	45	0	89	46	125	11	2	184	15	21	36	5	77	559
05:00 PM	43	140	38	0	221	47	10	49	1	107	54	156	7	0	217	16	42	39	0	97	642
05:15 PM	36	114	54	0	204	63	4	56	0	123	36	141	9	1	187	7	32	38	0	77	591
Total Volume	151	502	164	0	817	186	27	192	1	406	172	548	29	4	753	50	131	160	5	346	2322
% App. Total	18.5	61.4	20.1	0		45.8	6.7	47.3	0.2		22.8	72.8	3.9	0.5		14.5	37.9	46.2	1.4		
PHF	.878	.896	.759	.000	.924	.738	.675	.857	.250	.825	.796	.878	.659	.500	.868	.781	.780	.851	.250	.892	.904

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



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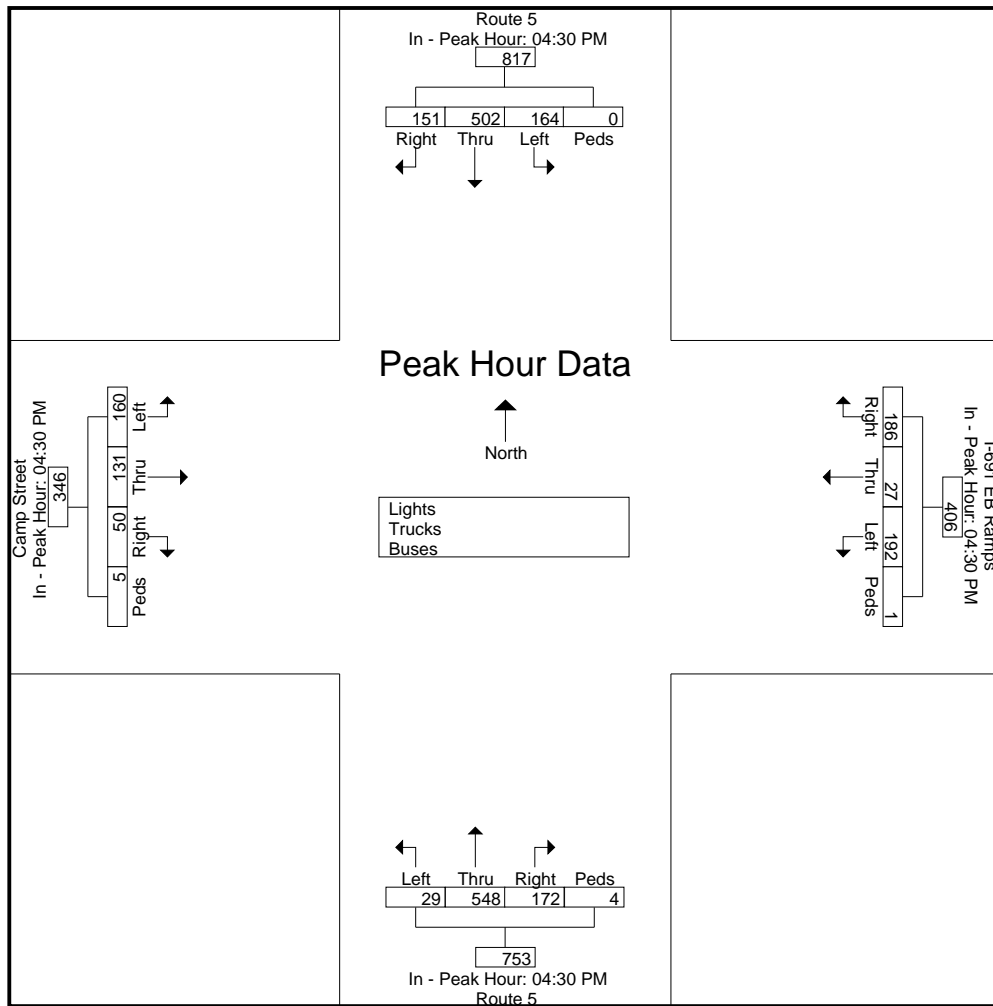
File Name : 18724
Site Code : 18724
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					I-691 EB Ramps From East					Route 5 From South					Camp Street 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	40	116	27	0	183	41	4	42	0	87	36	126	2	1	165	12	36	47	0	95
+15 mins.	32	132	45	0	209	35	9	45	0	89	46	125	11	2	184	15	21	36	5	77
+30 mins.	43	140	38	0	221	47	10	49	1	107	54	156	7	0	217	16	42	39	0	97
+45 mins.	36	114	54	0	204	63	4	56	0	123	36	141	9	1	187	7	32	38	0	77
Total Volume	151	502	164	0	817	186	27	192	1	406	172	548	29	4	753	50	131	160	5	346
% App. Total	18.5	61.4	20.1	0		45.8	6.7	47.3	0.2		22.8	72.8	3.9	0.5		14.5	37.9	46.2	1.4	
PHF	.878	.896	.759	.000	.924	.738	.675	.857	.250	.825	.796	.878	.659	.500	.868	.781	.780	.851	.250	.892



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Route 5 at Liberty Street
Meriden, Connecticut

File Name : 18725
Site Code : 18725
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Liberty Street From East					Route 5 From South					Liberty Street 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	7	56	2	1	66	1	21	4	0	26	3	104	3	0	110	3	23	7	1	34	236
07:15 AM	8	53	2	0	63	2	38	3	1	44	2	103	6	2	113	8	32	4	1	45	265
07:30 AM	14	81	2	0	97	3	43	7	0	53	6	104	10	1	121	9	24	8	2	43	314
07:45 AM	15	90	4	0	109	3	36	4	0	43	3	68	17	0	88	9	23	12	2	46	286
Total	44	280	10	1	335	9	138	18	1	166	14	379	36	3	432	29	102	31	6	168	1101
08:00 AM	7	83	2	0	92	1	25	6	0	32	2	80	5	0	87	14	18	7	0	39	250
08:15 AM	5	61	8	1	75	1	22	3	0	26	2	83	8	2	95	9	30	2	1	42	238
08:30 AM	10	79	4	1	94	3	24	3	0	30	2	83	5	1	91	15	21	4	2	42	257
08:45 AM	8	99	2	0	109	2	21	6	0	29	3	86	10	0	99	16	21	9	0	46	283
Total	30	322	16	2	370	7	92	18	0	117	9	332	28	3	372	54	90	22	3	169	1028
Grand Total	74	602	26	3	705	16	230	36	1	283	23	711	64	6	804	83	192	53	9	337	2129
Apprch %	10.5	85.4	3.7	0.4		5.7	81.3	12.7	0.4		2.9	88.4	8	0.7		24.6	57	15.7	2.7		
Total %	3.5	28.3	1.2	0.1	33.1	0.8	10.8	1.7	0	13.3	1.1	33.4	3	0.3	37.8	3.9	9	2.5	0.4	15.8	
Lights	74	584	25	3	686	14	213	33	1	261	23	686	62	6	777	82	183	51	9	325	2049
% Lights	100	97	96.2	100	97.3	87.5	92.6	91.7	100	92.2	100	96.5	96.9	100	96.6	98.8	95.3	96.2	100	96.4	96.2
Trucks	0	8	1	0	9	1	3	0	0	4	0	15	0	0	15	0	0	0	0	0	28
% Trucks	0	1.3	3.8	0	1.3	6.2	1.3	0	0	1.4	0	2.1	0	0	1.9	0	0	0	0	0	1.3
Buses	0	10	0	0	10	1	14	3	0	18	0	10	2	0	12	1	9	2	0	12	52
% Buses	0	1.7	0	0	1.4	6.2	6.1	8.3	0	6.4	0	1.4	3.1	0	1.5	1.2	4.7	3.8	0	3.6	2.4

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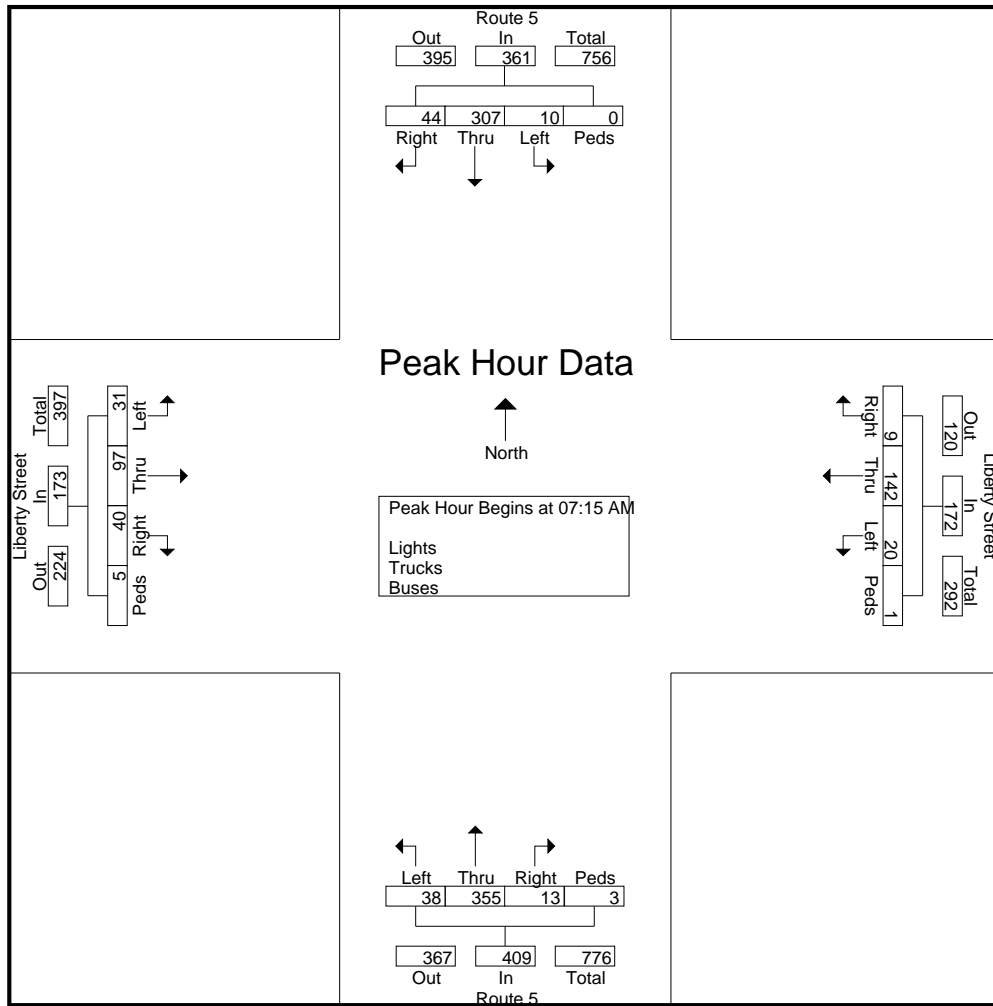
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18725
Site Code : 18725
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Liberty Street From East					Route 5 From South					Liberty Street 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	
07:15 AM	8	53	2	0	63	2	38	3	1	44	2	103	6	2	113	8	32	4	1	45	265
07:30 AM	14	81	2	0	97	3	43	7	0	53	6	104	10	1	121	9	24	8	2	43	314
07:45 AM	15	90	4	0	109	3	36	4	0	43	3	68	17	0	88	9	23	12	2	46	286
08:00 AM	7	83	2	0	92	1	25	6	0	32	2	80	5	0	87	14	18	7	0	39	250
Total Volume	44	307	10	0	361	9	142	20	1	172	13	355	38	3	409	40	97	31	5	173	1115
% App. Total	12.2	85	2.8	0		5.2	82.6	11.6	0.6		3.2	86.8	9.3	0.7		23.1	56.1	17.9	2.9		
PHF	.733	.853	.625	.000	.828	.750	.826	.714	.250	.811	.542	.853	.559	.375	.845	.714	.758	.646	.625	.940	.888

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

Peak Hour for Entire Intersection Begins at 07:15 AM



Connecticut Counts LLC

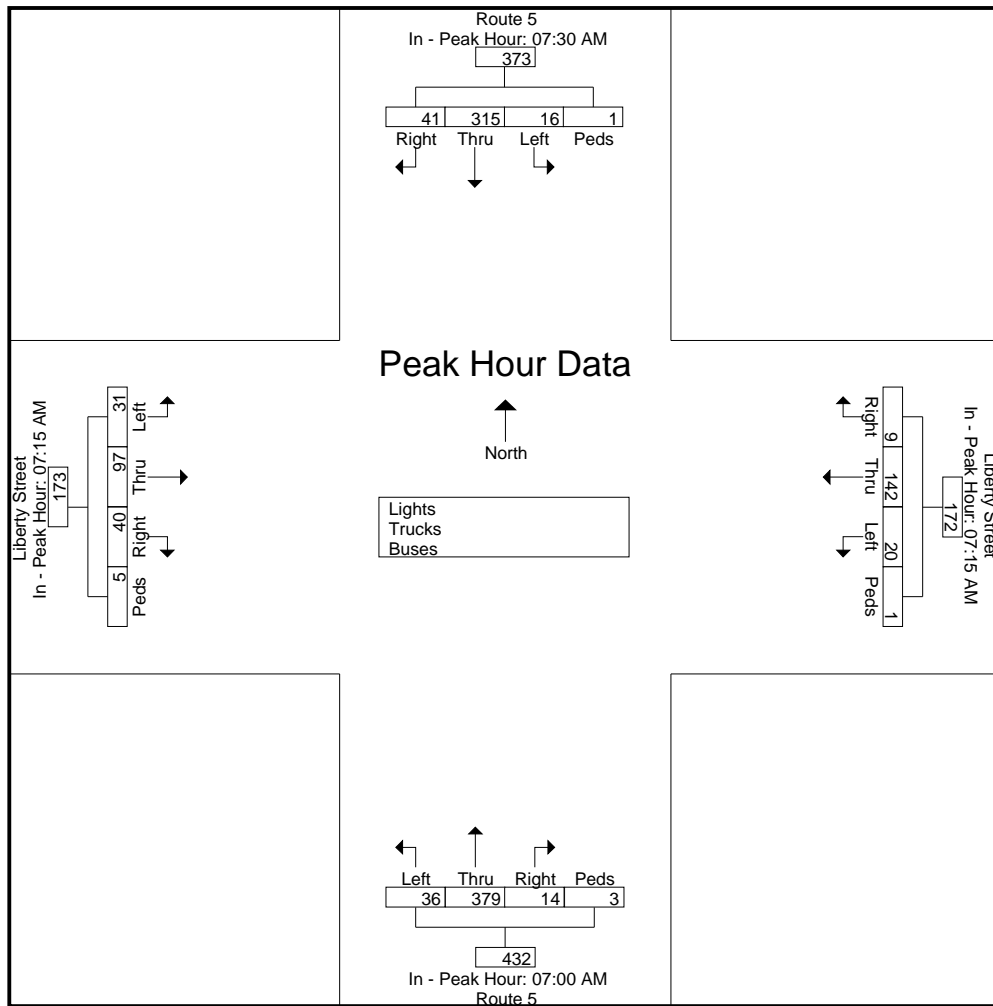
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18725
Site Code : 18725
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Liberty Street From East					Route 5 From South					Liberty Street 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	

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					07:15 AM					07:00 AM					07:15 AM				
+0 mins.	14	81	2	0	97	2	38	3	1	44	3	104	3	0	110	8	32	4	1	45
+15 mins.	15	90	4	0	109	3	43	7	0	53	2	103	6	2	113	9	24	8	2	43
+30 mins.	7	83	2	0	92	3	36	4	0	43	6	104	10	1	121	9	23	12	2	46
+45 mins.	5	61	8	1	75	1	25	6	0	32	3	68	17	0	88	14	18	7	0	39
Total Volume	41	315	16	1	373	9	142	20	1	172	14	379	36	3	432	40	97	31	5	173
% App. Total	11	84.5	4.3	0.3		5.2	82.6	11.6	0.6		3.2	87.7	8.3	0.7		23.1	56.1	17.9	2.9	
PHF	.683	.875	.500	.250	.856	.750	.826	.714	.250	.811	.583	.911	.529	.375	.893	.714	.758	.646	.625	.940



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Liberty Street
Meriden, Connecticut

File Name : 18726
Site Code : 18726
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Liberty Street From East					Route 5 From South					Liberty Street 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	
04:00 PM	14	118	0	0	132	0	37	2	1	40	3	120	18	2	143	16	45	10	1	72	387
04:15 PM	13	111	11	0	135	2	32	2	0	36	9	129	22	2	162	30	37	15	0	82	415
04:30 PM	16	110	2	0	128	3	42	4	0	49	11	115	11	0	137	24	41	10	1	76	390
04:45 PM	27	101	5	3	136	3	37	8	0	48	4	124	16	1	145	24	35	7	0	66	395
Total	70	440	18	3	531	8	148	16	1	173	27	488	67	5	587	94	158	42	2	296	1587
05:00 PM	20	119	2	0	141	2	43	5	0	50	13	146	13	3	175	26	33	10	0	69	435
05:15 PM	14	124	2	1	141	7	33	4	0	44	5	116	18	1	140	23	26	8	2	59	384
05:30 PM	18	103	1	1	123	7	31	3	0	41	11	118	16	1	146	21	24	7	1	53	363
05:45 PM	10	108	0	0	118	2	24	2	0	28	8	121	13	0	142	18	40	14	0	72	360
Total	62	454	5	2	523	18	131	14	0	163	37	501	60	5	603	88	123	39	3	253	1542
Grand Total	132	894	23	5	1054	26	279	30	1	336	64	989	127	10	1190	182	281	81	5	549	3129
Apprch %	12.5	84.8	2.2	0.5		7.7	83	8.9	0.3		5.4	83.1	10.7	0.8		33.2	51.2	14.8	0.9		
Total %	4.2	28.6	0.7	0.2	33.7	0.8	8.9	1	0	10.7	2	31.6	4.1	0.3	38	5.8	9	2.6	0.2	17.5	
Lights	132	885	22	5	1044	26	274	30	1	331	64	981	127	10	1182	182	279	81	5	547	3104
% Lights	100	99	95.7	100	99.1	100	98.2	100	100	98.5	100	99.2	100	100	99.3	100	99.3	100	100	99.6	99.2
Trucks	0	9	1	0	10	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	17
% Trucks	0	1	4.3	0	0.9	0	0.4	0	0	0.3	0	0.5	0	0	0.4	0	0.4	0	0	0.2	0.5
Buses	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	0	1	0	0	1	8
% Buses	0	0	0	0	0	0	1.4	0	0	1.2	0	0.3	0	0	0.3	0	0.4	0	0	0.2	0.3

Connecticut Counts LLC

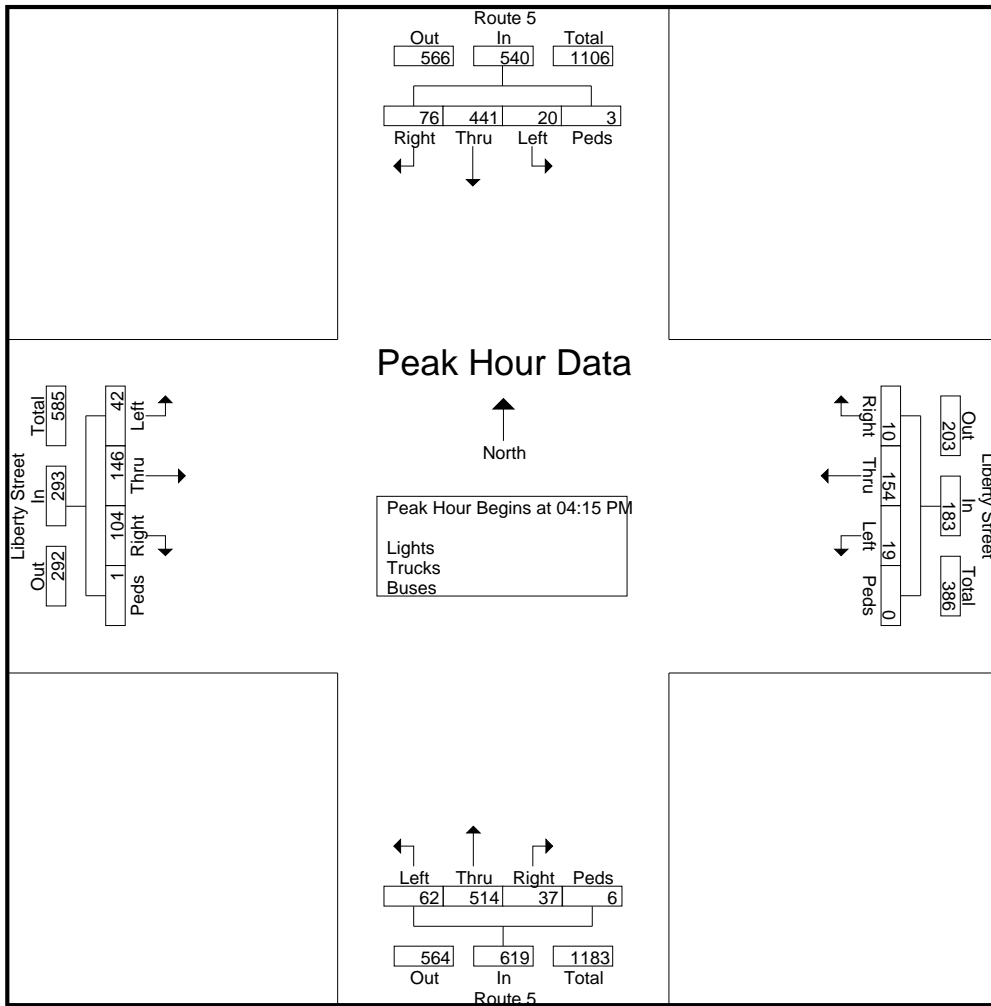
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18726
Site Code : 18726
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Liberty Street From East					Route 5 From South					Liberty Street 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	
04:15 PM	13	111	11	0	135	2	32	2	0	36	9	129	22	2	162	30	37	15	0	82	415
04:30 PM	16	110	2	0	128	3	42	4	0	49	11	115	11	0	137	24	41	10	1	76	390
04:45 PM	27	101	5	3	136	3	37	8	0	48	4	124	16	1	145	24	35	7	0	66	395
05:00 PM	20	119	2	0	141	2	43	5	0	50	13	146	13	3	175	26	33	10	0	69	435
Total Volume	76	441	20	3	540	10	154	19	0	183	37	514	62	6	619	104	146	42	1	293	1635
% App. Total	14.1	81.7	3.7	0.6		5.5	84.2	10.4	0		6	83	10	1		35.5	49.8	14.3	0.3		
PHF	.704	.926	.455	.250	.957	.833	.895	.594	.000	.915	.712	.880	.705	.500	.884	.867	.890	.700	.250	.893	.940

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM



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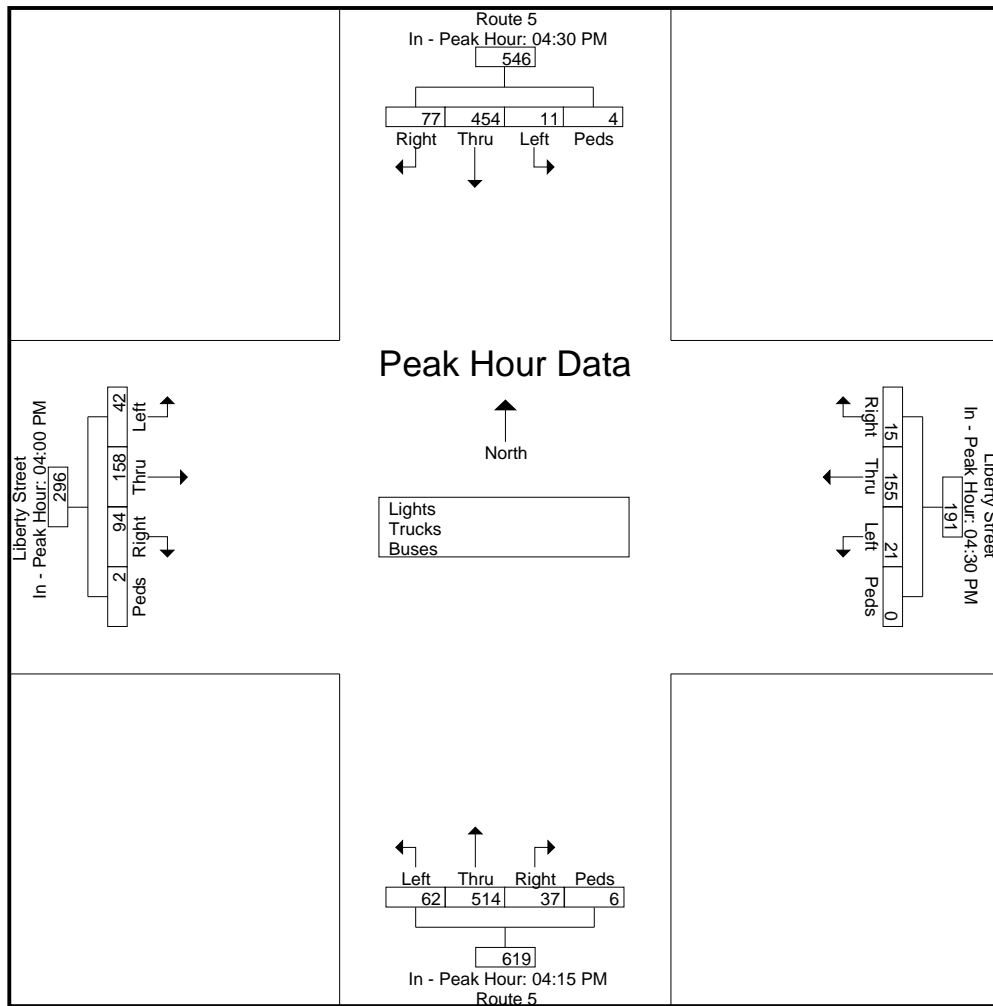
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18726
Site Code : 18726
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Liberty Street From East					Route 5 From South					Liberty Street 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:15 PM					04:00 PM				
+0 mins.	16	110	2	0	128	3	42	4	0	49	9	129	22	2	162	16	45	10	1	72
+15 mins.	27	101	5	3	136	3	37	8	0	48	11	115	11	0	137	30	37	15	0	82
+30 mins.	20	119	2	0	141	2	43	5	0	50	4	124	16	1	145	24	41	10	1	76
+45 mins.	14	124	2	1	141	7	33	4	0	44	13	146	13	3	175	24	35	7	0	66
Total Volume	77	454	11	4	546	15	155	21	0	191	37	514	62	6	619	94	158	42	2	296
% App. Total	14.1	83.2	2	0.7		7.9	81.2	11	0		6	83	10	1		31.8	53.4	14.2	0.7	
PHF	.713	.915	.550	.333	.968	.536	.901	.656	.000	.955	.712	.880	.705	.500	.884	.783	.878	.700	.500	.902



9 East Main St.
AM

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

Route 5 at E. Main Street
Meriden, Connecticut

File Name : 18727
Site Code : 18727
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					E, Main Street From East					Route 5 From South					E, Main Street 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	10	46	10	0	66	21	30	20	1	72	17	76	17	0	110	8	32	18	0	58	306
07:15 AM	9	44	5	1	59	21	46	18	0	85	18	79	22	1	120	19	30	17	1	67	331
07:30 AM	17	66	12	0	95	23	39	26	1	89	18	88	25	2	133	24	36	18	0	78	395
07:45 AM	20	83	7	3	113	23	31	18	1	73	18	47	34	3	102	28	29	17	0	74	362
Total	56	239	34	4	333	88	146	82	3	319	71	290	98	6	465	79	127	70	1	277	1394
08:00 AM	18	67	8	0	93	26	41	13	1	81	15	54	34	3	106	27	39	9	0	75	355
08:15 AM	17	53	11	0	81	13	44	26	0	83	16	70	30	4	120	22	39	13	2	76	360
08:30 AM	11	67	16	2	96	12	36	16	0	64	16	67	28	6	117	23	35	15	0	73	350
08:45 AM	18	82	20	2	122	22	50	19	2	93	27	70	56	4	157	51	39	16	1	107	479
Total	64	269	55	4	392	73	171	74	3	321	74	261	148	17	500	123	152	53	3	331	1544
Grand Total	120	508	89	8	725	161	317	156	6	640	145	551	246	23	965	202	279	123	4	608	2938
Apprch %	16.6	70.1	12.3	1.1	25.2	49.5	24.4	0.9	21.8	4.9	18.8	8.4	0.8	32.8	6.9	9.5	4.2	0.1	20.7		
Total %	4.1	17.3	3	0.3	24.7	5.5	10.8	5.3	0.2	21.8	4.9	18.8	8.4	0.8	32.8	6.9	9.5	4.2	0.1	20.7	
Lights	112	484	83	8	687	155	302	147	6	610	133	515	232	23	903	195	266	118	4	583	2783
% Lights	93.3	95.3	93.3	100	94.8	96.3	95.3	94.2	100	95.3	91.7	93.5	94.3	100	93.6	96.5	95.3	95.9	100	95.9	94.7
Trucks	6	13	5	0	24	4	11	5	0	20	7	25	4	0	36	1	8	5	0	14	94
% Trucks	5	2.6	5.6	0	3.3	2.5	3.5	3.2	0	3.1	4.8	4.5	1.6	0	3.7	0.5	2.9	4.1	0	2.3	3.2
Buses	2	11	1	0	14	2	4	4	0	10	5	11	10	0	26	6	5	0	0	11	61
% Buses	1.7	2.2	1.1	0	1.9	1.2	1.3	2.6	0	1.6	3.4	2	4.1	0	2.7	3	1.8	0	0	1.8	2.1

SB

WB

Peak Hour Data NB

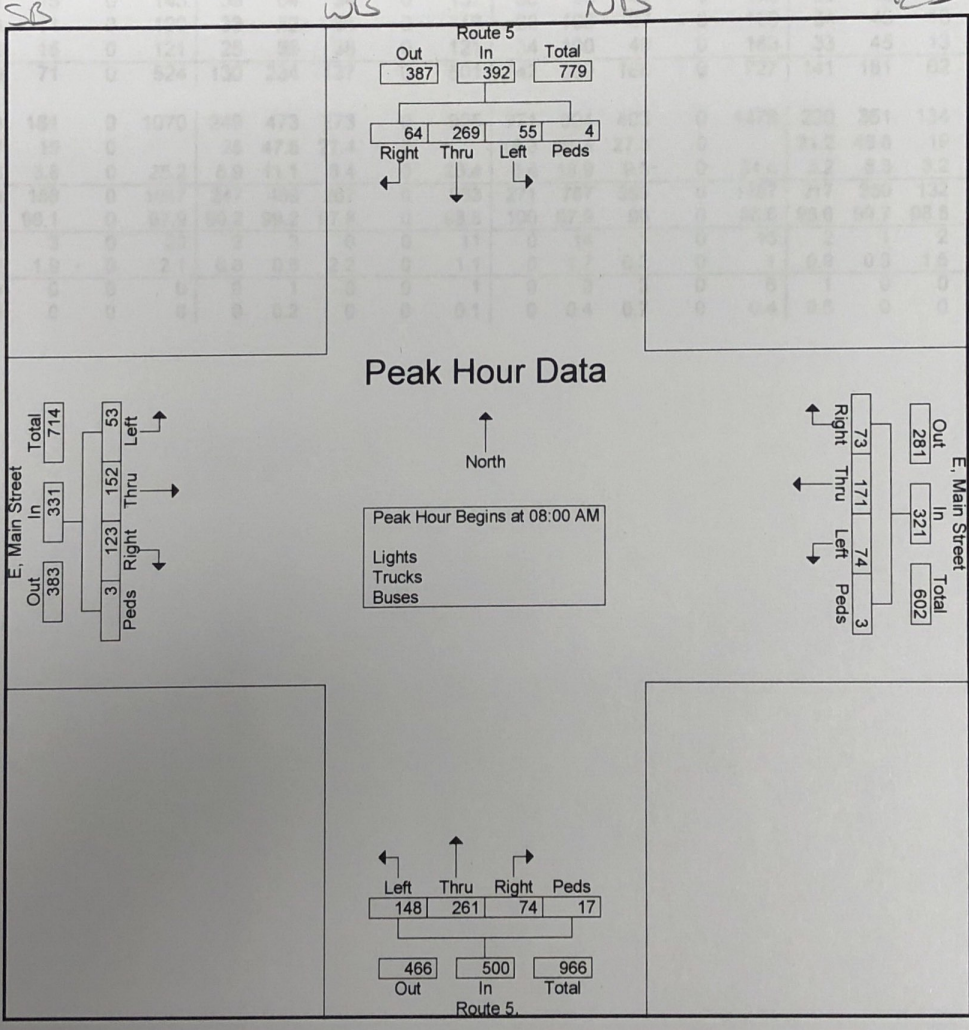
EB

9 East Main St.
AM

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

File Name : 18727
Site Code : 18727
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					E, Main Street From East					Route 5 From South					E, Main Street 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	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	18	67	8	0	93	26	41	13	1	81	15	54	34	3	106	27	39	9	0	75	355
08:15 AM	17	53	11	0	81	13	44	26	0	83	16	70	30	4	120	22	39	13	2	76	360
08:30 AM	11	67	16	2	96	12	36	16	0	64	16	67	28	6	117	23	35	15	0	73	350
08:45 AM	18	82	20	2	122	22	50	19	2	93	27	70	56	4	157	51	39	16	1	107	479
Total Volume	64	269	55	4	392	73	171	74	3	321	74	261	148	17	500	123	152	53	3	331	1544
% App. Total	16.3	68.6	14	1		22.7	53.3	23.1	0.9		14.8	52.2	29.6	3.4		37.2	45.9	16	0.9		
PHF	.889	.820	.688	.500	.803	.702	.855	.712	.375	.863	.685	.932	.661	.708	.796	.603	.974	.828	.375	.773	.806



⑨ East Main St.

AM

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 5 at E. Main Street
Meriden, Connecticut

File Name : 18728
Site Code : 18728
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					E. Main Street From East					Route 5 From South					E. Main Street 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	
04:00 PM	12	96	21	0	129	34	54	28	0	116	30	107	51	0	188	24	45	20	0	89	522
04:15 PM	12	113	27	0	152	25	62	30	0	117	27	106	54	0	187	7	33	18	0	58	514
04:30 PM	13	97	19	0	129	22	57	32	0	111	30	90	51	0	171	22	46	18	0	86	497
04:45 PM	20	93	23	0	136	38	66	46	0	150	42	102	61	0	205	26	46	16	0	88	579
Total	57	399	90	0	546	119	239	136	0	494	129	405	217	0	751	79	170	72	0	321	2112
05:00 PM	17	93	30	0	140	33	60	34	0	127	41	103	58	0	202	41	45	20	0	106	575
05:15 PM	17	111	15	0	143	39	64	34	0	137	38	93	42	0	173	33	43	11	0	87	540
05:30 PM	16	93	11	0	120	33	52	31	0	116	29	103	37	0	169	34	48	18	0	100	505
05:45 PM	13	93	15	0	121	25	58	38	0	121	34	100	49	0	183	33	45	13	0	91	516
Total	63	390	71	0	524	130	234	137	0	501	142	399	186	0	727	141	181	62	0	384	2136
Grand Total	120	789	161	0	1070	249	473	273	0	995	271	804	403	0	1478	220	351	134	0	705	4248
Apprch %	11.2	73.7	15	0		25	47.5	27.4	0		18.3	54.4	27.3	0		31.2	49.8	19	0		
Total %	2.8	18.6	3.8	0	25.2	5.9	11.1	6.4	0	23.4	6.4	18.9	9.5	0	34.8	5.2	8.3	3.2	0	16.6	
Lights	116	773	158	0	1047	247	469	267	0	983	271	787	399	0	1457	217	350	132	0	699	4186
% Lights	96.7	98	98.1	0	97.9	99.2	99.2	97.8	0	98.8	100	97.9	99	0	98.6	98.6	99.7	98.5	0	99.1	98.5
Trucks	4	16	3	0	23	2	3	6	0	11	0	14	1	0	15	2	1	2	0	5	54
% Trucks	3.3	2	1.9	0	2.1	0.8	0.6	2.2	0	1.1	0	1.7	0.2	0	1	0.9	0.3	1.5	0	0.7	1.3
Buses	0	0	0	0	0	0	1	0	0	1	0	3	3	0	6	1	0	0	0	1	8
% Buses	0	0	0	0	0	0	0.2	0	0	0.1	0	0.4	0.7	0	0.4	0.5	0	0	0	0.1	0.2

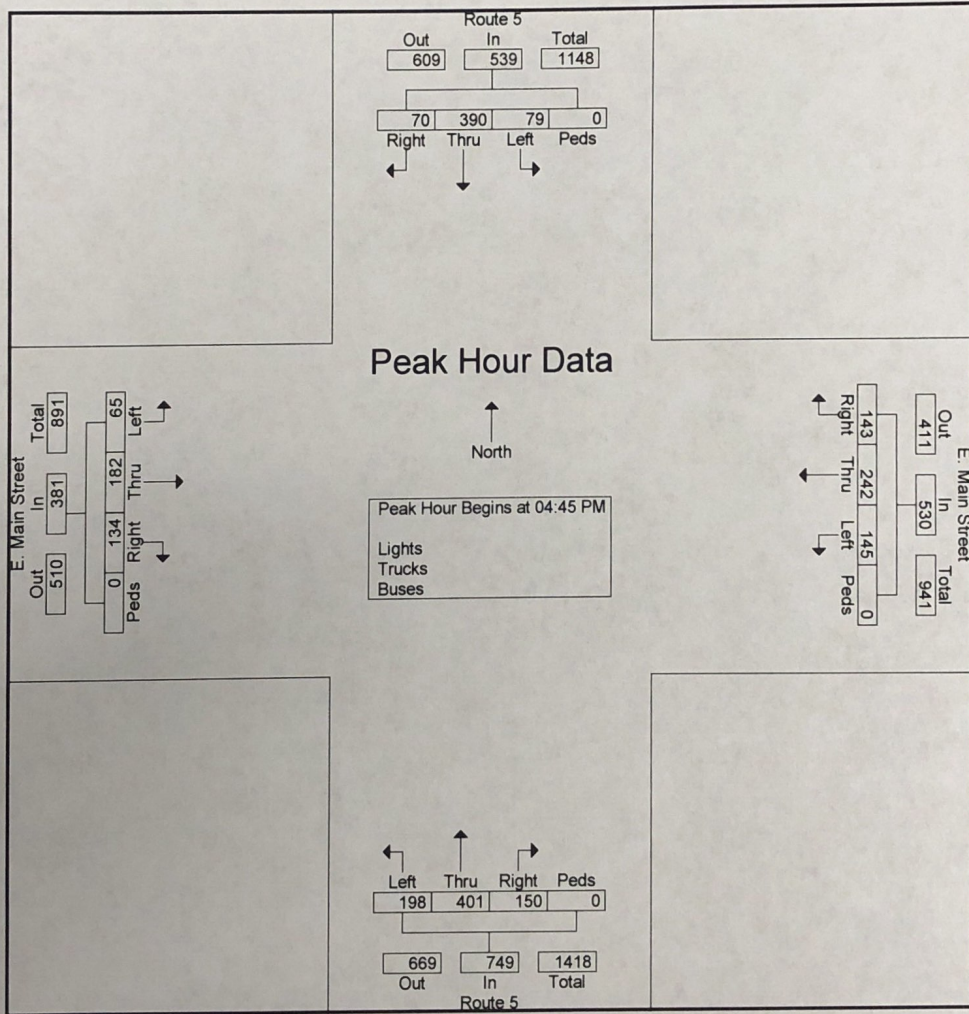
⑨ East Main St.
AM

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18728
Site Code : 18728
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					E. Main Street From East					Route 5 From South					E. Main Street 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	20	93	23	0	136	38	66	46	0	150	42	102	61	0	205	26	46	16	0	88	579
05:00 PM	17	93	30	0	140	33	60	34	0	127	41	103	58	0	202	41	45	20	0	106	575
05:15 PM	17	111	15	0	143	39	64	34	0	137	38	93	42	0	173	33	43	11	0	87	540
05:30 PM	16	93	11	0	120	33	52	31	0	116	29	103	37	0	169	34	48	18	0	100	505
Total Volume	70	390	79	0	539	143	242	145	0	530	150	401	198	0	749	134	182	65	0	381	2199
% App. Total	13	72.4	14.7	0		27	45.7	27.4	0		20	53.5	26.4	0		35.2	47.8	17.1	0		
PHF	.875	.878	.658	.000	.942	.917	.917	.788	.000	.883	.893	.973	.811	.000	.913	.817	.948	.813	.000	.899	.949



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Charles Street
Meriden, Connecticut

File Name : 18729
Site Code : 18729
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Charles Street From East					Route 5 From South					Charles Street 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	3	67	3	1	74	4	1	6	0	11	3	107	1	0	111	2	0	0	0	2	198
07:15 AM	3	69	7	0	79	4	2	3	0	9	7	109	1	0	117	0	0	3	0	3	208
07:30 AM	4	107	7	0	118	5	1	1	0	7	8	118	2	0	128	0	0	2	0	2	255
07:45 AM	1	106	8	0	115	8	1	3	0	12	10	83	2	0	95	2	0	0	1	3	225
Total	11	349	25	1	386	21	5	13	0	39	28	417	6	0	451	4	0	5	1	10	886
08:00 AM	2	94	10	0	106	11	0	5	0	16	9	98	0	0	107	0	0	0	0	0	229
08:15 AM	1	88	9	0	98	11	3	6	0	20	10	103	2	0	115	1	1	0	0	2	235
08:30 AM	3	101	12	1	117	6	6	1	4	17	13	93	0	0	106	0	11	0	0	11	251
08:45 AM	5	120	12	0	137	12	21	9	0	42	16	151	4	0	171	0	2	1	0	3	353
Total	11	403	43	1	458	40	30	21	4	95	48	445	6	0	499	1	14	1	0	16	1068
Grand Total	22	752	68	2	844	61	35	34	4	134	76	862	12	0	950	5	14	6	1	26	1954
Apprch %	2.6	89.1	8.1	0.2		45.5	26.1	25.4	3		8	90.7	1.3	0		19.2	53.8	23.1	3.8		
Total %	1.1	38.5	3.5	0.1	43.2	3.1	1.8	1.7	0.2	6.9	3.9	44.1	0.6	0	48.6	0.3	0.7	0.3	0.1	1.3	
Lights	21	732	61	2	816	58	33	33	4	128	71	830	12	0	913	5	14	6	1	26	1883
% Lights	95.5	97.3	89.7	100	96.7	95.1	94.3	97.1	100	95.5	93.4	96.3	100	0	96.1	100	100	100	100	100	96.4
Trucks	0	5	1	0	6	1	0	1	0	2	0	10	0	0	10	0	0	0	0	0	18
% Trucks	0	0.7	1.5	0	0.7	1.6	0	2.9	0	1.5	0	1.2	0	0	1.1	0	0	0	0	0	0.9
Buses	1	15	6	0	22	2	2	0	0	4	5	22	0	0	27	0	0	0	0	0	53
% Buses	4.5	2	8.8	0	2.6	3.3	5.7	0	0	3	6.6	2.6	0	0	2.8	0	0	0	0	0	2.7

Connecticut Counts LLC

Kensington, Connecticut 06037
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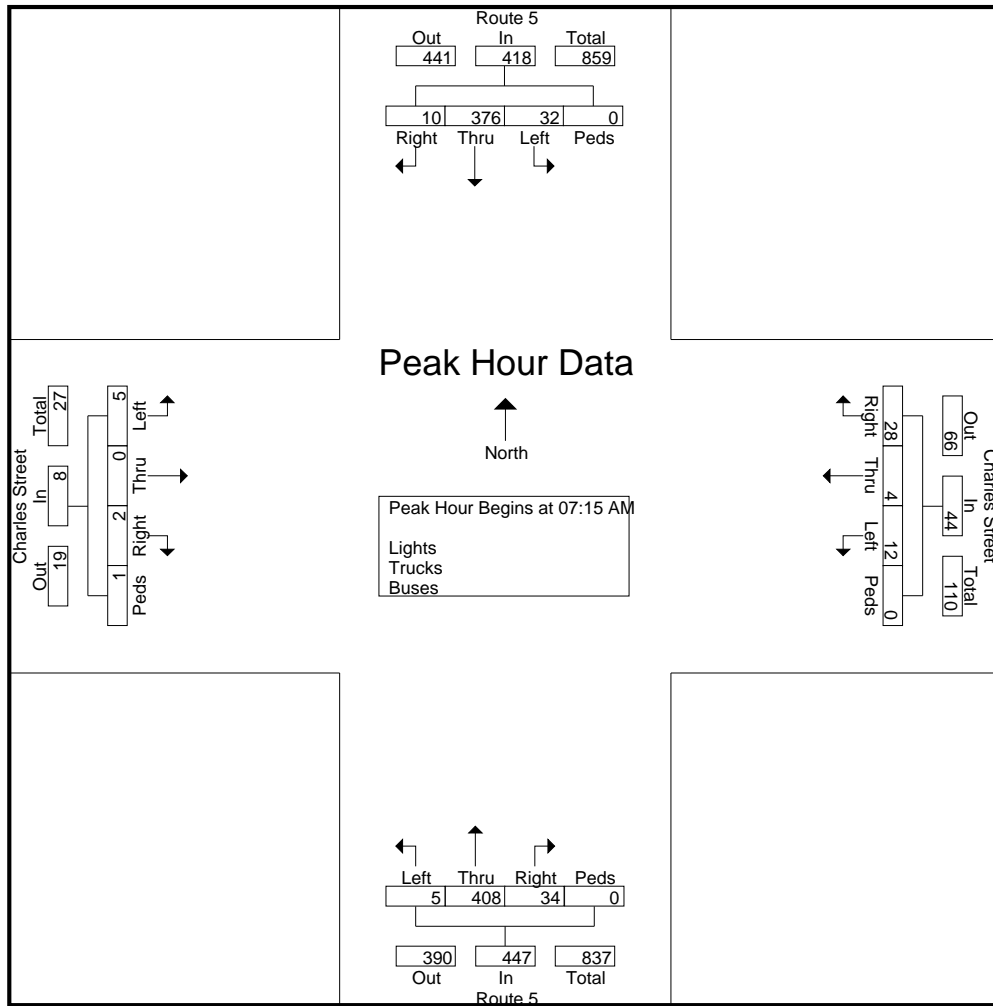
File Name : 18729
Site Code : 18729
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Charles Street From East					Route 5 From South					Charles Street 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	

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

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	3	69	7	0	79	4	2	3	0	9	7	109	1	0	117	0	0	3	0	3	208
07:30 AM	4	107	7	0	118	5	1	1	0	7	8	118	2	0	128	0	0	2	0	2	255
07:45 AM	1	106	8	0	115	8	1	3	0	12	10	83	2	0	95	2	0	0	1	3	225
08:00 AM	2	94	10	0	106	11	0	5	0	16	9	98	0	0	107	0	0	0	0	0	229
Total Volume	10	376	32	0	418	28	4	12	0	44	34	408	5	0	447	2	0	5	1	8	917
% App. Total	2.4	90	7.7	0		63.6	9.1	27.3	0		7.6	91.3	1.1	0		25	0	62.5	12.5		
PHF	.625	.879	.800	.000	.886	.636	.500	.600	.000	.688	.850	.864	.625	.000	.873	.250	.000	.417	.250	.667	.899



Connecticut Counts LLC

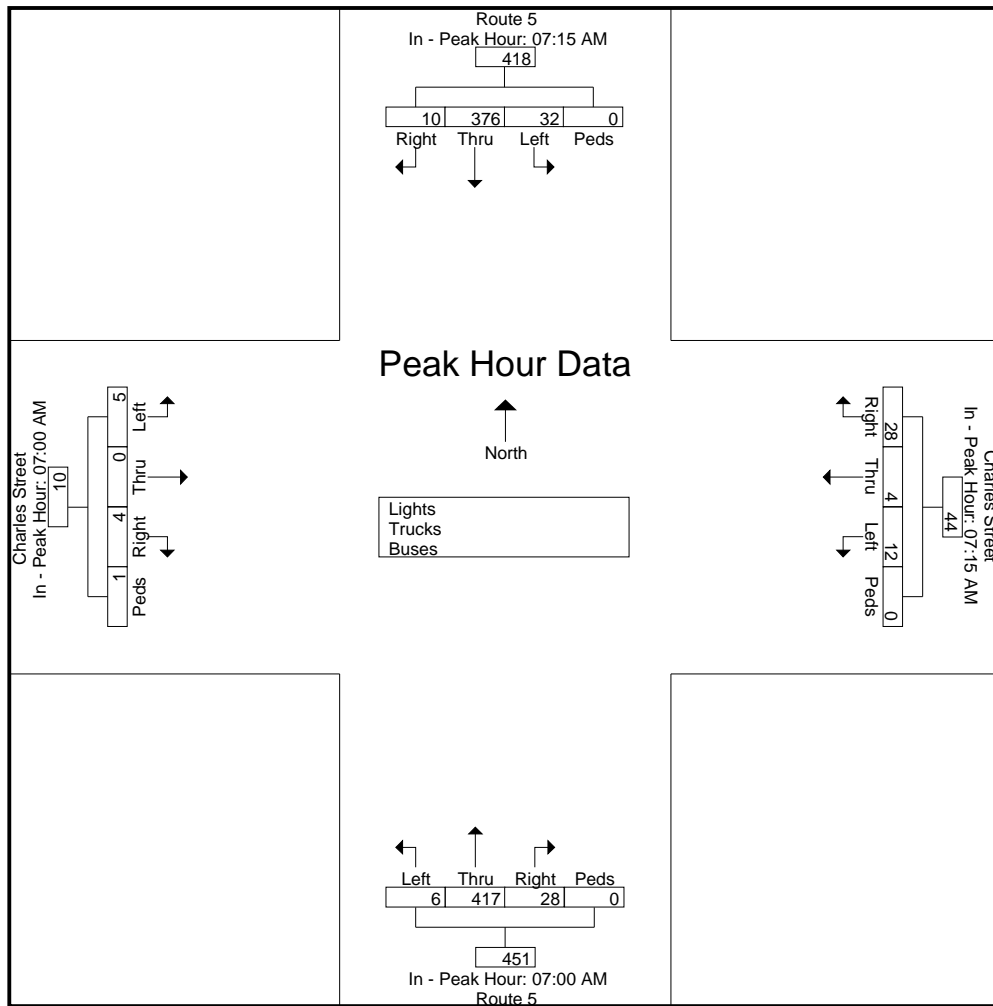
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18729
Site Code : 18729
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Charles Street From East					Route 5 From South					Charles Street 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	

Peak Hour Analysis From 07:00 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:00 AM					07:00 AM				
+0 mins.	3	69	7	0	79	4	2	3	0	9	3	107	1	0	111	2	0	0	0	2
+15 mins.	4	107	7	0	118	5	1	1	0	7	7	109	1	0	117	0	0	3	0	3
+30 mins.	1	106	8	0	115	8	1	3	0	12	8	118	2	0	128	0	0	2	0	2
+45 mins.	2	94	10	0	106	11	0	5	0	16	10	83	2	0	95	2	0	0	1	3
Total Volume	10	376	32	0	418	28	4	12	0	44	28	417	6	0	451	4	0	5	1	10
% App. Total	2.4	90	7.7	0		63.6	9.1	27.3	0		6.2	92.5	1.3	0		40	0	50	10	
PHF	.625	.879	.800	.000	.886	.636	.500	.600	.000	.688	.700	.883	.750	.000	.881	.500	.000	.417	.250	.833



Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 5 at Charles Street
Meriden, Connecticut

File Name : 18730
Site Code : 18730
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Charles Street From East					Route 5 From South					Charles Street 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	
04:00 PM	6	147	4	0	157	2	7	15	0	24	8	178	6	0	192	0	0	1	1	2	375
04:15 PM	4	152	4	0	160	11	9	4	0	24	6	148	1	0	155	1	0	1	0	2	341
04:30 PM	3	151	8	3	165	8	7	11	0	26	9	158	2	1	170	0	1	0	0	1	362
04:45 PM	6	195	11	0	212	12	2	5	0	19	11	254	6	1	272	0	0	1	2	3	506
Total	19	645	27	3	694	33	25	35	0	93	34	738	15	2	789	1	1	3	3	8	1584
05:00 PM	5	92	5	0	102	3	2	1	0	6	2	119	2	0	123	0	0	1	0	1	232
05:15 PM	5	160	8	0	173	4	6	14	0	24	8	153	6	4	171	1	1	1	7	10	378
05:30 PM	7	131	6	0	144	4	3	5	3	15	7	160	1	0	168	0	2	0	1	3	330
05:45 PM	1	141	4	1	147	5	1	5	0	11	8	148	1	0	157	3	0	0	0	3	318
Total	18	524	23	1	566	16	12	25	3	56	25	580	10	4	619	4	3	2	8	17	1258
Grand Total	37	1169	50	4	1260	49	37	60	3	149	59	1318	25	6	1408	5	4	5	11	25	2842
Apprch %	2.9	92.8	4	0.3		32.9	24.8	40.3	2		4.2	93.6	1.8	0.4		20	16	20	44		
Total %	1.3	41.1	1.8	0.1	44.3	1.7	1.3	2.1	0.1	5.2	2.1	46.4	0.9	0.2	49.5	0.2	0.1	0.2	0.4	0.9	
Lights	37	1160										1310									
% Lights	100	99.2	100	100	99.3	100	100	100	100	100	100	99.4	100	100	99.4	100	100	100	100	100	99.4
Trucks	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
% Trucks	0	0.6	0	0	0.6	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.4
Buses	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2

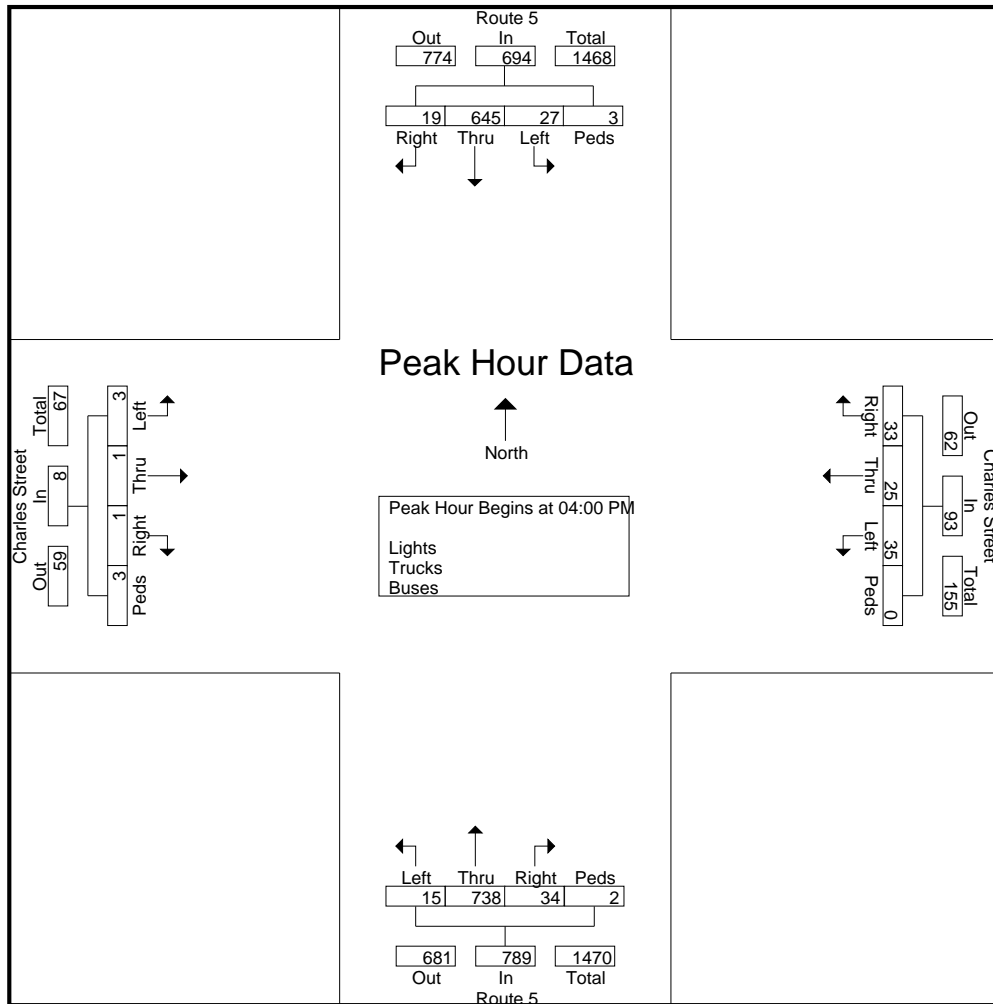
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Kensington, Connecticut 06037
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File Name : 18730
Site Code : 18730
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Charles Street From East					Route 5 From South					Charles Street 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	
04:00 PM	6	147	4	0	157	2	7	15	0	24	8	178	6	0	192	0	0	1	1	2	375
04:15 PM	4	152	4	0	160	11	9	4	0	24	6	148	1	0	155	1	0	1	0	2	341
04:30 PM	3	151	8	3	165	8	7	11	0	26	9	158	2	1	170	0	1	0	0	1	362
04:45 PM	6	195	11	0	212	12	2	5	0	19	11	254	6	1	272	0	0	1	2	3	506
Total Volume	19	645	27	3	694	33	25	35	0	93	34	738	15	2	789	1	1	3	3	8	1584
% App. Total	2.7	92.9	3.9	0.4		35.5	26.9	37.6	0		4.3	93.5	1.9	0.3		12.5	12.5	37.5	37.5		
PHF	.792	.827	.614	.250	.818	.688	.694	.583	.000	.894	.773	.726	.625	.500	.725	.250	.250	.750	.375	.667	.783

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM



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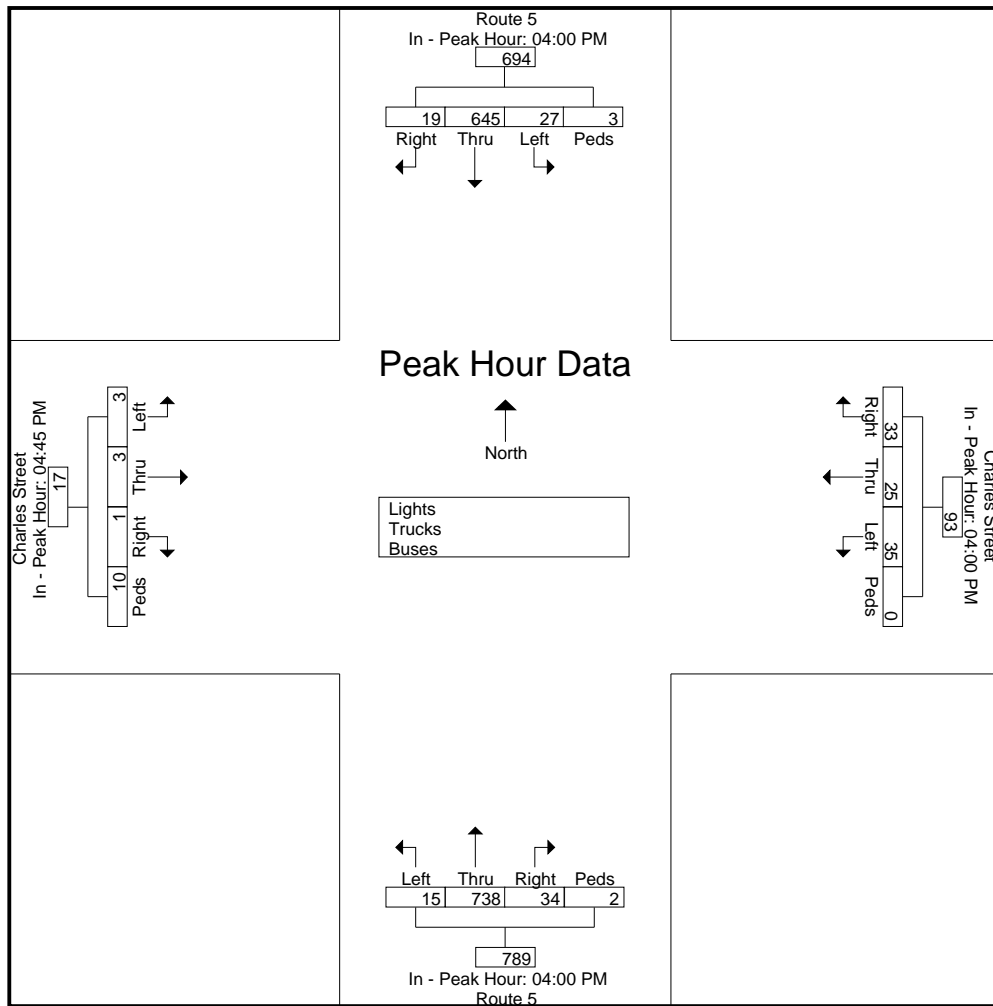
File Name : 18730
Site Code : 18730
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Charles Street From East					Route 5 From South					Charles Street 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:45 PM				
+0 mins.	6	147	4	0	157	2	7	15	0	24	8	178	6	0	192	0	0	1	2	3
+15 mins.	4	152	4	0	160	11	9	4	0	24	6	148	1	0	155	0	0	1	0	1
+30 mins.	3	151	8	3	165	8	7	11	0	26	9	158	2	1	170	1	1	1	7	10
+45 mins.	6	195	11	0	212	12	2	5	0	19	11	254	6	1	272	0	2	0	1	3
Total Volume	19	645	27	3	694	33	25	35	0	93	34	738	15	2	789	1	3	3	10	17
% App. Total	2.7	92.9	3.9	0.4		35.5	26.9	37.6	0		4.3	93.5	1.9	0.3		5.9	17.6	17.6	58.8	
PHF	.792	.827	.614	.250	.818	.688	.694	.583	.000	.894	.773	.726	.625	.500	.725	.250	.375	.750	.357	.425



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Route 5 at Curtis Street
Meriden, Connecticut

File Name : 18731
Site Code : 18731
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Curtis Street From East					Route 5 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	65	18	0	83	33	0	0	0	33	0	77	0	0	77	0	0	0	0	0	193
07:15 AM	0	57	17	0	74	21	0	0	0	21	0	91	0	0	91	0	0	0	0	0	186
07:30 AM	0	82	26	0	108	32	0	0	0	32	2	97	0	0	99	0	0	0	0	0	239
07:45 AM	0	89	31	1	121	29	0	0	0	29	9	66	0	0	75	0	0	0	0	0	225
Total	0	293	92	1	386	115	0	0	0	115	11	331	0	0	342	0	0	0	0	0	843
08:00 AM	0	81	24	0	105	34	0	0	0	34	0	79	0	0	79	0	0	0	0	0	218
08:15 AM	0	80	19	0	99	38	0	0	0	38	3	81	0	0	84	0	0	0	0	0	221
08:30 AM	0	77	28	0	105	29	0	0	0	29	1	79	0	0	80	0	0	0	0	0	214
08:45 AM	0	115	25	0	140	59	0	0	0	59	0	105	0	0	105	0	0	0	0	0	304
Total	0	353	96	0	449	160	0	0	0	160	4	344	0	0	348	0	0	0	0	0	957
Grand Total	0	646	188	1	835	275	0	0	0	275	15	675	0	0	690	0	0	0	0	0	1800
Apprch %	0	77.4	22.5	0.1		100	0	0	0		2.2	97.8	0	0		0	0	0	0		
Total %	0	35.9	10.4	0.1	46.4	15.3	0	0	0	15.3	0.8	37.5	0	0	38.3	0	0	0	0	0	
Lights	0	630	180	1	811	269	0	0	0	269	14	641	0	0	655	0	0	0	0	0	1735
% Lights	0	97.5	95.7	100	97.1	97.8	0	0	0	97.8	93.3	95	0	0	94.9	0	0	0	0	0	96.4
Trucks	0	8	1	0	9	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	25
% Trucks	0	1.2	0.5	0	1.1	0.4	0	0	0	0.4	0	2.2	0	0	2.2	0	0	0	0	0	1.4
Buses	0	8	7	0	15	5	0	0	0	5	1	19	0	0	20	0	0	0	0	0	40
% Buses	0	1.2	3.7	0	1.8	1.8	0	0	0	1.8	6.7	2.8	0	0	2.9	0	0	0	0	0	2.2

Connecticut Counts LLC

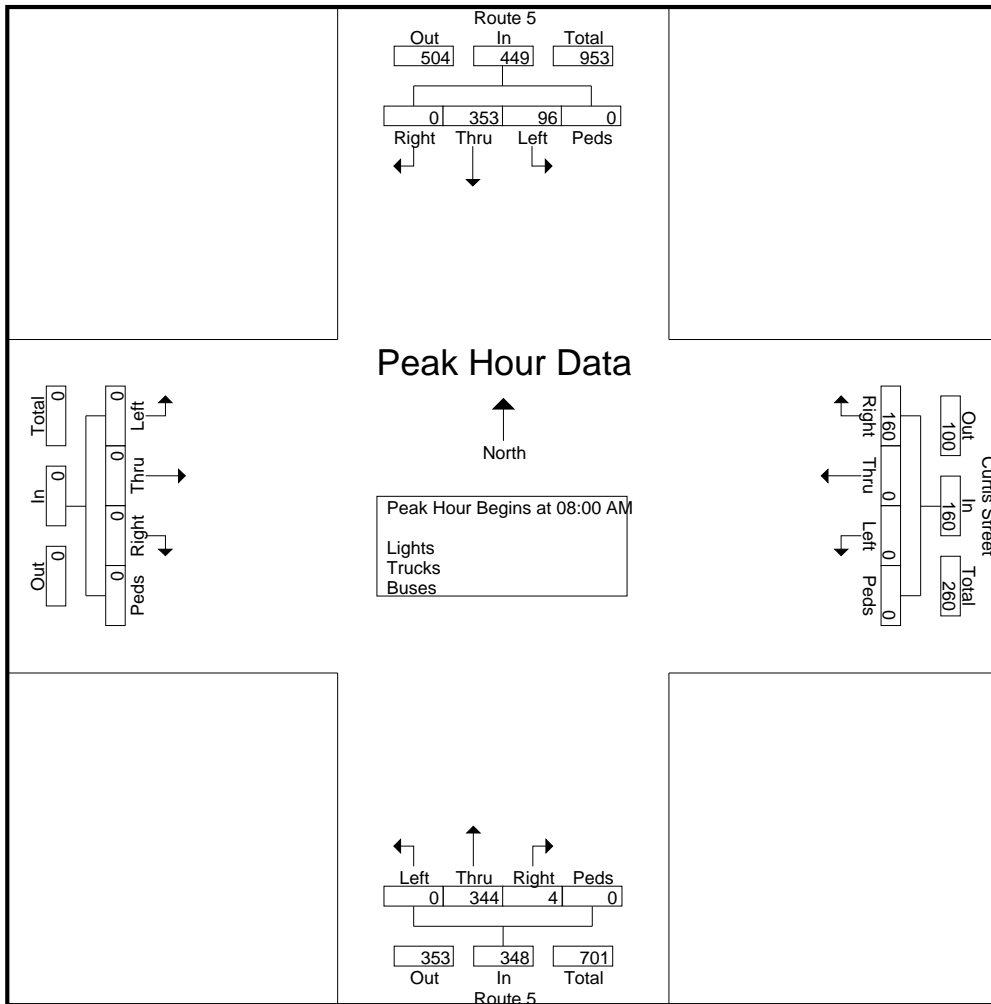
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18731
Site Code : 18731
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Curtis Street From East					Route 5 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	
08:00 AM	0	81	24	0	105	34	0	0	0	34	0	79	0	0	79	0	0	0	0	0	218
08:15 AM	0	80	19	0	99	38	0	0	0	38	3	81	0	0	84	0	0	0	0	0	221
08:30 AM	0	77	28	0	105	29	0	0	0	29	1	79	0	0	80	0	0	0	0	0	214
08:45 AM	0	115	25	0	140	59	0	0	0	59	0	105	0	0	105	0	0	0	0	0	304
Total Volume	0	353	96	0	449	160	0	0	0	160	4	344	0	0	348	0	0	0	0	0	957
% App. Total	0	78.6	21.4	0		100	0	0	0		1.1	98.9	0	0		0	0	0	0	0	
PHF	.000	.767	.857	.000	.802	.678	.000	.000	.000	.678	.333	.819	.000	.000	.829	.000	.000	.000	.000	.000	.787

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

Peak Hour for Entire Intersection Begins at 08:00 AM



Connecticut Counts LLC

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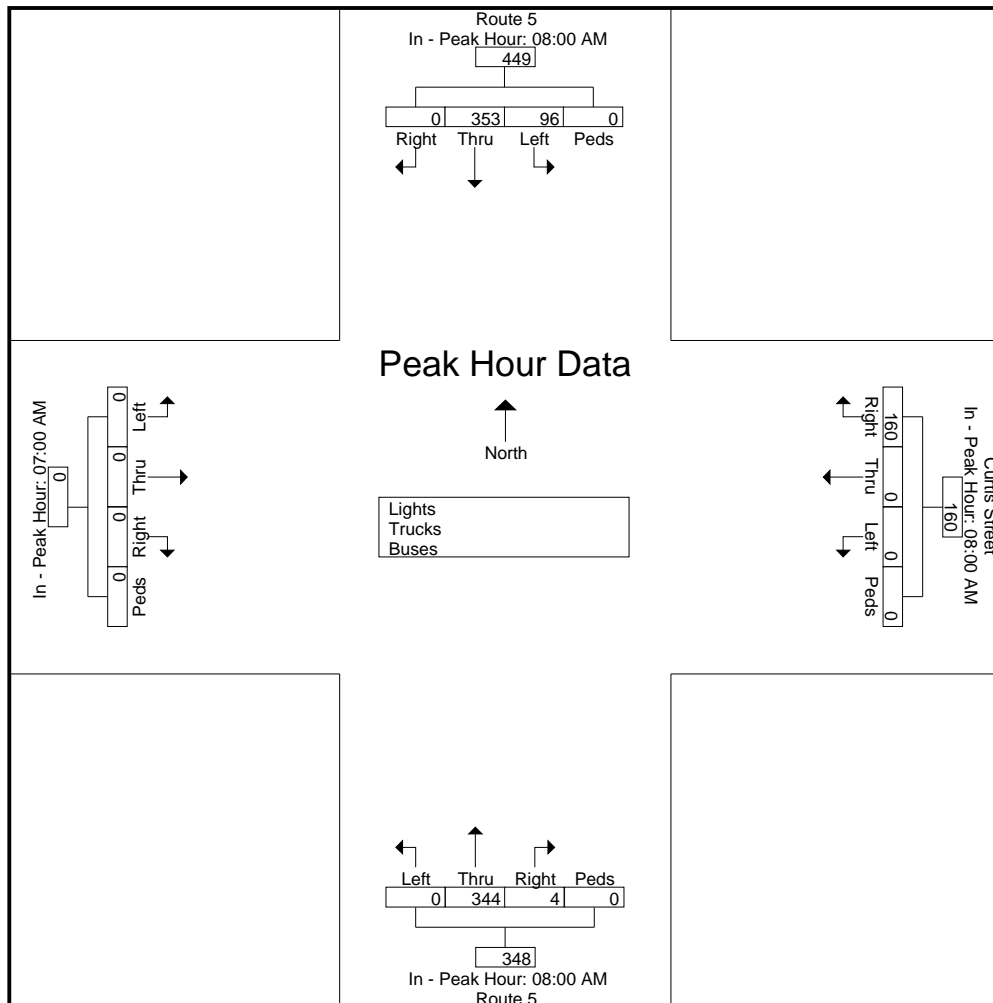
File Name : 18731
Site Code : 18731
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Curtis Street From East					Route 5 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	

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

Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					08:00 AM					07:00 AM				
+0 mins.	0	81	24	0	105	34	0	0	0	34	0	79	0	0	79	0	0	0	0	0
+15 mins.	0	80	19	0	99	38	0	0	0	38	3	81	0	0	84	0	0	0	0	0
+30 mins.	0	77	28	0	105	29	0	0	0	29	1	79	0	0	80	0	0	0	0	0
+45 mins.	0	115	25	0	140	59	0	0	0	59	0	105	0	0	105	0	0	0	0	0
Total Volume	0	353	96	0	449	160	0	0	0	160	4	344	0	0	348	0	0	0	0	0
% App. Total	0	78.6	21.4	0		100	0	0	0		1.1	98.9	0	0		0	0	0	0	
PHF	.000	.767	.857	.000	.802	.678	.000	.000	.000	.678	.333	.819	.000	.000	.829	.000	.000	.000	.000	.000



Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 5 at Curtis Street
Meriden, Connecticut

File Name : 18732
Site Code : 18732
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					Curtis Street From East					Route 5 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	
04:00 PM	0	135	29	0	164	40	0	0	0	40	3	162	0	0	165	0	0	0	0	0	369
04:15 PM	0	132	29	0	161	51	0	0	0	51	1	124	0	0	125	0	0	0	0	0	337
04:30 PM	0	115	30	0	145	41	0	2	0	43	2	143	0	0	145	0	0	0	0	0	333
04:45 PM	0	136	28	0	164	58	0	1	0	59	4	158	0	0	162	0	0	0	0	0	385
Total	0	518	116	0	634	190	0	3	0	193	10	587	0	0	597	0	0	0	0	0	1424
05:00 PM	0	130	31	0	161	40	1	2	0	43	2	158	0	0	160	0	0	0	0	0	364
05:15 PM	0	124	35	0	159	47	0	1	1	49	3	106	0	0	109	0	0	0	0	0	317
05:30 PM	0	127	27	0	154	53	0	0	1	54	3	116	0	0	119	0	0	0	0	0	327
05:45 PM	6	123	26	0	155	38	0	0	0	38	2	125	0	0	127	0	0	0	0	0	320
Total	6	504	119	0	629	178	1	3	2	184	10	505	0	0	515	0	0	0	0	0	1328
Grand Total	6	1022	235	0	1263	368	1	6	2	377	20	1092	0	0	1112	0	0	0	0	0	2752
Apprch %	0.5	80.9	18.6	0		97.6	0.3	1.6	0.5		1.8	98.2	0	0		0	0	0	0		
Total %	0.2	37.1	8.5	0	45.9	13.4	0	0.2	0.1	13.7	0.7	39.7	0	0	40.4	0	0	0	0	0	
Lights	6	1008										1085									
% Lights	100	98.6	99.6	0	98.8	98.9	100	100	100	98.9	100	99.4	0	0	99.4	0	0	0	0	0	99.1
Trucks	0	11	1	0	12	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	16
% Trucks	0	1.1	0.4	0	1	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.6
Buses	0	3	0	0	3	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	10
% Buses	0	0.3	0	0	0.2	1.1	0	0	0	1.1	0	0.3	0	0	0.3	0	0	0	0	0	0.4

Connecticut Counts LLC

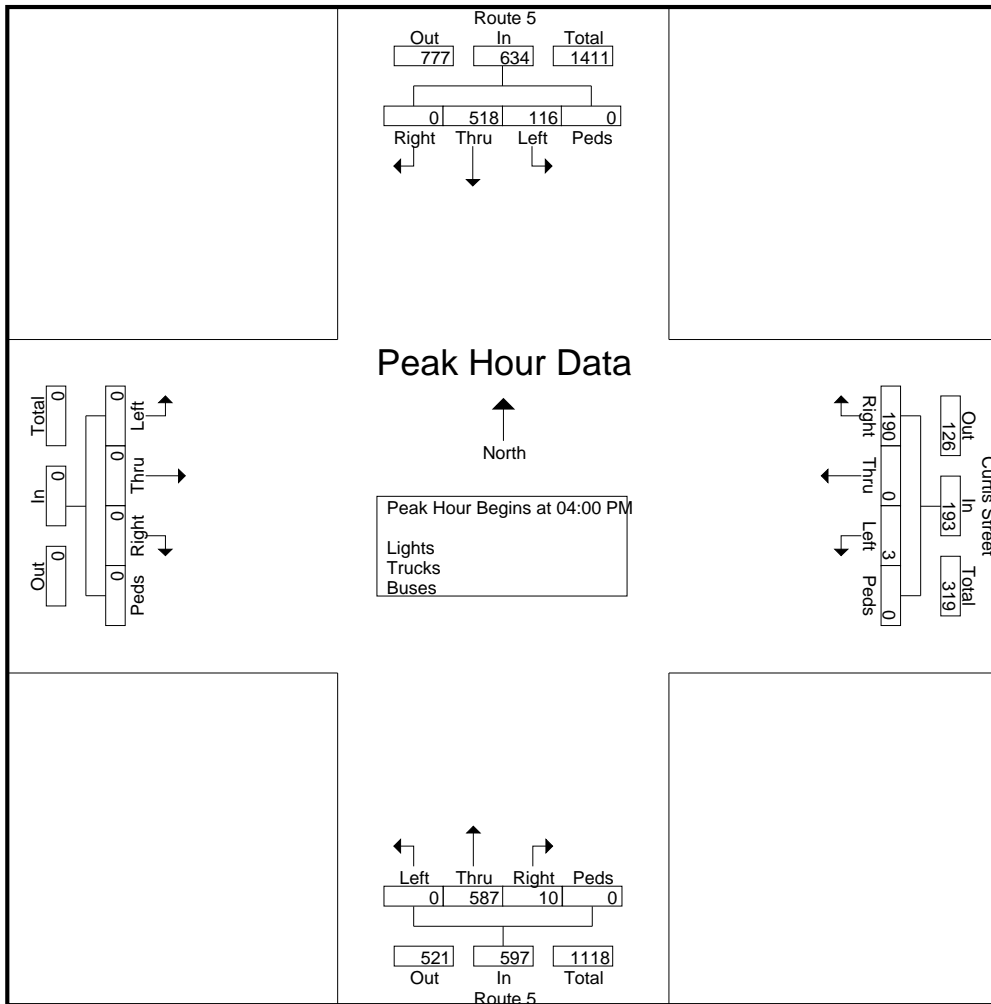
Kensington, Connecticut 06037
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File Name : 18732
Site Code : 18732
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Curtis Street From East					Route 5 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	
04:00 PM	0	135	29	0	164	40	0	0	0	40	3	162	0	0	165	0	0	0	0	0	369
04:15 PM	0	132	29	0	161	51	0	0	0	51	1	124	0	0	125	0	0	0	0	0	337
04:30 PM	0	115	30	0	145	41	0	2	0	43	2	143	0	0	145	0	0	0	0	0	333
04:45 PM	0	136	28	0	164	58	0	1	0	59	4	158	0	0	162	0	0	0	0	0	385
Total Volume	0	518	116	0	634	190	0	3	0	193	10	587	0	0	597	0	0	0	0	0	1424
% App. Total	0	81.7	18.3	0		98.4	0	1.6	0		1.7	98.3	0	0		0	0	0	0		
PHF	.000	.952	.967	.000	.966	.819	.000	.375	.000	.818	.625	.906	.000	.000	.905	.000	.000	.000	.000	.000	.925

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



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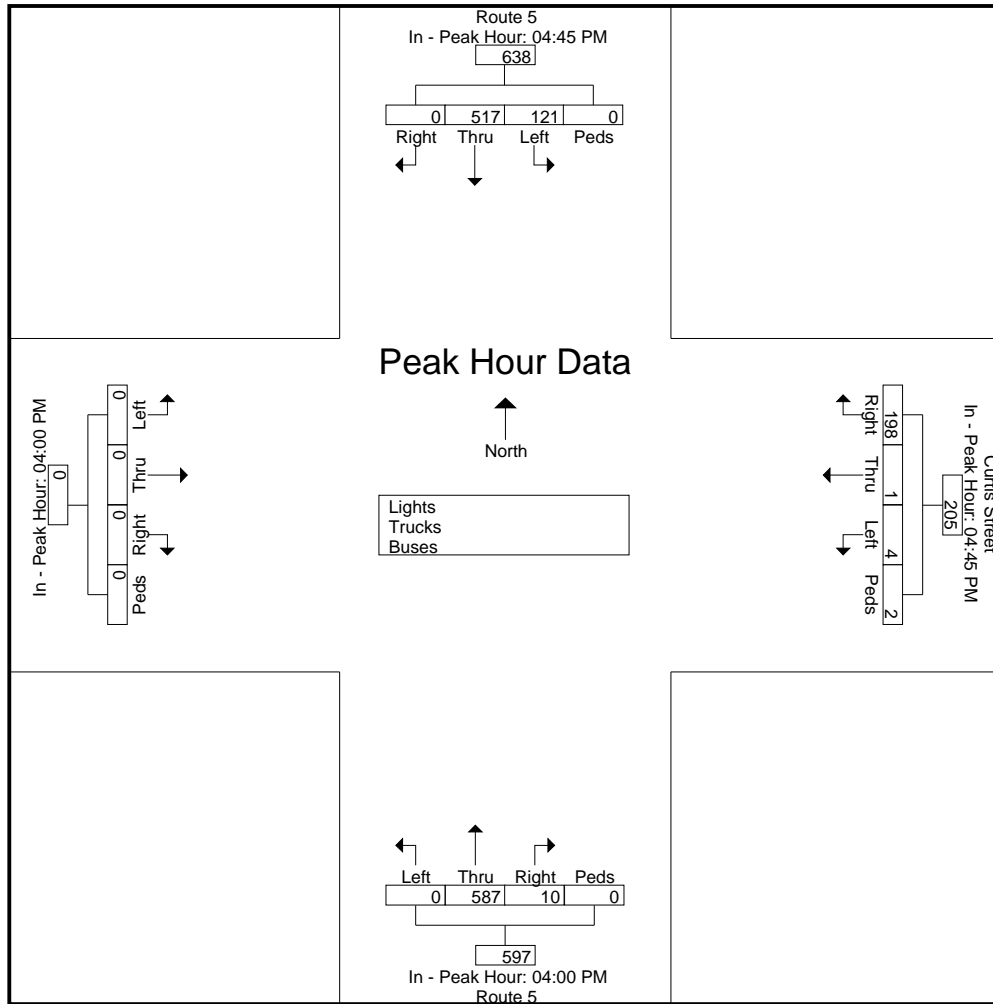
File Name : 18732
Site Code : 18732
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Curtis Street From East					Route 5 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:00 PM					04:00 PM				
+0 mins.	0	136	28	0	164	58	0	1	0	59	3	162	0	0	165	0	0	0	0	0
+15 mins.	0	130	31	0	161	40	1	2	0	43	1	124	0	0	125	0	0	0	0	0
+30 mins.	0	124	35	0	159	47	0	1	1	49	2	143	0	0	145	0	0	0	0	0
+45 mins.	0	127	27	0	154	53	0	0	1	54	4	158	0	0	162	0	0	0	0	0
Total Volume	0	517	121	0	638	198	1	4	2	205	10	587	0	0	597	0	0	0	0	0
% App. Total	0	81	19	0		96.6	0.5	2	1		1.7	98.3	0	0		0	0	0	0	
PHF	.000	.950	.864	.000	.973	.853	.250	.500	.500	.869	.625	.906	.000	.000	.905	.000	.000	.000	.000	.000



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Olive Street
Meriden, Connecticut

File Name : 18733
Site Code : 18733
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					From East					Route 5 From South					Olive Street 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	7	71	0	0	78	0	0	0	0	0	0	101	7	0	108	7	0	8	0	15	201
07:15 AM	8	68	0	0	76	0	0	0	0	0	0	117	9	0	126	13	0	16	1	30	232
07:30 AM	12	95	0	0	107	0	0	0	0	0	0	111	10	0	121	17	0	12	0	29	257
07:45 AM	12	101	0	0	113	0	0	0	0	0	0	73	10	0	83	15	0	8	1	24	220
Total	39	335	0	0	374	0	0	0	0	0	0	402	36	0	438	52	0	44	2	98	910
08:00 AM	6	95	0	0	101	0	0	0	0	0	0	101	13	0	114	13	0	10	0	23	238
08:15 AM	5	96	0	0	101	0	0	0	0	0	0	94	14	0	108	11	0	14	0	25	234
08:30 AM	6	89	0	7	102	0	0	0	0	0	0	93	7	0	100	14	0	10	1	25	227
08:45 AM	9	111	0	4	124	0	0	0	0	0	0	126	23	0	149	12	0	25	0	37	310
Total	26	391	0	11	428	0	0	0	0	0	0	414	57	0	471	50	0	59	1	110	1009
Grand Total	65	726	0	11	802	0	0	0	0	0	0	816	93	0	909	102	0	103	3	208	1919
Apprch %	8.1	90.5	0	1.4		0	0	0	0		0	89.8	10.2	0		49	0	49.5	1.4		
Total %	3.4	37.8	0	0.6	41.8	0	0	0	0	0	0	42.5	4.8	0	47.4	5.3	0	5.4	0.2	10.8	
Lights	64	705	0	11	780	0	0	0	0	0	0	787	89	0	876	99	0	98	3	200	1856
% Lights	98.5	97.1	0	100	97.3	0	0	0	0	0	0	96.4	95.7	0	96.4	97.1	0	95.1	100	96.2	96.7
Trucks	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	2	0	0	0	2	20
% Trucks	0	1	0	0	0.9	0	0	0	0	0	0	1.3	0	0	1.2	2	0	0	0	1	1
Buses	1	14	0	0	15	0	0	0	0	0	0	18	4	0	22	1	0	5	0	6	43
% Buses	1.5	1.9	0	0	1.9	0	0	0	0	0	0	2.2	4.3	0	2.4	1	0	4.9	0	2.9	2.2

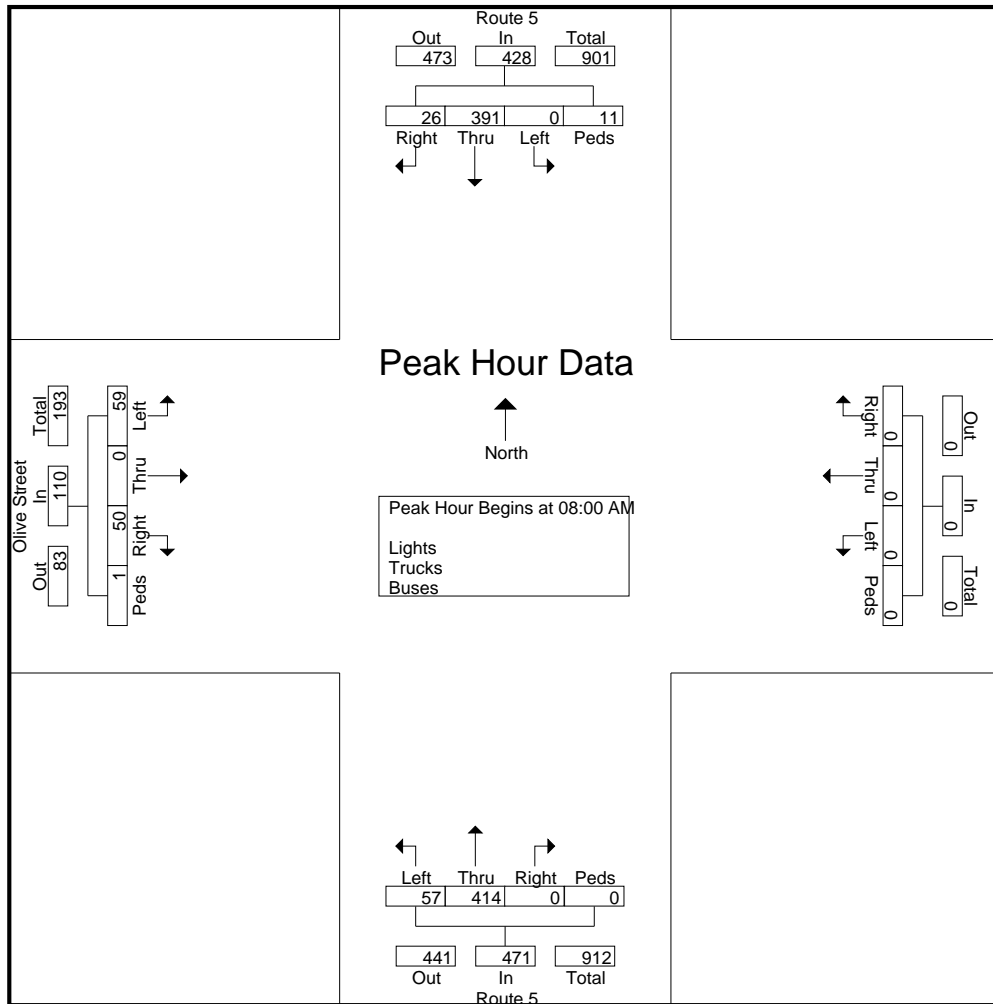
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File Name : 18733
Site Code : 18733
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					From East					Route 5 From South					Olive Street 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	
08:00 AM	6	95	0	0	101	0	0	0	0	0	0	101	13	0	114	13	0	10	0	23	238
08:15 AM	5	96	0	0	101	0	0	0	0	0	0	94	14	0	108	11	0	14	0	25	234
08:30 AM	6	89	0	7	102	0	0	0	0	0	0	93	7	0	100	14	0	10	1	25	227
08:45 AM	9	111	0	4	124	0	0	0	0	0	0	126	23	0	149	12	0	25	0	37	310
Total Volume	26	391	0	11	428	0	0	0	0	0	0	414	57	0	471	50	0	59	1	110	1009
% App. Total	6.1	91.4	0	2.6		0	0	0	0		0	87.9	12.1	0		45.5	0	53.6	0.9		
PHF	.722	.881	.000	.393	.863	.000	.000	.000	.000	.000	.000	.821	.620	.000	.790	.893	.000	.590	.250	.743	.814

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 08:00 AM



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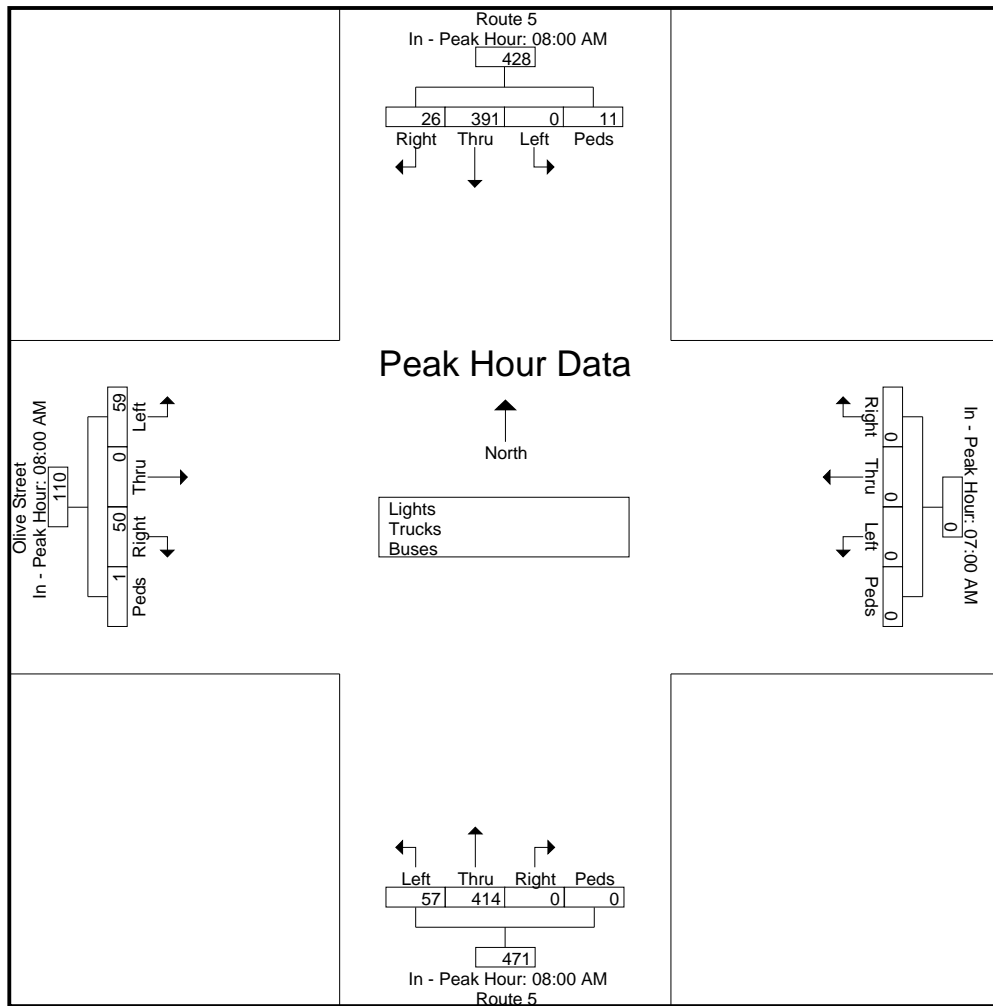
Kensington, Connecticut 06037
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File Name : 18733
Site Code : 18733
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					From East					Route 5 From South					Olive Street 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	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					08:00 AM					08:00 AM				
+0 mins.	6	95	0	0	101	0	0	0	0	0	0	101	13	0	114	13	0	10	0	23
+15 mins.	5	96	0	0	101	0	0	0	0	0	0	94	14	0	108	11	0	14	0	25
+30 mins.	6	89	0	7	102	0	0	0	0	0	0	93	7	0	100	14	0	10	1	25
+45 mins.	9	111	0	4	124	0	0	0	0	0	0	126	23	0	149	12	0	25	0	37
Total Volume	26	391	0	11	428	0	0	0	0	0	0	414	57	0	471	50	0	59	1	110
% App. Total	6.1	91.4	0	2.6		0	0	0	0		0	87.9	12.1	0		45.5	0	53.6	0.9	
PHF	.722	.881	.000	.393	.863	.000	.000	.000	.000	.000	.000	.821	.620	.000	.790	.893	.000	.590	.250	.743



Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 5 at Olive Street
Meriden, Connecticut

File Name : 18734
Site Code : 18734
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					From East					Route 5 From South					Olive Street 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		
04:00 PM	17	138	0	0	155	0	0	0	0	0	0	174	18	0	192	11	0	12	1	24	371	
04:15 PM	17	146	0	0	163	0	0	0	0	0	0	149	24	0	173	12	0	11	1	24	360	
04:30 PM	18	136	0	0	154	0	0	0	0	0	0	140	23	0	163	12	0	17	0	29	346	
04:45 PM	16	151	0	0	167	0	0	0	0	0	0	178	22	0	200	18	0	20	1	39	406	
Total	68	571	0	0	639	0	0	0	0	0	0	641	87	0	728	53	0	60	3	116	1483	
05:00 PM	11	129	0	1	141	0	0	0	0	0	0	156	20	0	176	14	0	23	1	38	355	
05:15 PM	22	145	0	0	167	0	0	0	0	0	0	146	19	0	165	14	0	18	0	32	364	
05:30 PM	7	133	0	0	140	0	0	0	0	0	0	142	20	0	162	14	0	17	3	34	336	
05:45 PM	14	129	0	0	143	0	0	0	0	0	0	134	17	0	151	13	0	24	1	38	332	
Total	54	536	0	1	591	0	0	0	0	0	0	578	76	0	654	55	0	82	5	142	1387	
Grand Total	122	1107	0	1	1230	0	0	0	0	0	0	1219	163	0	1382	108	0	142	8	258	2870	
Apprch %	9.9	90	0	0.1		0	0	0	0	0	0	88.2	11.8	0		41.9	0	55	3.1			
Total %	4.3	38.6	0	0	42.9	0	0	0	0	0	0	42.5	5.7	0	48.2	3.8	0	4.9	0.3	9		
Lights	122	1094										1212										
% Lights	100	98.8	0	100	98.9	0	0	0	0	0	0	99.4	100	0	99.5	100	0	100	100	100	99.3	
Trucks	0	12	0	0	12	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	14
% Trucks	0	1.1	0	0	1	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0.5	
Buses	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2	

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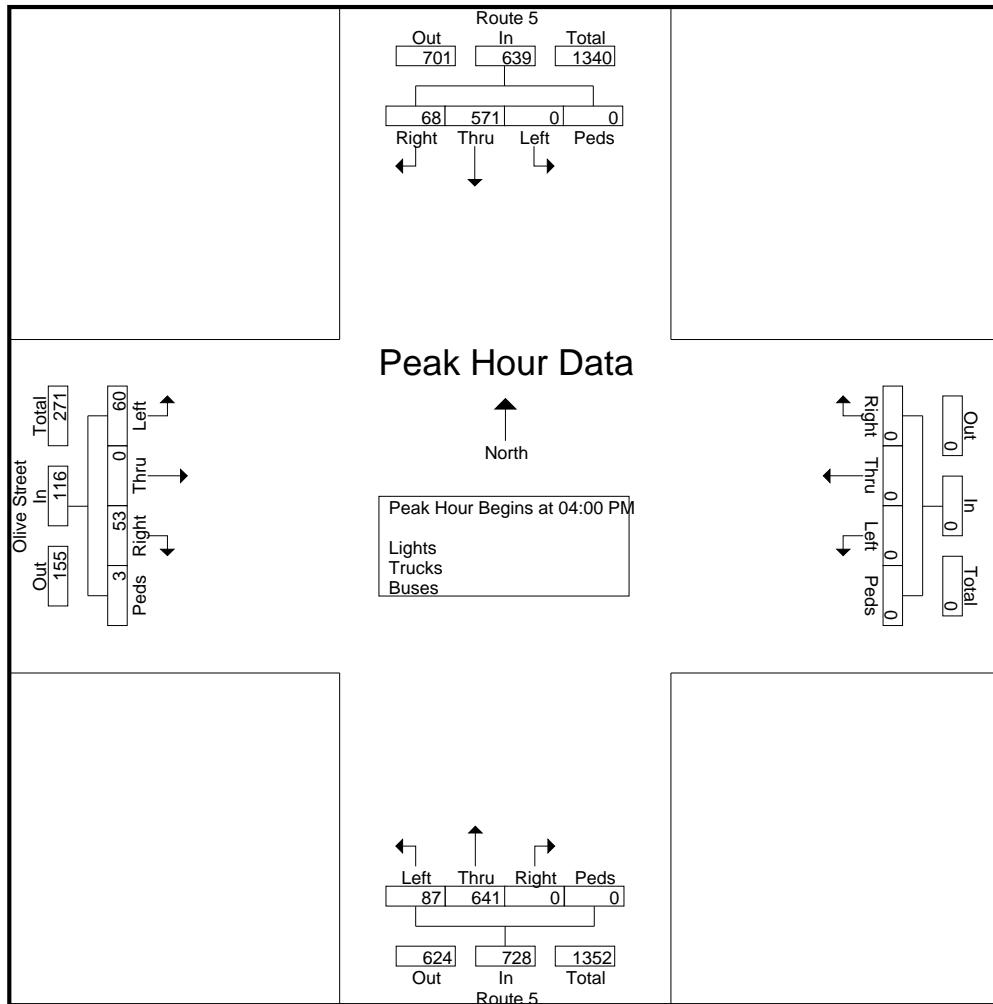
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18734
Site Code : 18734
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					From East					Route 5 From South					Olive Street 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	
04:00 PM	17	138	0	0	155	0	0	0	0	0	0	174	18	0	192	11	0	12	1	24	371
04:15 PM	17	146	0	0	163	0	0	0	0	0	0	149	24	0	173	12	0	11	1	24	360
04:30 PM	18	136	0	0	154	0	0	0	0	0	0	140	23	0	163	12	0	17	0	29	346
04:45 PM	16	151	0	0	167	0	0	0	0	0	0	178	22	0	200	18	0	20	1	39	406
Total Volume	68	571	0	0	639	0	0	0	0	0	0	641	87	0	728	53	0	60	3	116	1483
% App. Total	10.6	89.4	0	0		0	0	0	0		0	88	12	0		45.7	0	51.7	2.6		
PHF	.944	.945	.000	.000	.957	.000	.000	.000	.000	.000	.000	.900	.906	.000	.910	.736	.000	.750	.750	.744	.913

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



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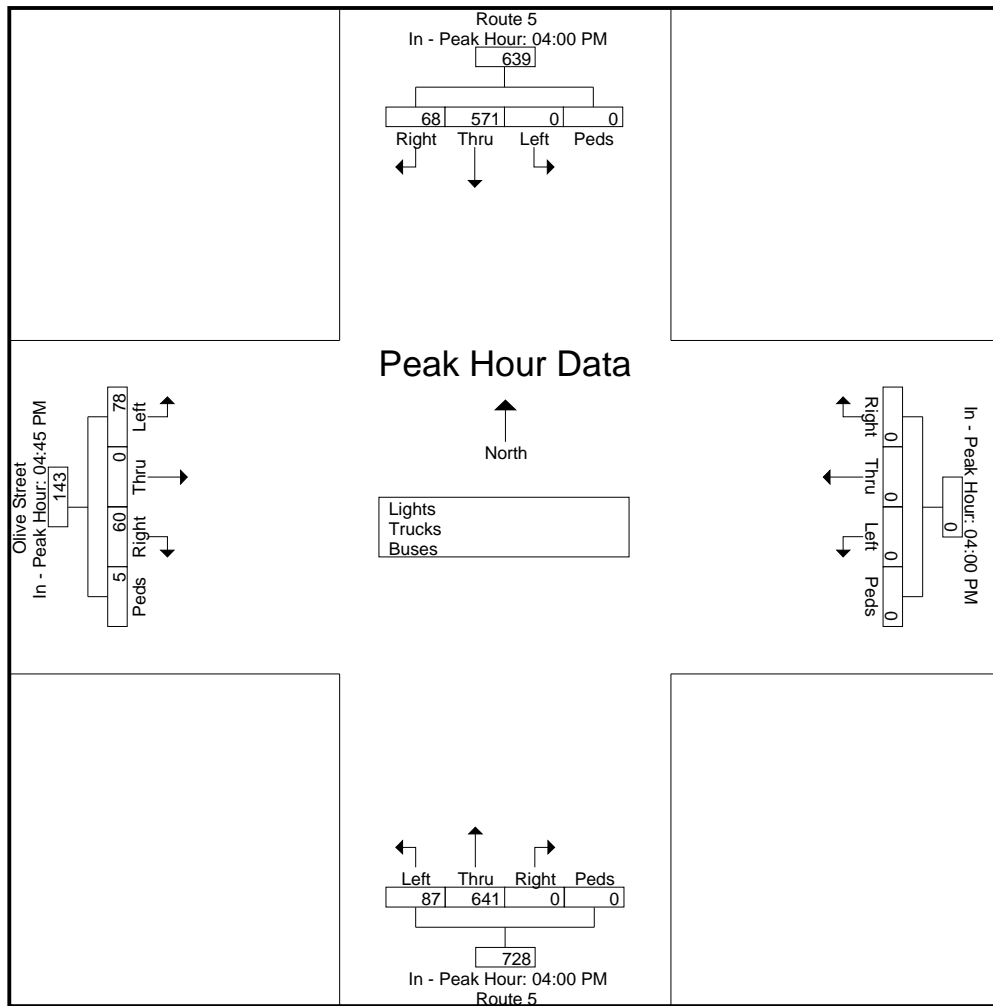
File Name : 18734
Site Code : 18734
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					From East					Route 5 From South					Olive Street 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:45 PM				
+0 mins.	17	138	0	0	155	0	0	0	0	0	0	174	18	0	192	18	0	20	1	39
+15 mins.	17	146	0	0	163	0	0	0	0	0	0	149	24	0	173	14	0	23	1	38
+30 mins.	18	136	0	0	154	0	0	0	0	0	0	140	23	0	163	14	0	18	0	32
+45 mins.	16	151	0	0	167	0	0	0	0	0	0	178	22	0	200	14	0	17	3	34
Total Volume	68	571	0	0	639	0	0	0	0	0	0	641	87	0	728	60	0	78	5	143
% App. Total	10.6	89.4	0	0		0	0	0	0		0	88	12	0		42	0	54.5	3.5	
PHF	.944	.945	.000	.000	.957	.000	.000	.000	.000	.000	.000	.900	.906	.000	.910	.833	.000	.848	.417	.917



Connecticut Counts LLC

Kensington, Connecticut 06037

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Rout 5 at Ann Street/Gale Ave
Meriden, Connecticut

File Name : 18735
Site Code : 18735
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

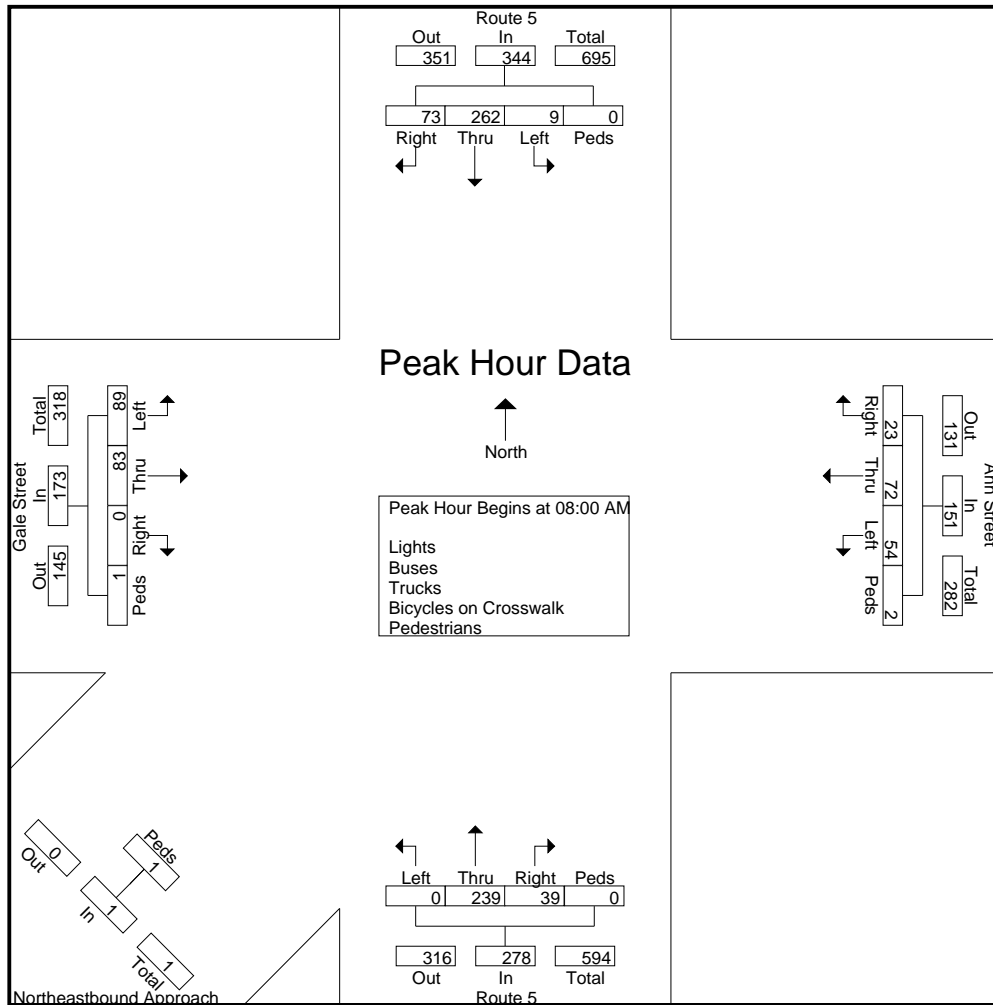
Start Time	Route 5 From North					Ann Street From East					Route 5 From South					Northeast bound Approach From Southwest		Gale Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	10	44	0	0	54	1	16	9	0	26	3	49	0	0	52	0	0	0	13	18	0	31	163
07:15 AM	13	47	3	1	64	3	12	14	1	30	9	56	0	0	65	0	0	0	15	23	0	38	197
07:30 AM	12	62	4	1	79	5	11	8	2	26	9	61	0	1	71	0	0	2	22	23	0	47	223
07:45 AM	22	71	6	0	99	3	20	13	1	37	7	44	0	0	51	0	0	3	18	16	0	37	224
Total	57	224	13	2	296	12	59	44	4	119	28	210	0	1	239	0	0	5	68	80	0	153	807
08:00 AM	19	61	3	0	83	4	12	10	0	26	9	52	0	0	61	1	1	0	15	26	0	41	212
08:15 AM	17	66	2	0	85	6	10	5	0	21	11	59	0	0	70	0	0	0	20	12	0	32	208
08:30 AM	16	47	1	0	64	6	25	19	0	50	12	51	0	0	63	0	0	0	24	18	0	42	219
08:45 AM	21	88	3	0	112	7	25	20	2	54	7	77	0	0	84	0	0	0	24	33	1	58	308
Total	73	262	9	0	344	23	72	54	2	151	39	239	0	0	278	1	1	0	83	89	1	173	947
Grand Total	130	486	22	2	640	35	131	98	6	270	67	449	0	1	517	1	1	5	151	169	1	326	1754
Approch %	20.3	75.9	3.4	0.3		13	48.5	36.3	2.2		13	86.8	0	0.2		100		1.5	46.3	51.8	0.3		
Total %	7.4	27.7	1.3	0.1	36.5	2	7.5	5.6	0.3	15.4	3.8	25.6	0	0.1	29.5	0.1	0.1	0.3	8.6	9.6	0.1	18.6	
Lights	116	467	22	0	605	31	121	97	0	249	64	412	0	0	476	0	0	5	144	152	0	301	1631
% Lights	89.2	96.1	100	0	94.5	88.6	92.4	99	0	92.2	95.5	91.8	0	0	92.1	0	0	100	95.4	89.9	0	92.3	93
Buses	5	5	0	0	10	1	8	0	0	9	1	9	0	0	10	0	0	0	3	12	0	15	44
% Buses	3.8	1	0	0	1.6	2.9	6.1	0	0	3.3	1.5	2	0	0	1.9	0	0	0	2	7.1	0	4.6	2.5
Trucks	9	14	0	0	23	3	2	1	0	6	2	28	0	0	30	0	0	0	4	5	0	9	68
% Trucks	6.9	2.9	0	0	3.6	8.6	1.5	1	0	2.2	3	6.2	0	0	5.8	0	0	0	2.6	3	0	2.8	3.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	6	6	0	0	0	1	1	1	1	0	0	0	1	1	11
% Pedestrians	0	0	0	100	0.3	0	0	0	100	2.2	0	0	0	100	0.2	100	100	0	0	0	100	0.3	0.6

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18735
Site Code : 18735
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Ann Street From East					Route 5 From South					Northeast bound Approach From Southwest		Gale Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	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 Entire Intersection Begins at 08:00 AM																							
08:00 AM	19	61	3	0	83	4	12	10	0	26	9	52	0	0	61	1	1	0	15	26	0	41	212
08:15 AM	17	66	2	0	85	6	10	5	0	21	11	59	0	0	70	0	0	0	20	12	0	32	208
08:30 AM	16	47	1	0	64	6	25	19	0	50	12	51	0	0	63	0	0	0	24	18	0	42	219
08:45 AM	21	88	3	0	112	7	25	20	2	54	7	77	0	0	84	0	0	0	24	33	1	58	308
Total Volume	73	262	9	0	344	23	72	54	2	151	39	239	0	0	278	1	1	0	83	89	1	173	947
% App. Total	21.2	76.2	2.6	0		15.2	47.7	35.8	1.3		14	86	0	0		100		0	48	51.4	0.6		
PHF	.869	.744	.750	.000	.768	.821	.720	.675	.250	.699	.813	.776	.000	.000	.827	.250	.250	.000	.865	.674	.250	.746	.769

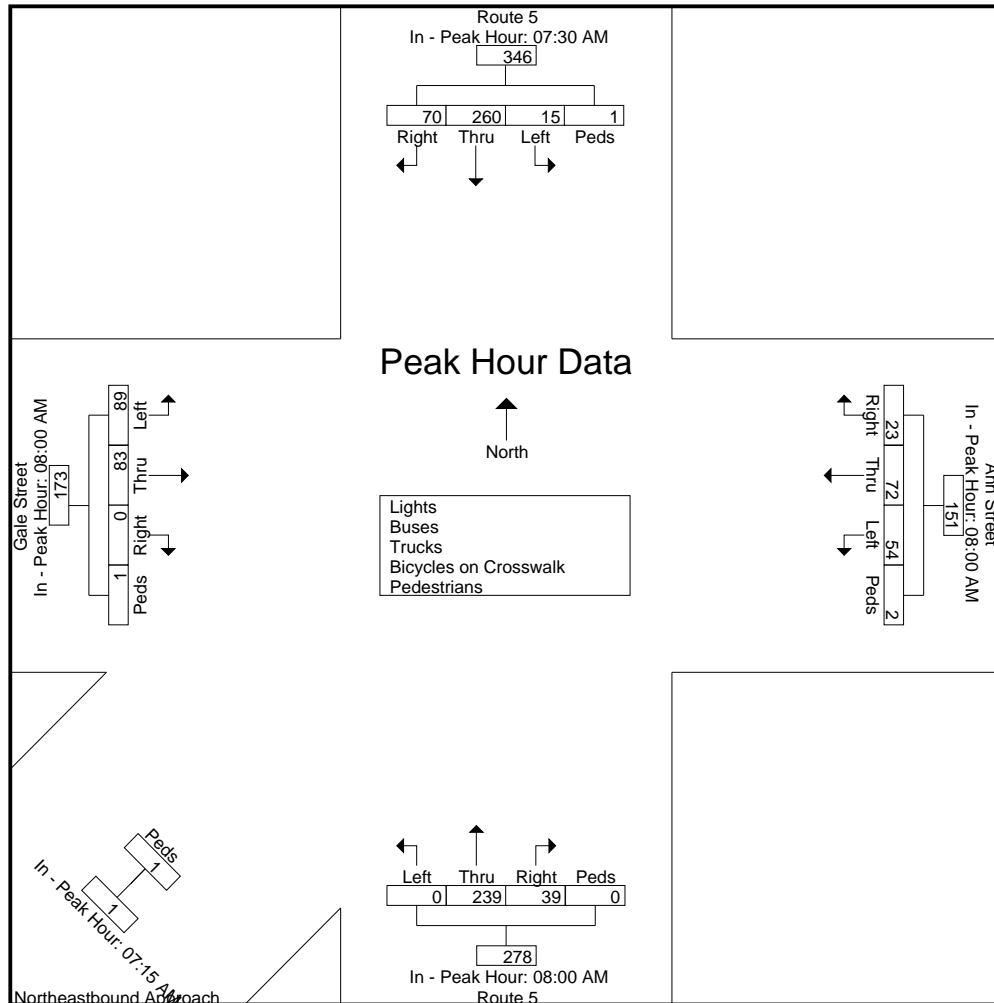


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Kensington, Connecticut 06037
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File Name : 18735
Site Code : 18735
Start Date : 4/4/2019
Page No : 3

	Route 5 From North					Ann Street From East					Route 5 From South					Northeast bound Approach From Southwest		Gale Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	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 Each Approach Begins at:																							
+0 mins.	07:30 AM					08:00 AM					08:00 AM					07:15 AM		08:00 AM					
+15 mins.	12	62	4	1	79	4	12	10	0	26	9	52	0	0	61	0	0	0	15	26	0	41	
+30 mins.	22	71	6	0	99	6	10	5	0	21	11	59	0	0	70	0	0	0	20	12	0	32	
+45 mins.	19	61	3	0	83	6	25	19	0	50	12	51	0	0	63	0	0	0	24	18	0	42	
Total Volume	70	260	15	1	346	23	72	54	2	151	39	239	0	0	278	1	1	0	83	89	1	173	
% App. Total	20.2	75.1	4.3	0.3		15.2	47.7	35.8	1.3		14.0	86.0	0.0	0.0		10.0		0.0	48.4	51.4	0.6		
PHF	.795	.915	.625	.250	.874	.821	.720	.670	.250	.699	.813	.776	.000	.000	.827	.250	.250	.000	.865	.674	.250	.746	



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Route 5 at Ann Street/Gale Avenue
Meriden, Connecticut

File Name : 18736
Site Code : 18736
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

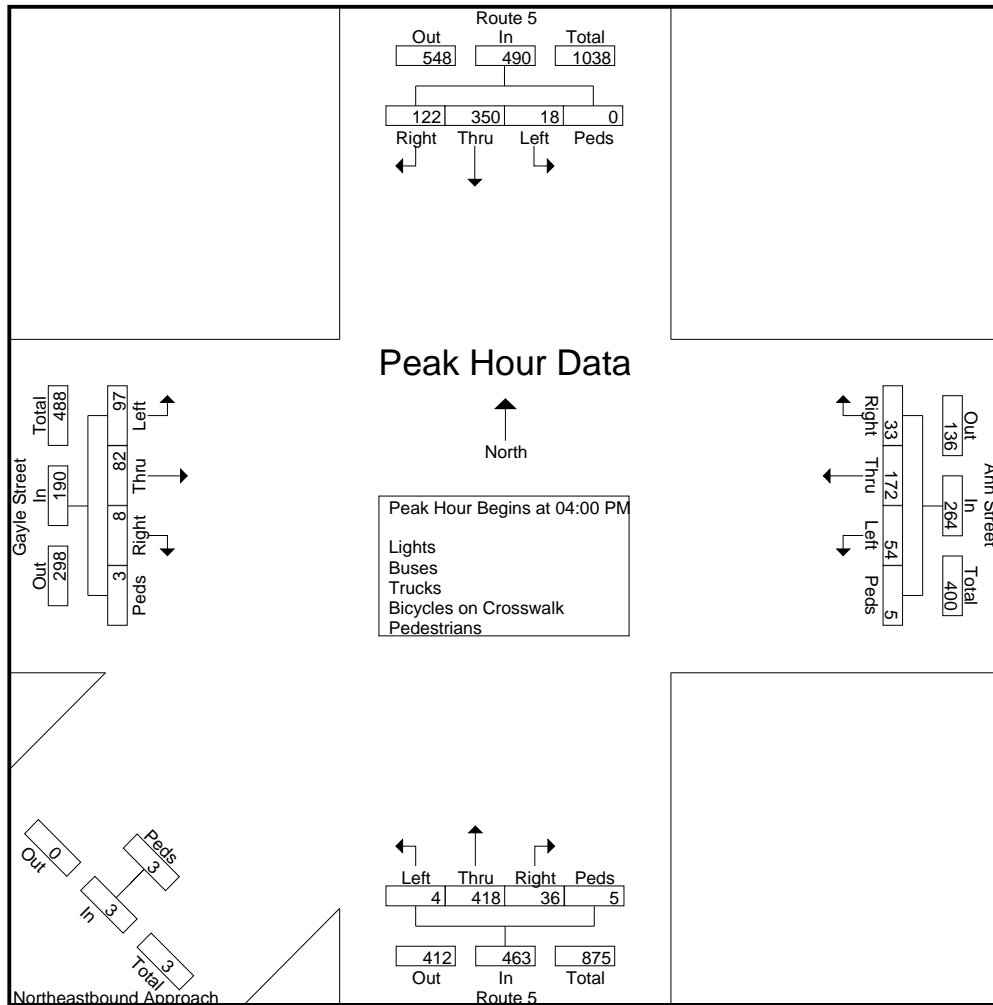
Start Time	Route 5 From North					Ann Street From East					Route 5 From South					Northeast bound Approach From Southwest		Gayle Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	34	86	3	0	123	10	41	12	0	63	8	112	1	3	124	2	2	0	21	30	1	52	364
04:15 PM	26	95	4	0	125	13	40	11	1	65	9	101	1	1	112	1	1	0	15	21	1	37	340
04:30 PM	33	83	4	0	120	5	34	11	1	51	8	95	1	0	104	0	0	6	22	23	0	51	326
04:45 PM	29	86	7	0	122	5	57	20	3	85	11	110	1	1	123	0	0	2	24	23	1	50	380
Total	122	350	18	0	490	33	172	54	5	264	36	418	4	5	463	3	3	8	82	97	3	190	1410
05:00 PM	7	84	7	0	98	9	44	12	1	66	8	122	1	0	131	0	0	4	24	27	1	56	351
05:15 PM	19	85	7	0	111	9	35	11	2	57	10	90	1	0	101	0	0	1	19	22	0	42	311
05:30 PM	25	85	8	0	118	6	31	9	2	48	10	99	0	0	109	0	0	1	24	14	2	41	316
05:45 PM	26	89	4	1	120	10	26	14	0	50	9	98	3	0	110	1	1	1	19	22	0	42	323
Total	77	343	26	1	447	34	136	46	5	221	37	409	5	0	451	1	1	7	86	85	3	181	1301
Grand Total	199	693	44	1	937	67	308	100	10	485	73	827	9	5	914	4	4	15	168	182	6	371	2711
Approch %	21.2	74	4.7	0.1	34.6	13.8	63.5	20.6	2.1	17.9	8	90.5	1	0.5	33.7	0.1	0.1	0.6	45.3	49.1	1.6	13.7	
Total %	7.3	25.6	1.6	0	34.6	2.5	11.4	3.7	0.4	17.9	2.7	30.5	0.3	0.2	33.7	0.1	0.1	0.6	6.2	6.7	0.2	13.7	
Lights	194	676	43	0	913	65	305	98	0	468	73	814	8	0	895	0	0	15	165	181	0	361	2637
% Lights	97.5	97.5	97.7	0	97.4	97	99	98	0	96.5	100	98.4	88.9	0	97.9	0	0	100	98.2	99.5	0	97.3	97.3
Buses	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	1	0	1	5
% Buses	0	0.3	0	0	0.2	0	0.3	0	0	0.2	0	0.1	0	0	0.1	0	0	0	0	0.5	0	0.3	0.2
Trucks	5	15	1	0	21	2	2	2	0	6	0	12	1	0	13	0	0	0	3	0	0	3	43
% Trucks	2.5	2.2	2.3	0	2.2	3	0.6	2	0	1.2	0	1.5	11.1	0	1.4	0	0	0	1.8	0	0	0.8	1.6
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	20	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Pedestrians	0	0	0	1	1	0	0	0	8	8	0	0	0	5	5	4	4	0	0	0	6	6	24
% Pedestrians	0	0	0	100	0.1	0	0	0	80	1.6	0	0	0	100	0.5	100	100	0	0	0	100	1.6	0.9

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 18736
Site Code : 18736
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Ann Street From East					Route 5 From South					Northeast bound Approach From Southwest		Gayle Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:00 PM																							
04:00 PM	34	86	3	0	123	10	41	12	0	63	8	112	1	3	124	2	2	0	21	30	1	52	364
04:15 PM	26	95	4	0	125	13	40	11	1	65	9	101	1	1	112	1	1	0	15	21	1	37	340
04:30 PM	33	83	4	0	120	5	34	11	1	51	8	95	1	0	104	0	0	6	22	23	0	51	326
04:45 PM	29	86	7	0	122	5	57	20	3	85	11	110	1	1	123	0	0	2	24	23	1	50	380
Total Volume	122	350	18	0	490	33	172	54	5	264	36	418	4	5	463	3	3	8	82	97	3	190	1410
% App. Total	24.9	71.4	3.7	0		12.5	65.2	20.5	1.9		7.8	90.3	0.9	1.1		100		4.2	43.2	51.1	1.6		
PHF	.897	.921	.643	.000	.980	.635	.754	.675	.417	.776	.818	.933	1.00	.417	.933	.375	.375	.333	.854	.808	.750	.913	.928

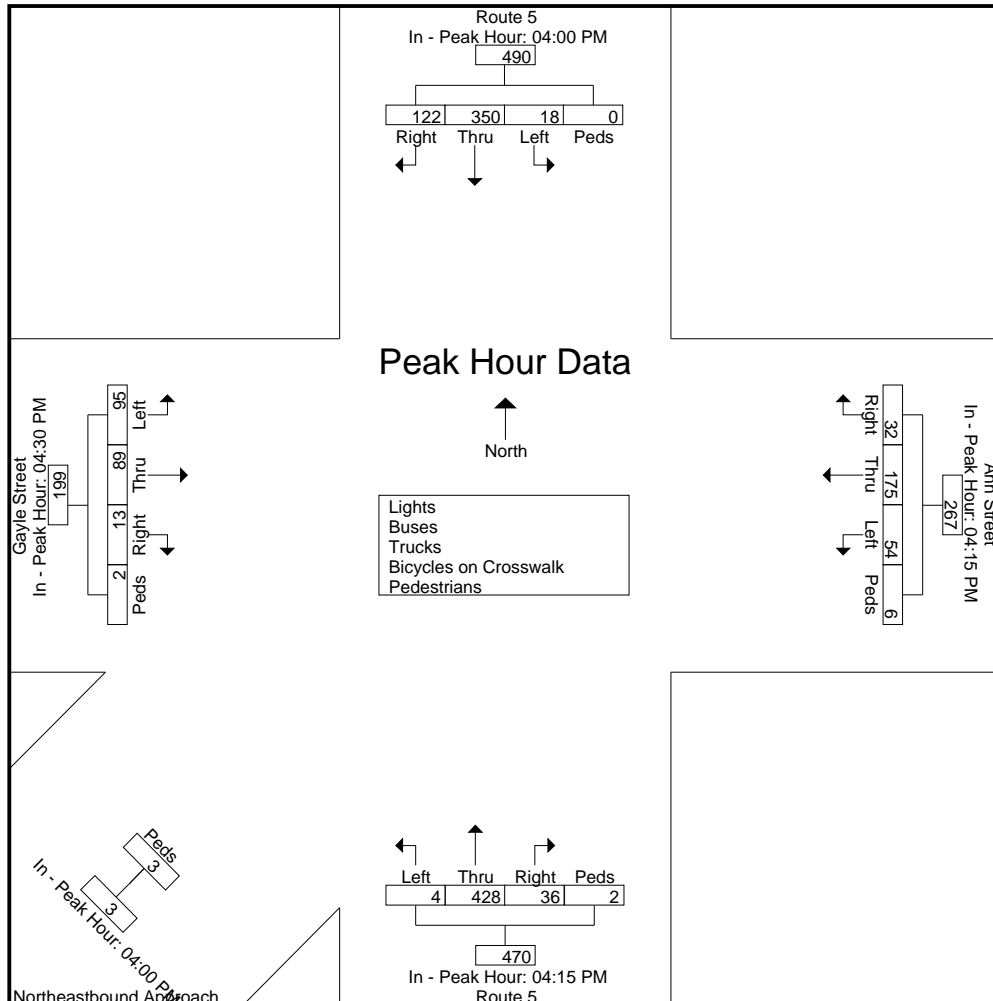


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(860) 828-1693

File Name : 18736
Site Code : 18736
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Ann Street From East					Route 5 From South					Northeast bound Approach From Southwest		Gayle Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Each Approach Begins at:																							
	04:00 PM					04:15 PM					04:30 PM					04:00 PM		04:30 PM					
+0 mins.	34	86	3	0	123	13	40	11	1	65	9	10	1	1	112	2	2	6	22	23	0	51	
+15 mins.	26	95	4	0	125	5	34	11	1	51	8	95	1	0	104	1	1	2	24	23	1	50	
+30 mins.	33	83	4	0	120	5	57	20	3	85	11	11	1	1	123	0	0	4	24	27	1	56	
+45 mins.	29	86	7	0	122	9	44	12	1	66	8	12	2	1	131	0	0	1	19	22	0	42	
Total Volume	12	35	18	0	490	32	17	54	6	267	36	42	4	2	470	3	3	13	89	95	2	199	
% App. Total	24.	71.				12	65.	20.	2.2		7.7	91.	0.9	0.4		10		6.5	44.	47.			
PHF	.89	.92	.64	.00	.980	.61	.76	.67	.50	.785	.81	.87	1.0	.50	.897	.37	.375	.54	.92	.88	.50	.888	
	7	1	3	0		5	8	5	0		8	7	0	0		5		2	7	0	0		



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Route 5 at Hall Avenue
Meriden, Connecticut

File Name : 18737
Site Code : 18737
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					From East					Route 5 From South					Hall Avenue 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	4	47	0	0	51	0	0	0	0	0	0	48	16	0	64	18	0	6	0	24	139
07:15 AM	5	64	0	0	69	0	0	0	0	0	0	74	11	0	85	27	0	9	0	36	190
07:30 AM	4	72	0	0	76	0	0	0	0	0	0	44	15	0	59	41	0	12	0	53	188
07:45 AM	2	73	0	0	75	0	0	0	0	0	0	42	18	0	60	23	0	5	0	28	163
Total	15	256	0	0	271	0	0	0	0	0	0	208	60	0	268	109	0	32	0	141	680
08:00 AM	6	58	1	0	65	0	0	0	0	0	0	47	24	0	71	26	0	6	0	32	168
08:15 AM	2	62	0	0	64	0	0	0	0	0	0	62	16	0	78	28	0	7	0	35	177
08:30 AM	6	52	0	1	59	0	0	0	0	0	0	69	12	0	81	27	0	6	0	33	173
08:45 AM	4	92	0	0	96	0	0	0	0	0	0	61	21	0	82	35	0	14	0	49	227
Total	18	264	1	1	284	0	0	0	0	0	0	239	73	0	312	116	0	33	0	149	745
Grand Total	33	520	1	1	555	0	0	0	0	0	0	447	133	0	580	225	0	65	0	290	1425
Apprch %	5.9	93.7	0.2	0.2		0	0	0	0	0	0	77.1	22.9	0		77.6	0	22.4	0		
Total %	2.3	36.5	0.1	0.1	38.9	0	0	0	0	0	0	31.4	9.3	0	40.7	15.8	0	4.6	0	20.4	
Lights	33	510	0	1	544	0	0	0	0	0	0	427	126	0	553	222	0	61	0	283	1380
% Lights	100	98.1	0	100	98	0	0	0	0	0	0	95.5	94.7	0	95.3	98.7	0	93.8	0	97.6	96.8
Trucks	0	7	0	0	7	0	0	0	0	0	0	12	3	0	15	1	0	2	0	3	25
% Trucks	0	1.3	0	0	1.3	0	0	0	0	0	0	2.7	2.3	0	2.6	0.4	0	3.1	0	1	1.8
Buses	0	3	1	0	4	0	0	0	0	0	0	8	4	0	12	2	0	2	0	4	20
% Buses	0	0.6	100	0	0.7	0	0	0	0	0	0	1.8	3	0	2.1	0.9	0	3.1	0	1.4	1.4

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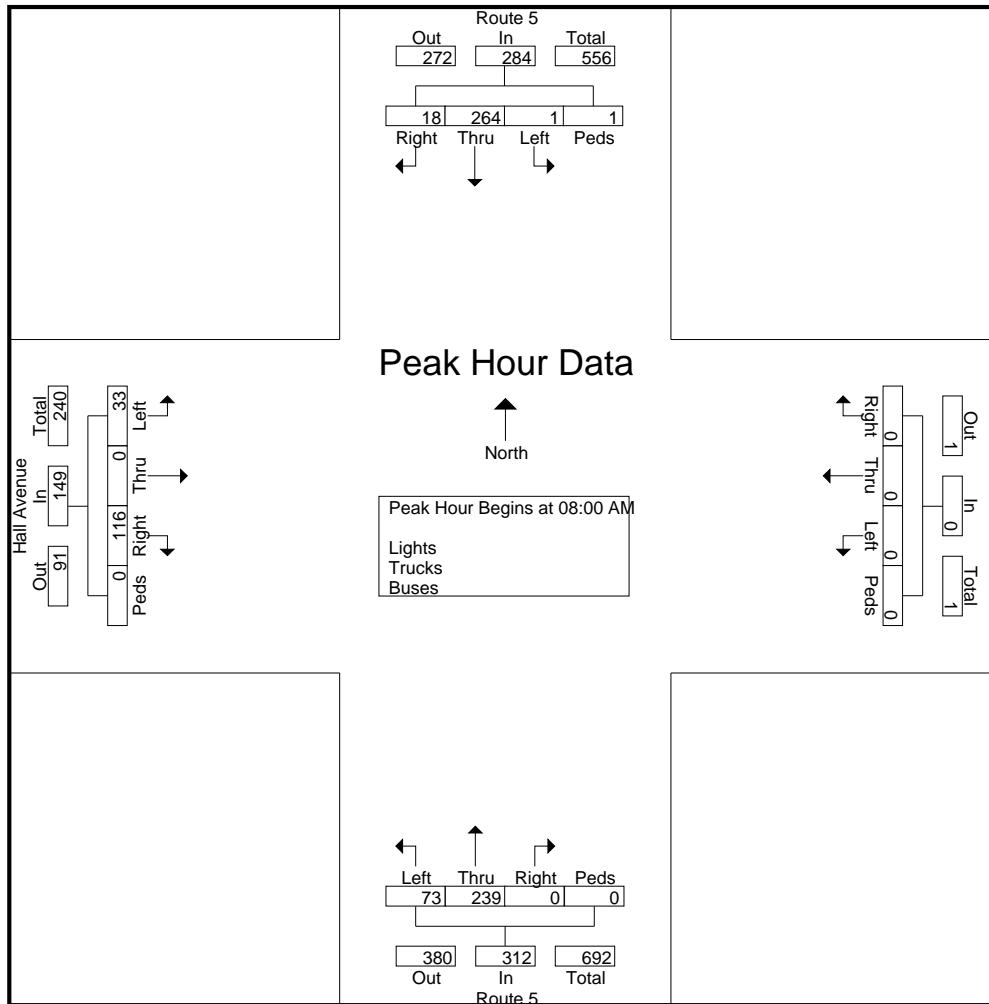
File Name : 18737
Site Code : 18737
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					From East					Route 5 From South					Hall Avenue 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	

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

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	6	58	1	0	65	0	0	0	0	0	0	47	24	0	71	26	0	6	0	32	168
08:15 AM	2	62	0	0	64	0	0	0	0	0	0	62	16	0	78	28	0	7	0	35	177
08:30 AM	6	52	0	1	59	0	0	0	0	0	0	69	12	0	81	27	0	6	0	33	173
08:45 AM	4	92	0	0	96	0	0	0	0	0	0	61	21	0	82	35	0	14	0	49	227
Total Volume	18	264	1	1	284	0	0	0	0	0	0	239	73	0	312	116	0	33	0	149	745
% App. Total	6.3	93	0.4	0.4		0	0	0	0	0	0	76.6	23.4	0		77.9	0	22.1	0		
PHF	.750	.717	.250	.250	.740	.000	.000	.000	.000	.000	.000	.866	.760	.000	.951	.829	.000	.589	.000	.760	.820



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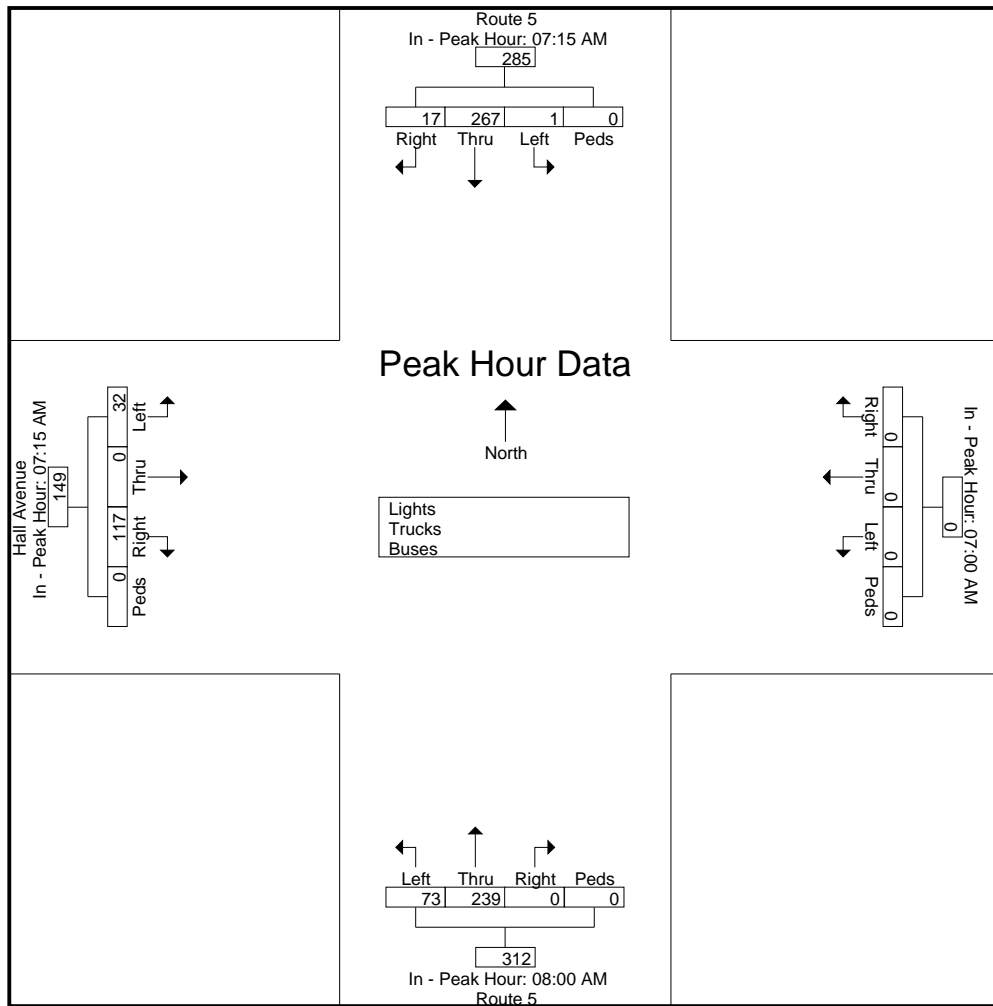
File Name : 18737
Site Code : 18737
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					From East					Route 5 From South					Hall Avenue 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	

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					07:00 AM					08:00 AM					07:15 AM				
+0 mins.	5	64	0	0	69	0	0	0	0	0	0	47	24	0	71	27	0	9	0	36
+15 mins.	4	72	0	0	76	0	0	0	0	0	0	62	16	0	78	41	0	12	0	53
+30 mins.	2	73	0	0	75	0	0	0	0	0	0	69	12	0	81	23	0	5	0	28
+45 mins.	6	58	1	0	65	0	0	0	0	0	0	61	21	0	82	26	0	6	0	32
Total Volume	17	267	1	0	285	0	0	0	0	0	0	239	73	0	312	117	0	32	0	149
% App. Total	6	93.7	0.4	0		0	0	0	0		0	76.6	23.4	0		78.5	0	21.5	0	
PHF	.708	.914	.250	.000	.938	.000	.000	.000	.000	.000	.000	.866	.760	.000	.951	.713	.000	.667	.000	.703



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Route 5 at Hall Avenue
Meriden, Connecticut

File Name : 18738
Site Code : 18738
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	Route 5 From North					From East					Route 5 From South					Hall Avenue 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	
04:00 PM	7	92	0	0	99	0	0	0	0	0	0	110	37	0	147	26	0	18	1	45	291
04:15 PM	17	87	0	0	104	0	0	0	0	0	0	101	40	0	141	21	0	17	0	38	283
04:30 PM	8	95	0	0	103	0	0	0	0	0	0	94	32	0	126	34	0	13	0	47	276
04:45 PM	9	86	0	0	95	0	0	0	0	0	0	98	29	0	127	31	0	23	0	54	276
Total	41	360	0	0	401	0	0	0	0	0	0	403	138	0	541	112	0	71	1	184	1126
05:00 PM	7	93	0	0	100	0	0	0	0	0	0	114	34	0	148	31	0	17	0	48	296
05:15 PM	5	104	0	0	109	0	0	0	0	0	0	107	33	0	140	27	0	16	0	43	292
05:30 PM	11	72	0	0	83	0	0	0	0	0	0	98	42	0	140	26	1	6	0	33	256
05:45 PM	5	91	0	0	96	0	0	0	0	0	0	103	35	0	138	33	0	8	0	41	275
Total	28	360	0	0	388	0	0	0	0	0	0	422	144	0	566	117	1	47	0	165	1119
Grand Total	69	720	0	0	789	0	0	0	0	0	0	825	282	0	1107	229	1	118	1	349	2245
Apprch %	8.7	91.3	0	0		0	0	0	0		0	74.5	25.5	0		65.6	0.3	33.8	0.3		
Total %	3.1	32.1	0	0	35.1	0	0	0	0	0	0	36.7	12.6	0	49.3	10.2	0	5.3	0	15.5	
Lights	67	710	0	0	777	0	0	0	0	0	0	819	280	0	1099	228	1	117	1	347	2223
% Lights	97.1	98.6	0	0	98.5	0	0	0	0	0	0	99.3	99.3	0	99.3	99.6	100	99.2	100	99.4	99
Trucks	2	7	0	0	9	0	0	0	0	0	0	5	2	0	7	1	0	1	0	2	18
% Trucks	2.9	1	0	0	1.1	0	0	0	0	0	0	0.6	0.7	0	0.6	0.4	0	0.8	0	0.6	0.8
Buses	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.2

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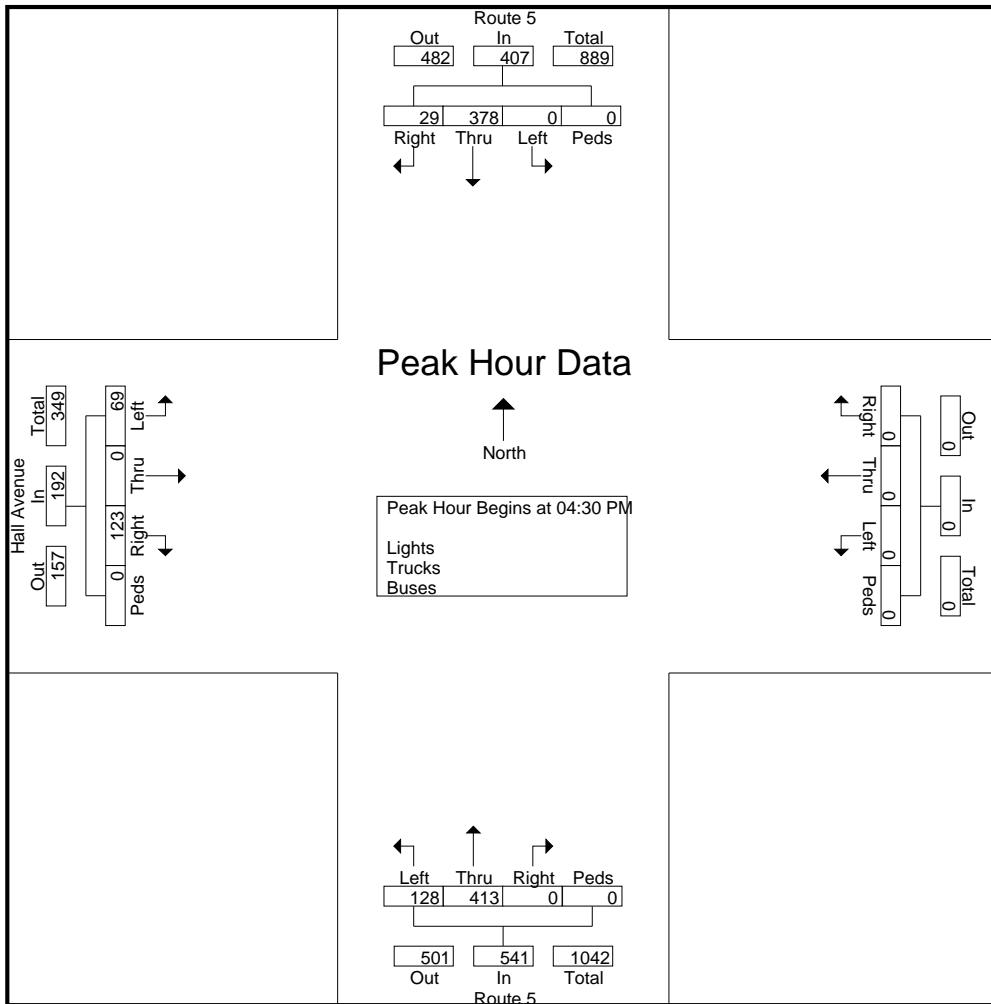
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18738
Site Code : 18738
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					From East					Route 5 From South					Hall Avenue 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	
04:30 PM	8	95	0	0	103	0	0	0	0	0	0	94	32	0	126	34	0	13	0	47	276
04:45 PM	9	86	0	0	95	0	0	0	0	0	0	98	29	0	127	31	0	23	0	54	276
05:00 PM	7	93	0	0	100	0	0	0	0	0	0	114	34	0	148	31	0	17	0	48	296
05:15 PM	5	104	0	0	109	0	0	0	0	0	0	107	33	0	140	27	0	16	0	43	292
Total Volume	29	378	0	0	407	0	0	0	0	0	0	413	128	0	541	123	0	69	0	192	1140
% App. Total	7.1	92.9	0	0		0	0	0	0		0	76.3	23.7	0		64.1	0	35.9	0		
PHF	.806	.909	.000	.000	.933	.000	.000	.000	.000	.000	.000	.906	.941	.000	.914	.904	.000	.750	.000	.889	.963

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



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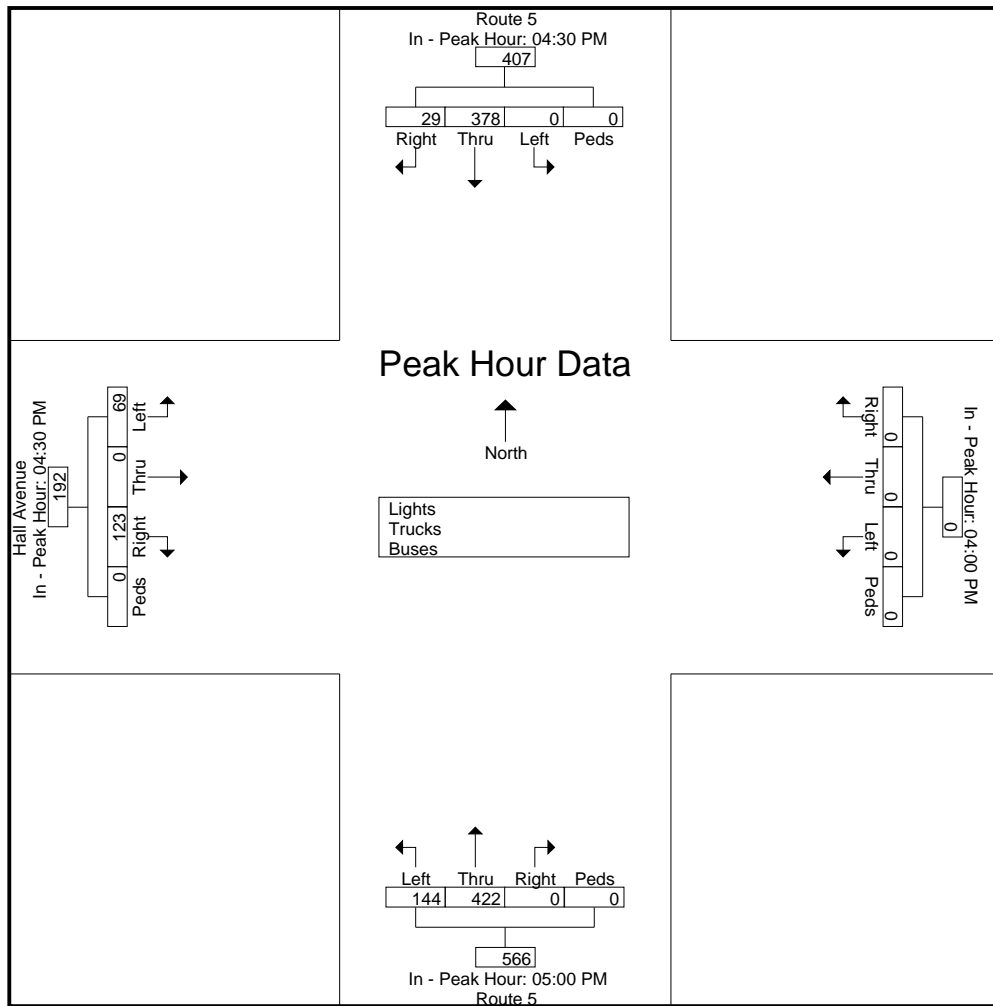
File Name : 18738
Site Code : 18738
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					From East					Route 5 From South					Hall Avenue 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:00 PM					05:00 PM					04:30 PM				
+0 mins.	8	95	0	0	103	0	0	0	0	0	0	114	34	0	148	34	0	13	0	47
+15 mins.	9	86	0	0	95	0	0	0	0	0	0	107	33	0	140	31	0	23	0	54
+30 mins.	7	93	0	0	100	0	0	0	0	0	0	98	42	0	140	31	0	17	0	48
+45 mins.	5	104	0	0	109	0	0	0	0	0	0	103	35	0	138	27	0	16	0	43
Total Volume	29	378	0	0	407	0	0	0	0	0	0	422	144	0	566	123	0	69	0	192
% App. Total	7.1	92.9	0	0		0	0	0	0		0	74.6	25.4	0		64.1	0	35.9	0	
PHF	.806	.909	.000	.000	.933	.000	.000	.000	.000	.000	.000	.925	.857	.000	.956	.904	.000	.750	.000	.889



Connecticut Counts LLC

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Route 5 at Gypsy Ln/Green Road
Meriden, Connecticut

File Name : 18739
Site Code : 18739
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

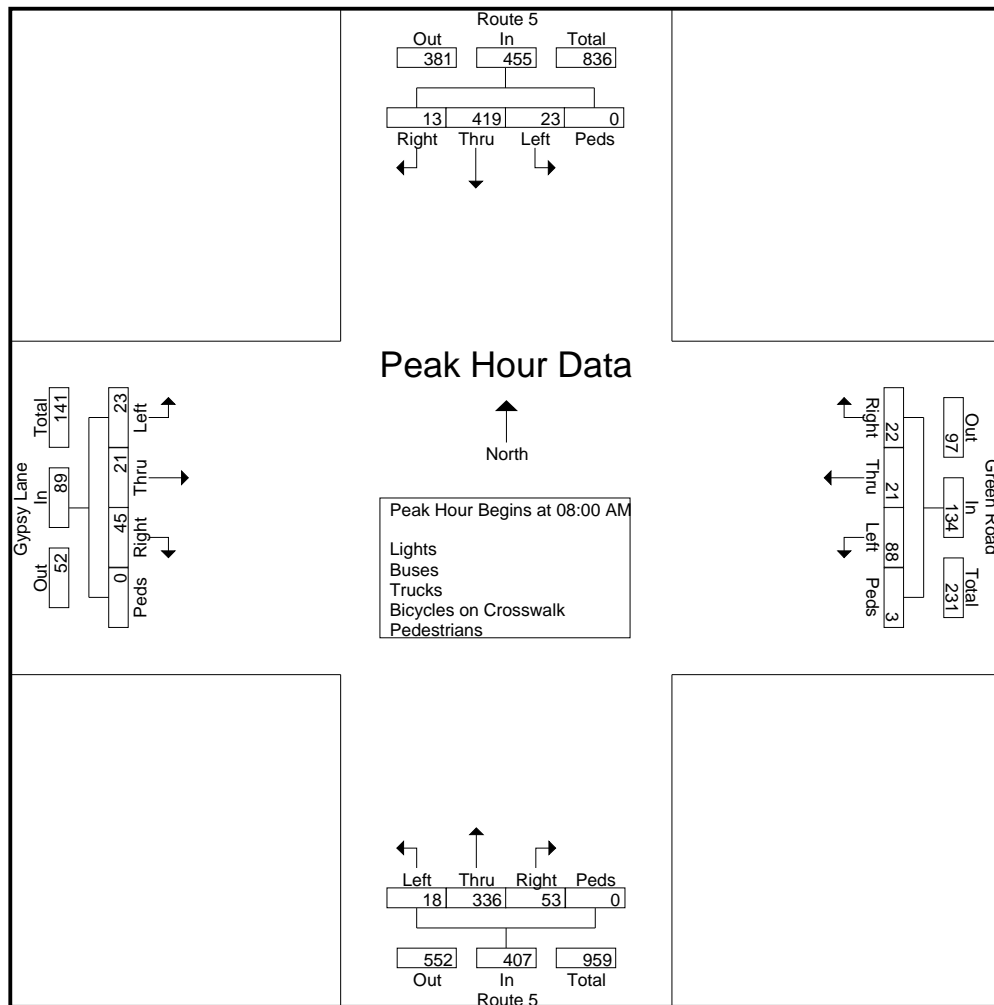
Start Time	Route 5 From North					Green Road From East					Route 5 From South					Gypsy Lane From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	71	3	0	78	6	5	21	0	32	12	55	5	0	72	8	7	3	0	18	200
07:15 AM	3	94	6	0	103	5	5	18	0	28	15	53	3	0	71	15	7	8	0	30	232
07:30 AM	4	78	2	0	84	10	10	24	0	44	13	56	4	0	73	12	5	7	0	24	225
07:45 AM	8	92	5	0	105	6	8	26	0	40	14	64	2	0	80	13	9	7	0	29	254
Total	19	335	16	0	370	27	28	89	0	144	54	228	14	0	296	48	28	25	0	101	911
08:00 AM	6	123	10	0	139	6	3	20	0	29	14	78	1	0	93	19	11	9	0	39	300
08:15 AM	1	101	2	0	104	5	7	18	1	31	10	78	9	0	97	9	3	8	0	20	252
08:30 AM	3	95	5	0	103	6	5	21	1	33	16	86	2	0	104	7	5	1	0	13	253
08:45 AM	3	100	6	0	109	5	6	29	1	41	13	94	6	0	113	10	2	5	0	17	280
Total	13	419	23	0	455	22	21	88	3	134	53	336	18	0	407	45	21	23	0	89	1085
Grand Total	32	754	39	0	825	49	49	177	3	278	107	564	32	0	703	93	49	48	0	190	1996
Apprch %	3.9	91.4	4.7	0		17.6	17.6	63.7	1.1		15.2	80.2	4.6	0		48.9	25.8	25.3	0		
Total %	1.6	37.8	2	0	41.3	2.5	2.5	8.9	0.2	13.9	5.4	28.3	1.6	0	35.2	4.7	2.5	2.4	0	9.5	
Lights	31	734	37	0	802	43	49	176	0	268	105	536	32	0	673	92	46	47	0	185	1928
% Lights	96.9	97.3	94.9	0	97.2	87.8	100	99.4	0	96.4	98.1	95	100	0	95.7	98.9	93.9	97.9	0	97.4	96.6
Buses	0	6	2	0	8	5	0	0	0	5	2	0	0	0	2	0	1	0	0	1	16
% Buses	0	0.8	5.1	0	1	10.2	0	0	0	1.8	1.9	0	0	0	0.3	0	2	0	0	0.5	0.8
Trucks	1	14	0	0	15	1	0	1	0	2	0	28	0	0	28	1	2	1	0	4	49
% Trucks	3.1	1.9	0	0	1.8	2	0	0.6	0	0.7	0	5	0	0	4	1.1	4.1	2.1	0	2.1	2.5
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	100	1.1	0	0	0	0	0	0	0	0	0	0	0.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18739
Site Code : 18739
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Green Road From East					Route 5 From South					Gypsy Lane 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	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	6	123	10	0	139	6	3	20	0	29	14	78	1	0	93	19	11	9	0	39	300
08:15 AM	1	101	2	0	104	5	7	18	1	31	10	78	9	0	97	9	3	8	0	20	252
08:30 AM	3	95	5	0	103	6	5	21	1	33	16	86	2	0	104	7	5	1	0	13	253
08:45 AM	3	100	6	0	109	5	6	29	1	41	13	94	6	0	113	10	2	5	0	17	280
Total Volume	13	419	23	0	455	22	21	88	3	134	53	336	18	0	407	45	21	23	0	89	1085
% App. Total	2.9	92.1	5.1	0		16.4	15.7	65.7	2.2		13	82.6	4.4	0		50.6	23.6	25.8	0		
PHF	.542	.852	.575	.000	.818	.917	.750	.759	.750	.817	.828	.894	.500	.000	.900	.592	.477	.639	.000	.571	.904



Connecticut Counts LLC

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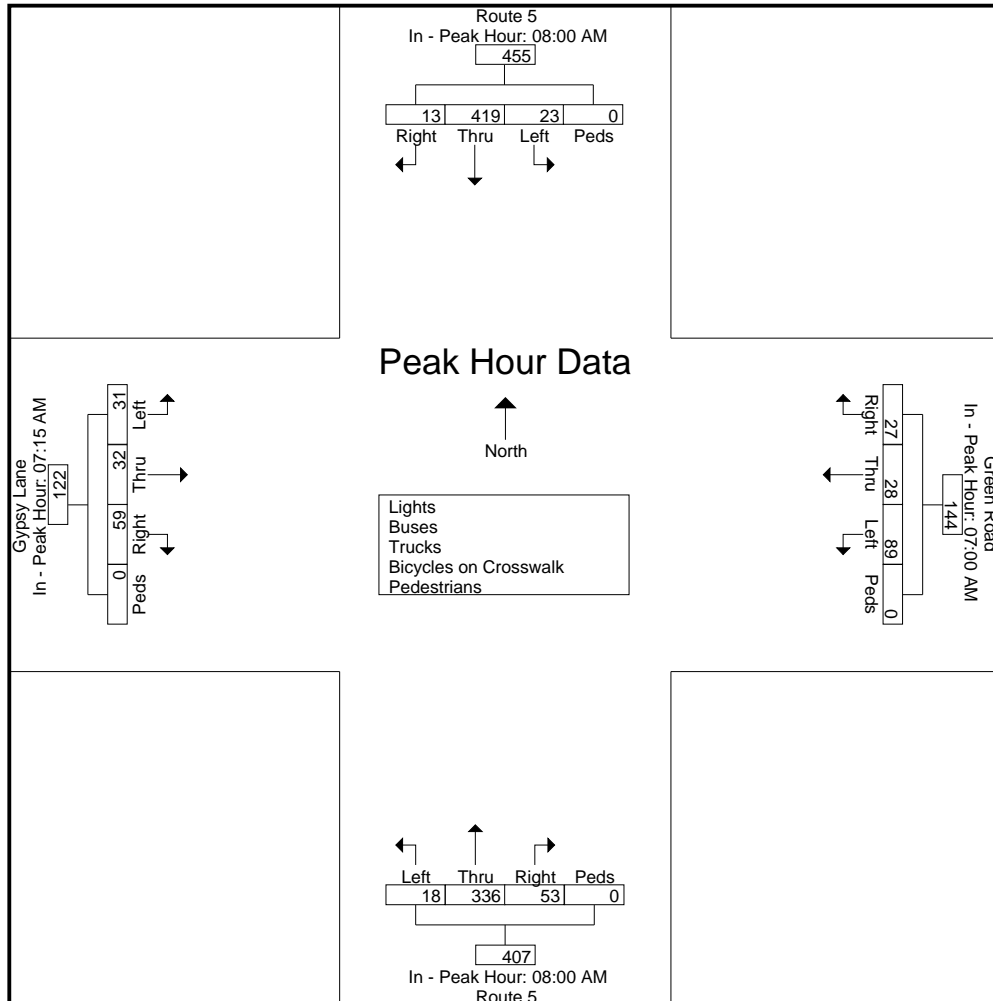
File Name : 18739
Site Code : 18739
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Green Road From East					Route 5 From South					Gypsy Lane 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	

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

Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					08:00 AM					07:15 AM				
+0 mins.	6	123	10	0	139	6	5	21	0	32	14	78	1	0	93	15	7	8	0	30
+15 mins.	1	101	2	0	104	5	5	18	0	28	10	78	9	0	97	12	5	7	0	24
+30 mins.	3	95	5	0	103	10	10	24	0	44	16	86	2	0	104	13	9	7	0	29
+45 mins.	3	100	6	0	109	6	8	26	0	40	13	94	6	0	113	19	11	9	0	39
Total Volume	13	419	23	0	455	27	28	89	0	144	53	336	18	0	407	59	32	31	0	122
% App. Total	2.9	92.1	5.1	0		18.8	19.4	61.8	0		13	82.6	4.4	0		48.4	26.2	25.4	0	
PHF	.542	.852	.575	.000	.818	.675	.700	.856	.000	.818	.828	.894	.500	.000	.900	.776	.727	.861	.000	.782



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 5 at gypsy Lane/Green Road
Meriden, Connecticut

File Name : 18740
Site Code : 18740
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

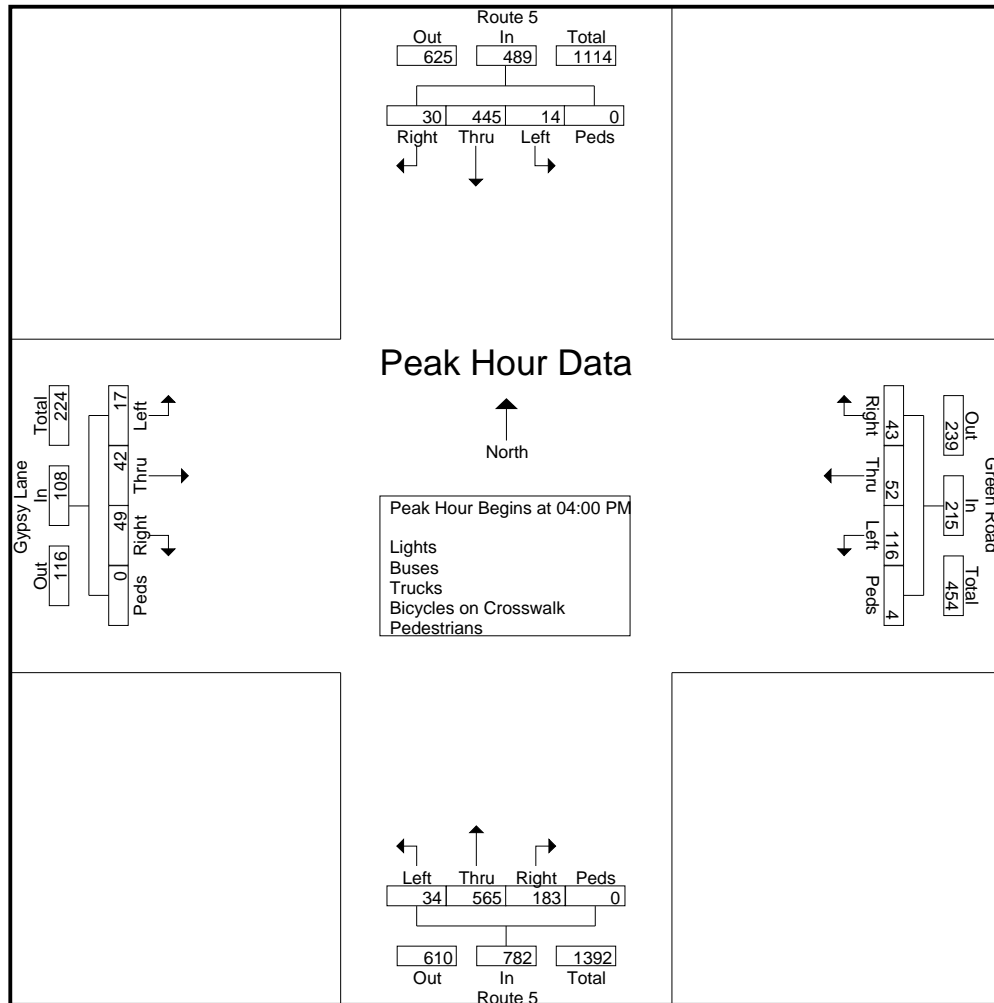
Start Time	Route 5 From North					Green Road From East					Route 5 From South					Gypsy Lane From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	127	2	0	135	12	11	29	1	53	56	152	14	0	222	15	11	5	0	31	441
04:15 PM	8	99	2	0	109	12	16	38	0	66	40	108	3	0	151	14	15	3	0	32	358
04:30 PM	7	102	5	0	114	14	13	25	1	53	46	164	6	0	216	9	9	6	0	24	407
04:45 PM	9	117	5	0	131	5	12	24	2	43	41	141	11	0	193	11	7	3	0	21	388
Total	30	445	14	0	489	43	52	116	4	215	183	565	34	0	782	49	42	17	0	108	1594
05:00 PM	9	83	6	0	98	9	7	29	0	45	43	122	7	0	172	10	14	4	1	29	344
05:15 PM	1	106	5	0	112	8	7	20	0	35	47	141	17	0	205	18	3	4	0	25	377
05:30 PM	2	75	4	0	81	8	9	25	0	42	27	122	6	0	155	7	4	2	0	13	291
05:45 PM	5	81	7	0	93	10	10	24	0	44	33	105	12	0	150	6	3	5	0	14	301
Total	17	345	22	0	384	35	33	98	0	166	150	490	42	0	682	41	24	15	1	81	1313
Grand Total	47	790	36	0	873	78	85	214	4	381	333	1055	76	0	1464	90	66	32	1	189	2907
Apprch %	5.4	90.5	4.1	0		20.5	22.3	56.2	1		22.7	72.1	5.2	0		47.6	34.9	16.9	0.5		
Total %	1.6	27.2	1.2	0	30	2.7	2.9	7.4	0.1	13.1	11.5	36.3	2.6	0	50.4	3.1	2.3	1.1	0	6.5	
Lights	45	777	36	0	858	78	85	213	0	376	332	1046	0	0							
% Lights	95.7	98.4	100	0	98.3	100	100	99.5	0	98.7	99.7	99.1	100	0	99.3	100	100	100	0	99.5	98.9
Buses	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
% Buses	0	0.3	0	0	0.2	0	0	0	0	0	0.3	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	2	11	0	0	13	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	21
% Trucks	4.3	1.4	0	0	1.5	0	0	0.5	0	0.3	0	0.7	0	0	0.5	0	0	0	0	0	0.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	5
% Pedestrians	0	0	0	0	0	0	0	0	100	1	0	0	0	0	0	0	0	0	100	0.5	0.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18740
Site Code : 18740
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Green Road From East					Route 5 From South					Gypsy Lane 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	6	127	2	0	135	12	11	29	1	53	56	152	14	0	222	15	11	5	0	31	441
04:15 PM	8	99	2	0	109	12	16	38	0	66	40	108	3	0	151	14	15	3	0	32	358
04:30 PM	7	102	5	0	114	14	13	25	1	53	46	164	6	0	216	9	9	6	0	24	407
04:45 PM	9	117	5	0	131	5	12	24	2	43	41	141	11	0	193	11	7	3	0	21	388
Total Volume	30	445	14	0	489	43	52	116	4	215	183	565	34	0	782	49	42	17	0	108	1594
% App. Total	6.1	91	2.9	0		20	24.2	54	1.9		23.4	72.3	4.3	0		45.4	38.9	15.7	0		
PHF	.833	.876	.700	.000	.906	.768	.813	.763	.500	.814	.817	.861	.607	.000	.881	.817	.700	.708	.000	.844	.904



Connecticut Counts LLC

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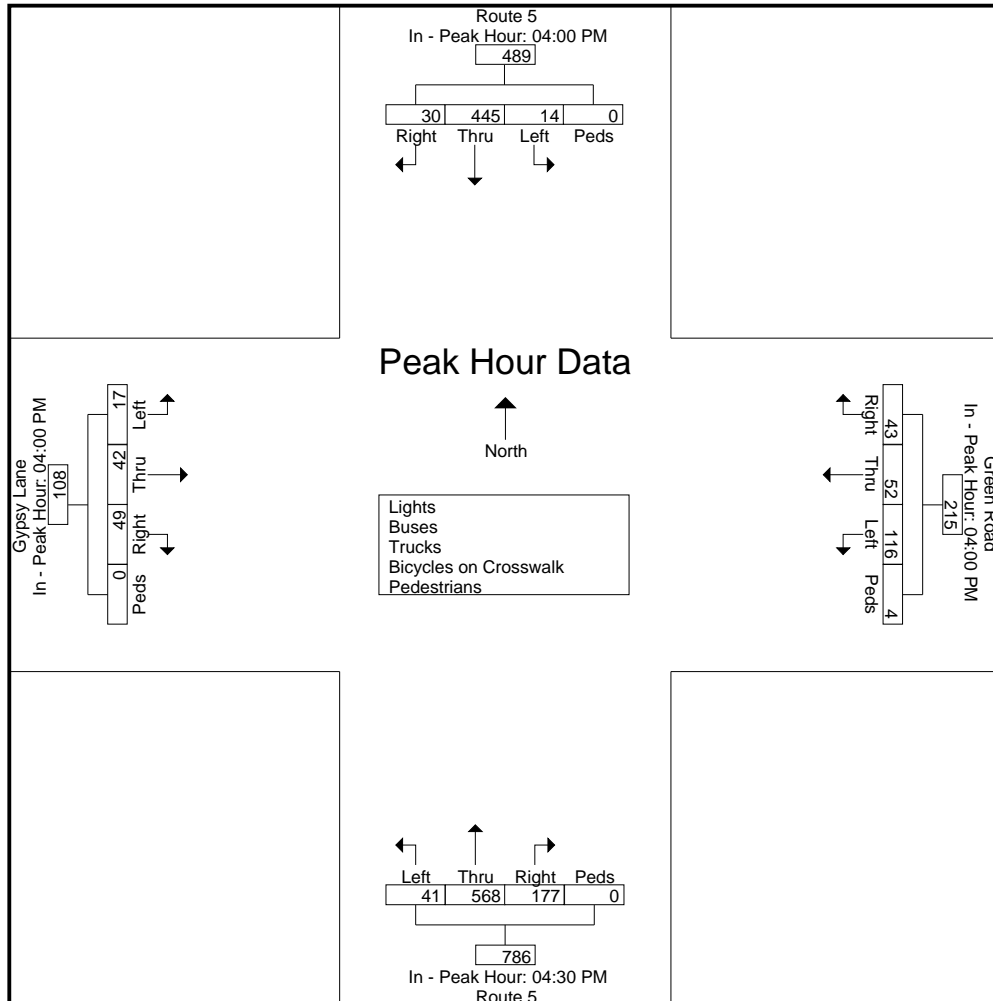
File Name : 18740
Site Code : 18740
Start Date : 4/4/2019
Page No : 3

	Route 5 From North					Green Road From East					Route 5 From South					Gypsy Lane 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	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:30 PM					04:00 PM				
+0 mins.	6	127	2	0	135	12	11	29	1	53	46	164	6	0	216	15	11	5	0	31
+15 mins.	8	99	2	0	109	12	16	38	0	66	41	141	11	0	193	14	15	3	0	32
+30 mins.	7	102	5	0	114	14	13	25	1	53	43	122	7	0	172	9	9	6	0	24
+45 mins.	9	117	5	0	131	5	12	24	2	43	47	141	17	0	205	11	7	3	0	21
Total Volume	30	445	14	0	489	43	52	116	4	215	177	568	41	0	786	49	42	17	0	108
% App. Total	6.1	91	2.9	0		20	24.2	54	1.9		22.5	72.3	5.2	0		45.4	38.9	15.7	0	
PHF	.833	.876	.700	.000	.906	.768	.813	.763	.500	.814	.941	.866	.603	.000	.910	.817	.700	.708	.000	.844

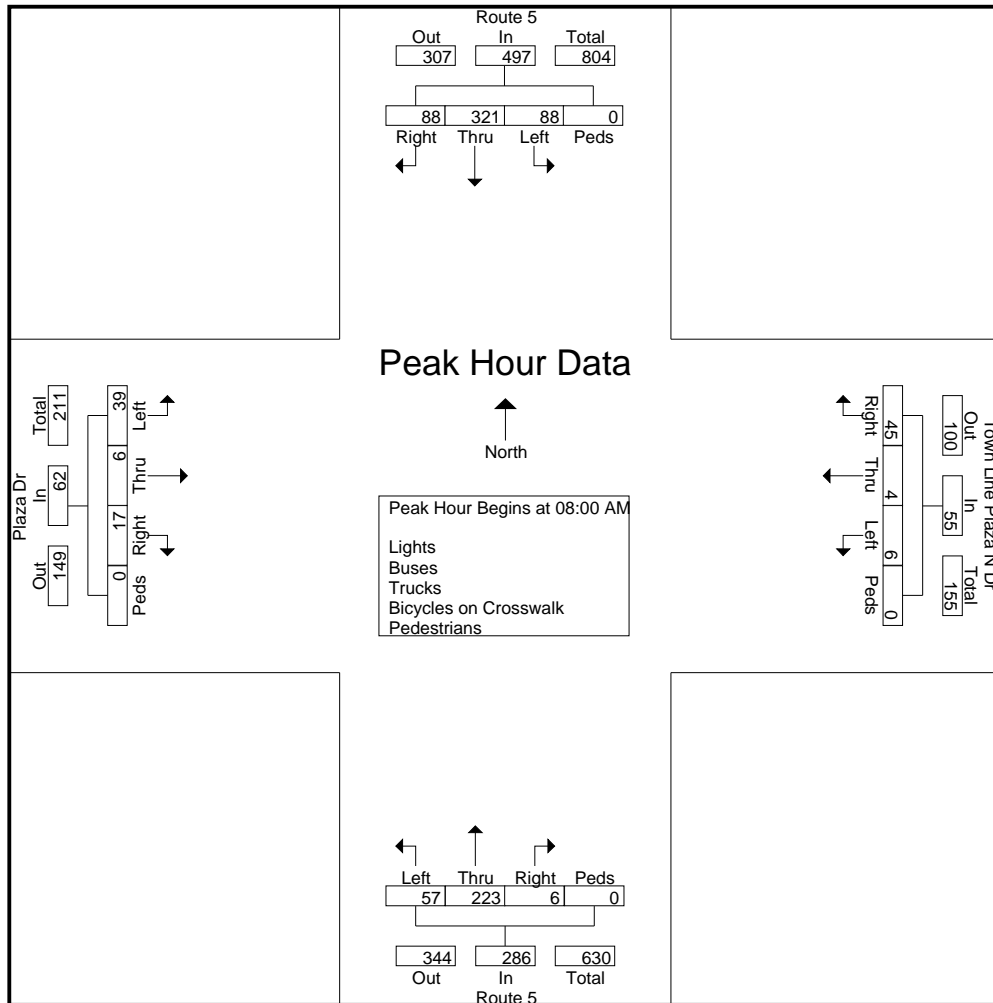


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18741
Site Code : 18741
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Town Line Plaza N Dr From East					Route 5 From South					Plaza Dr 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	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	16	82	21	0	119	11	0	4	0	15	2	59	14	0	75	4	1	8	0	13	222
08:15 AM	26	75	19	0	120	12	2	1	0	15	1	52	16	0	69	4	2	9	0	15	219
08:30 AM	15	81	17	0	113	15	1	0	0	16	1	59	13	0	73	3	1	10	0	14	216
08:45 AM	31	83	31	0	145	7	1	1	0	9	2	53	14	0	69	6	2	12	0	20	243
Total Volume	88	321	88	0	497	45	4	6	0	55	6	223	57	0	286	17	6	39	0	62	900
% App. Total	17.7	64.6	17.7	0		81.8	7.3	10.9	0		2.1	78	19.9	0		27.4	9.7	62.9	0		
PHF	.710	.967	.710	.000	.857	.750	.500	.375	.000	.859	.750	.945	.891	.000	.953	.708	.750	.813	.000	.775	.926



Connecticut Counts LLC

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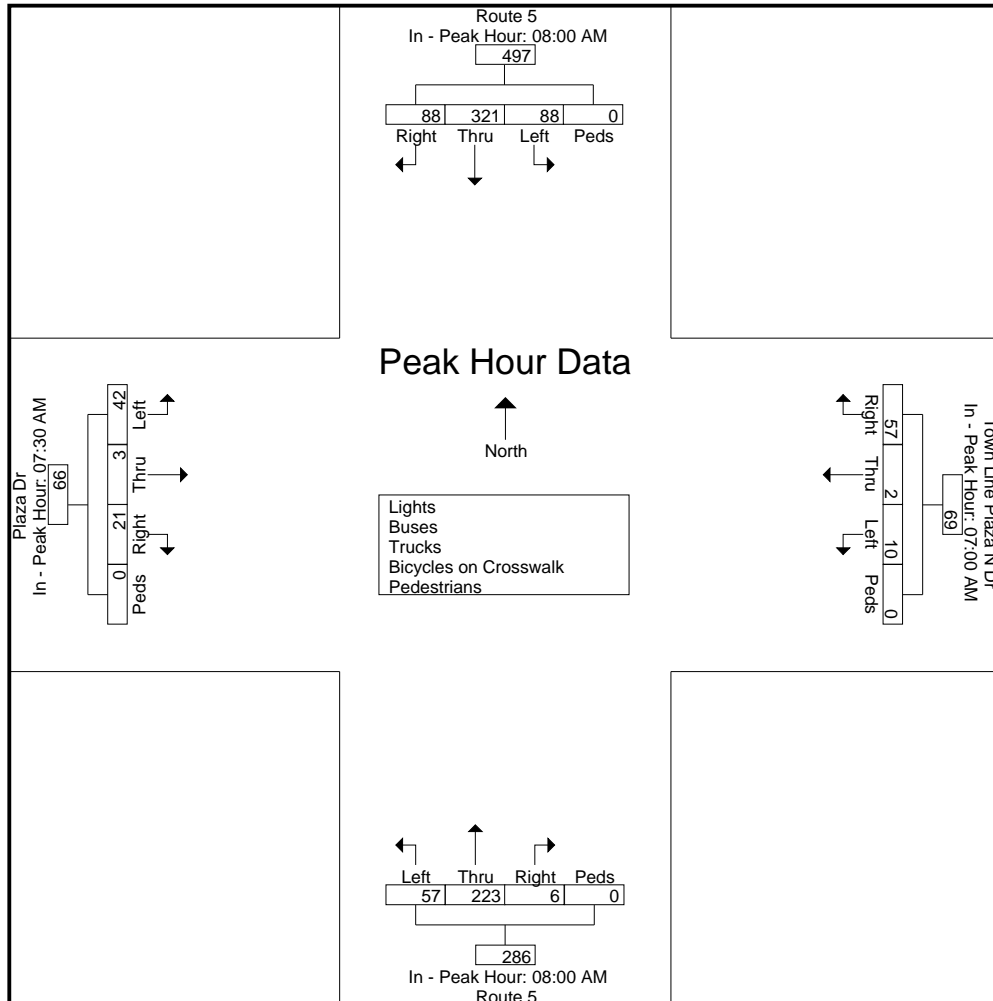
File Name : 18741
Site Code : 18741
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Town Line Plaza N Dr From East					Route 5 From South					Plaza Dr 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	

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

Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					08:00 AM					07:30 AM				
+0 mins.	16	82	21	0	119	17	0	3	0	20	2	59	14	0	75	6	0	15	0	21
+15 mins.	26	75	19	0	120	14	1	3	0	18	1	52	16	0	69	7	0	10	0	17
+30 mins.	15	81	17	0	113	14	0	1	0	15	1	59	13	0	73	4	1	8	0	13
+45 mins.	31	83	31	0	145	12	1	3	0	16	2	53	14	0	69	4	2	9	0	15
Total Volume	88	321	88	0	497	57	2	10	0	69	6	223	57	0	286	21	3	42	0	66
% App. Total	17.7	64.6	17.7	0		82.6	2.9	14.5	0		2.1	78	19.9	0		31.8	4.5	63.6	0	
PHF	.710	.967	.710	.000	.857	.838	.500	.833	.000	.863	.750	.945	.891	.000	.953	.750	.375	.700	.000	.786

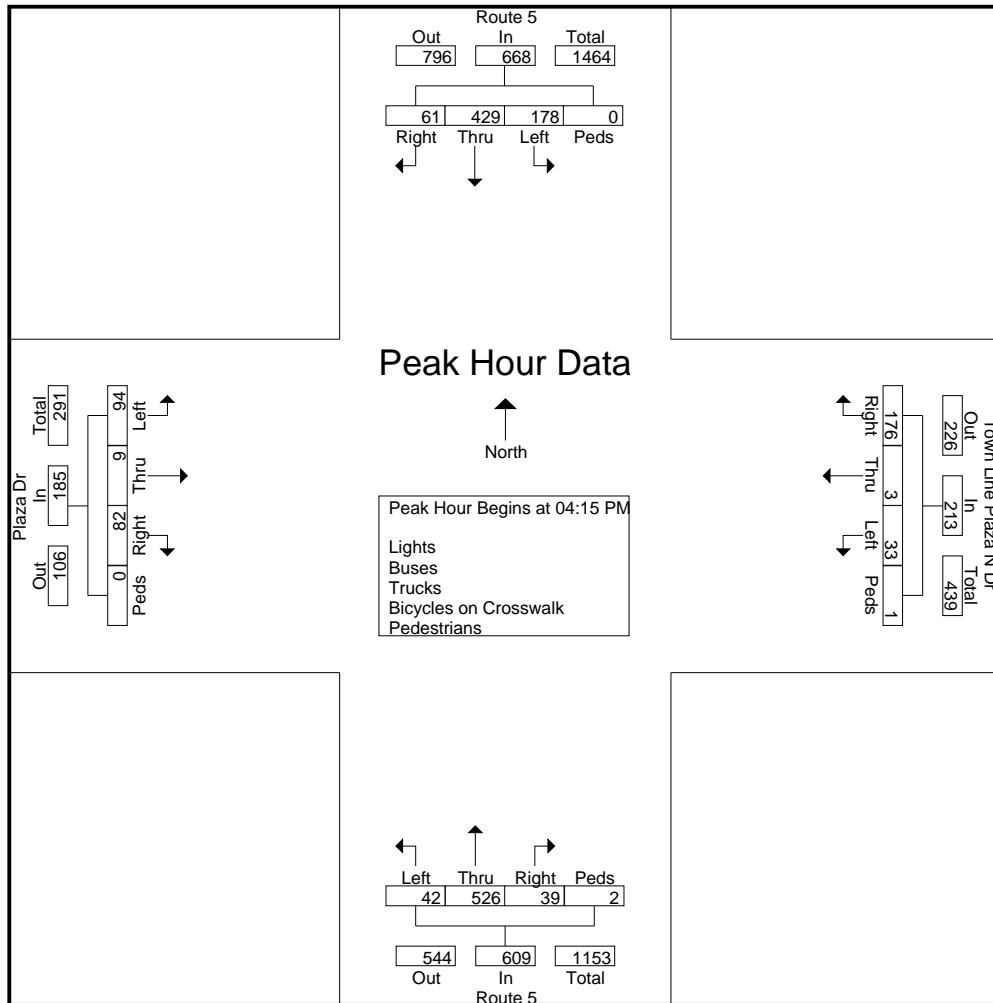


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18742
Site Code : 18742
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Town Line Plaza N Dr From East					Route 5 From South					Plaza Dr 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	21	106	41	0	168	43	1	12	0	56	8	137	9	0	154	16	2	14	0	32	410
04:30 PM	13	99	41	0	153	45	0	6	1	52	12	137	8	1	158	29	3	34	0	66	429
04:45 PM	16	111	50	0	177	40	0	8	0	48	13	121	16	0	150	22	3	13	0	38	413
05:00 PM	11	113	46	0	170	48	2	7	0	57	6	131	9	1	147	15	1	33	0	49	423
Total Volume	61	429	178	0	668	176	3	33	1	213	39	526	42	2	609	82	9	94	0	185	1675
% App. Total	9.1	64.2	26.6	0		82.6	1.4	15.5	0.5		6.4	86.4	6.9	0.3		44.3	4.9	50.8	0		
PHF	.726	.949	.890	.000	.944	.917	.375	.688	.250	.934	.750	.960	.656	.500	.964	.707	.750	.691	.000	.701	.976



Connecticut Counts LLC

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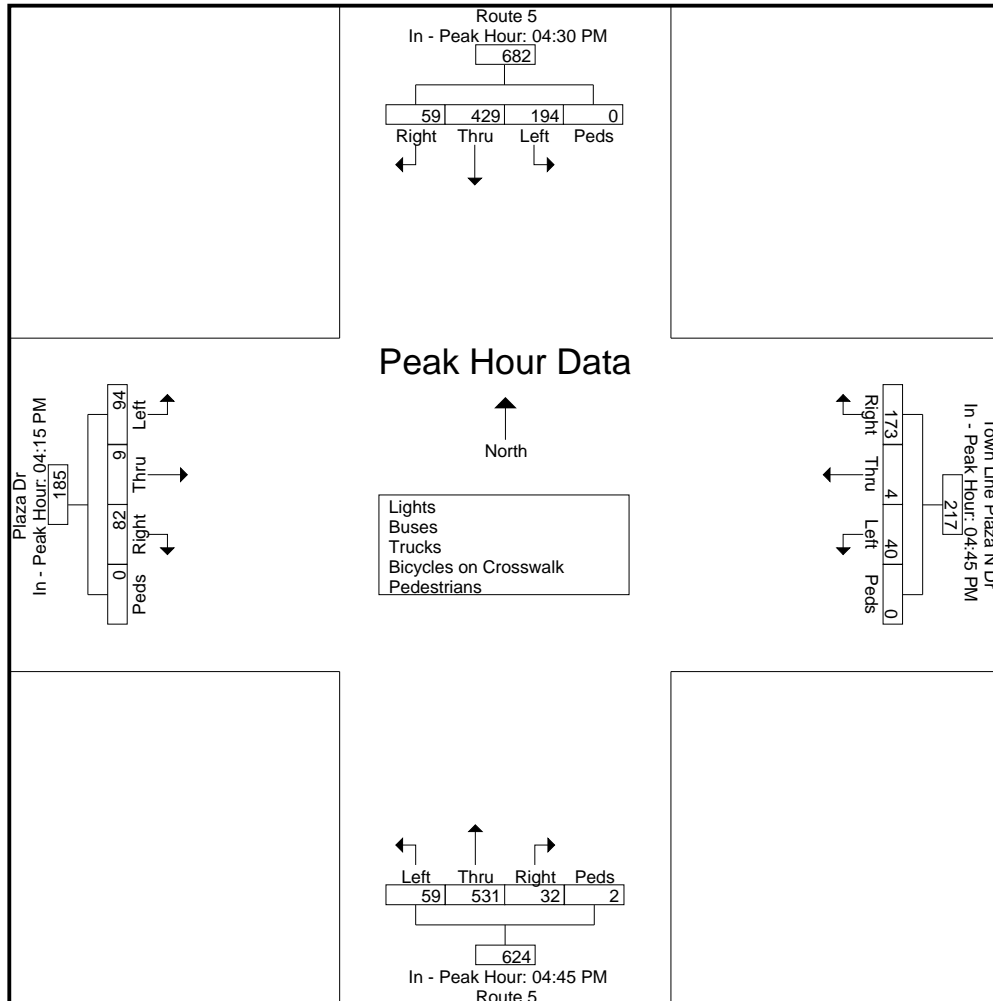
File Name : 18742
Site Code : 18742
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Town Line Plaza N Dr From East					Route 5 From South					Plaza Dr 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:15 PM									
+0 mins.	13	99	41	0	153	40	0	8	0	48	13	121	16	0	150	16	2	14	0	32
+15 mins.	16	111	50	0	177	48	2	7	0	57	6	131	9	1	147	29	3	34	0	66
+30 mins.	11	113	46	0	170	30	2	12	0	44	7	132	17	0	156	22	3	13	0	38
+45 mins.	19	106	57	0	182	55	0	13	0	68	6	147	17	1	171	15	1	33	0	49
Total Volume	59	429	194	0	682	173	4	40	0	217	32	531	59	2	624	82	9	94	0	185
% App. Total	8.7	62.9	28.4	0		79.7	1.8	18.4	0		5.1	85.1	9.5	0.3		44.3	4.9	50.8	0	
PHF	.776	.949	.851	.000	.937	.786	.500	.769	.000	.798	.615	.903	.868	.500	.912	.707	.750	.691	.000	.701



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Town Line Plaza South Drive
Meriden, Connecticut

File Name : 18743
Site Code : 18743
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

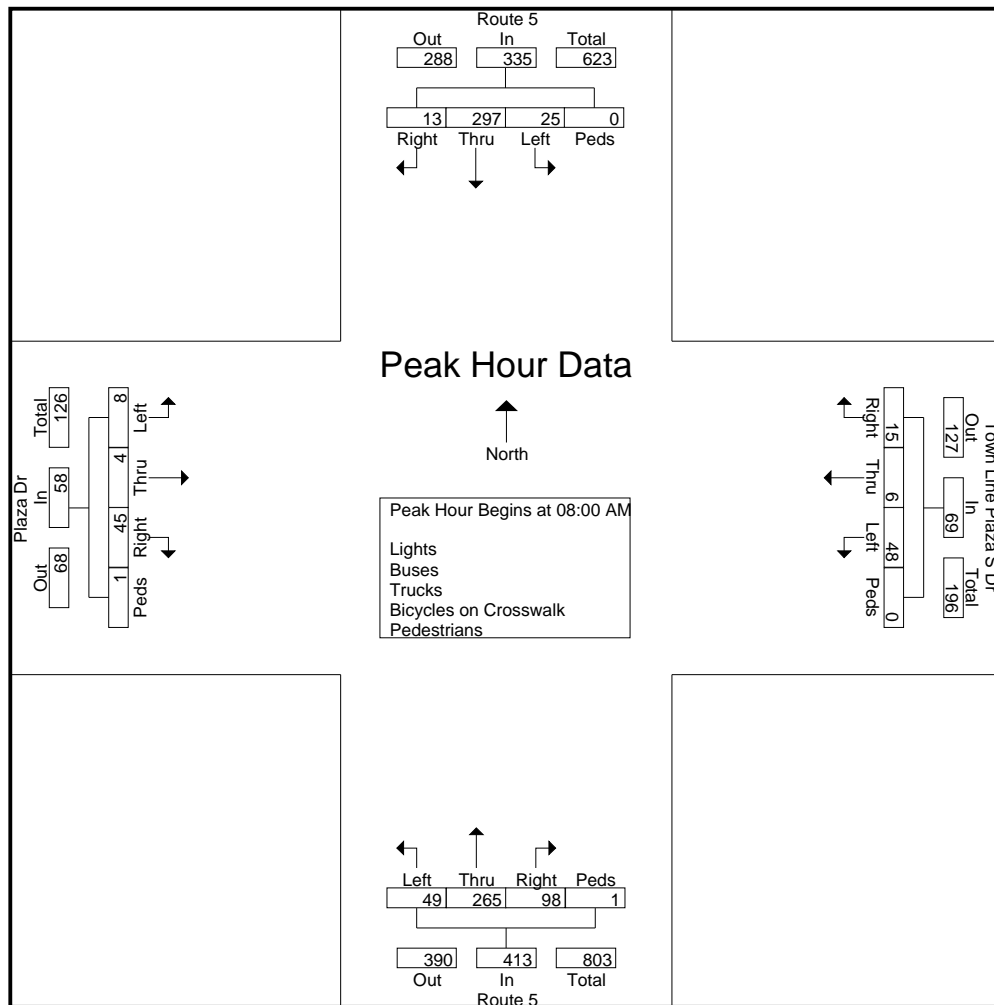
Start Time	Route 5 From North					Town Line Plaza S Dr From East					Route 5 From South					Plaza Dr From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	61	0	1	68	3	2	4	0	9	11	46	8	0	65	12	0	2	1	15	157
07:15 AM	6	70	2	0	78	0	0	16	0	16	15	56	11	0	82	11	1	3	0	15	191
07:30 AM	1	84	2	0	87	3	2	21	0	26	9	50	7	2	68	8	0	0	0	8	189
07:45 AM	1	73	8	1	83	3	1	11	0	15	17	78	9	0	104	9	2	1	0	12	214
Total	14	288	12	2	316	9	5	52	0	66	52	230	35	2	319	40	3	6	1	50	751
08:00 AM	4	76	8	0	88	7	0	10	0	17	15	70	12	0	97	6	1	1	0	8	210
08:15 AM	2	74	2	0	78	3	1	11	0	15	29	63	13	1	106	15	0	0	1	16	215
08:30 AM	5	71	5	0	81	3	1	16	0	20	26	65	13	0	104	13	1	3	0	17	222
08:45 AM	2	76	10	0	88	2	4	11	0	17	28	67	11	0	106	11	2	4	0	17	228
Total	13	297	25	0	335	15	6	48	0	69	98	265	49	1	413	45	4	8	1	58	875
Grand Total	27	585	37	2	651	24	11	100	0	135	150	495	84	3	732	85	7	14	2	108	1626
Apprch %	4.1	89.9	5.7	0.3		17.8	8.1	74.1	0		20.5	67.6	11.5	0.4		78.7	6.5	13	1.9		
Total %	1.7	36	2.3	0.1	40	1.5	0.7	6.2	0	8.3	9.2	30.4	5.2	0.2	45	5.2	0.4	0.9	0.1	6.6	
Lights	27	564	36	0	627	24	11	97	0	132	144	461	84	0	689	85	7	13	0	105	1553
% Lights	100	96.4	97.3	0	96.3	100	100	97	0	97.8	96	93.1	100	0	94.1	100	100	92.9	0	97.2	95.5
Buses	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
% Buses	0	0.9	0	0	0.8	0	0	0	0	0	0	1.2	0	0	0.8	0	0	0	0	0	0.7
Trucks	0	16	1	0	17	0	0	3	0	3	6	28	0	0	34	0	0	1	0	1	55
% Trucks	0	2.7	2.7	0	2.6	0	0	3	0	2.2	4	5.7	0	0	4.6	0	0	7.1	0	0.9	3.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	7
% Pedestrians	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	0.4	0	0	0	100	1.9	0.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18743
Site Code : 18743
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Town Line Plaza S Dr From East					Route 5 From South					Plaza Dr 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	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	76	8	0	88	7	0	10	0	17	15	70	12	0	97	6	1	1	0	8	210
08:15 AM	2	74	2	0	78	3	1	11	0	15	29	63	13	1	106	15	0	0	1	16	215
08:30 AM	5	71	5	0	81	3	1	16	0	20	26	65	13	0	104	13	1	3	0	17	222
08:45 AM	2	76	10	0	88	2	4	11	0	17	28	67	11	0	106	11	2	4	0	17	228
Total Volume	13	297	25	0	335	15	6	48	0	69	98	265	49	1	413	45	4	8	1	58	875
% App. Total	3.9	88.7	7.5	0		21.7	8.7	69.6	0		23.7	64.2	11.9	0.2		77.6	6.9	13.8	1.7		
PHF	.650	.977	.625	.000	.952	.536	.375	.750	.000	.863	.845	.946	.942	.250	.974	.750	.500	.500	.250	.853	.959



Connecticut Counts LLC

Kensington, Connecticut 06037
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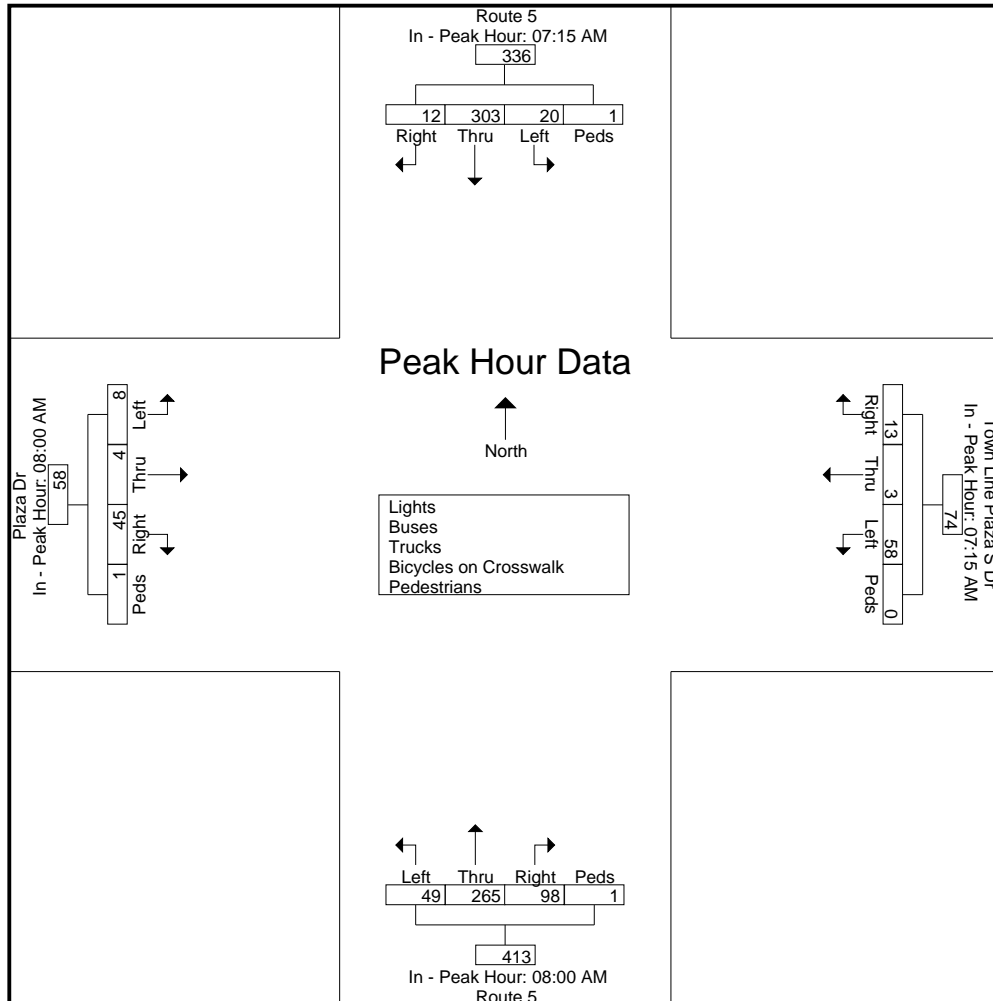
File Name : 18743
Site Code : 18743
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Town Line Plaza S Dr From East					Route 5 From South					Plaza Dr 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	

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					07:15 AM					08:00 AM					08:00 AM				
+0 mins.	6	70	2	0	78	0	0	16	0	16	15	70	12	0	97	6	1	1	0	8
+15 mins.	1	84	2	0	87	3	2	21	0	26	29	63	13	1	106	15	0	0	1	16
+30 mins.	1	73	8	1	83	3	1	11	0	15	26	65	13	0	104	13	1	3	0	17
+45 mins.	4	76	8	0	88	7	0	10	0	17	28	67	11	0	106	11	2	4	0	17
Total Volume	12	303	20	1	336	13	3	58	0	74	98	265	49	1	413	45	4	8	1	58
% App. Total	3.6	90.2	6	0.3		17.6	4.1	78.4	0		23.7	64.2	11.9	0.2		77.6	6.9	13.8	1.7	
PHF	.500	.902	.625	.250	.955	.464	.375	.690	.000	.712	.845	.946	.942	.250	.974	.750	.500	.500	.250	.853

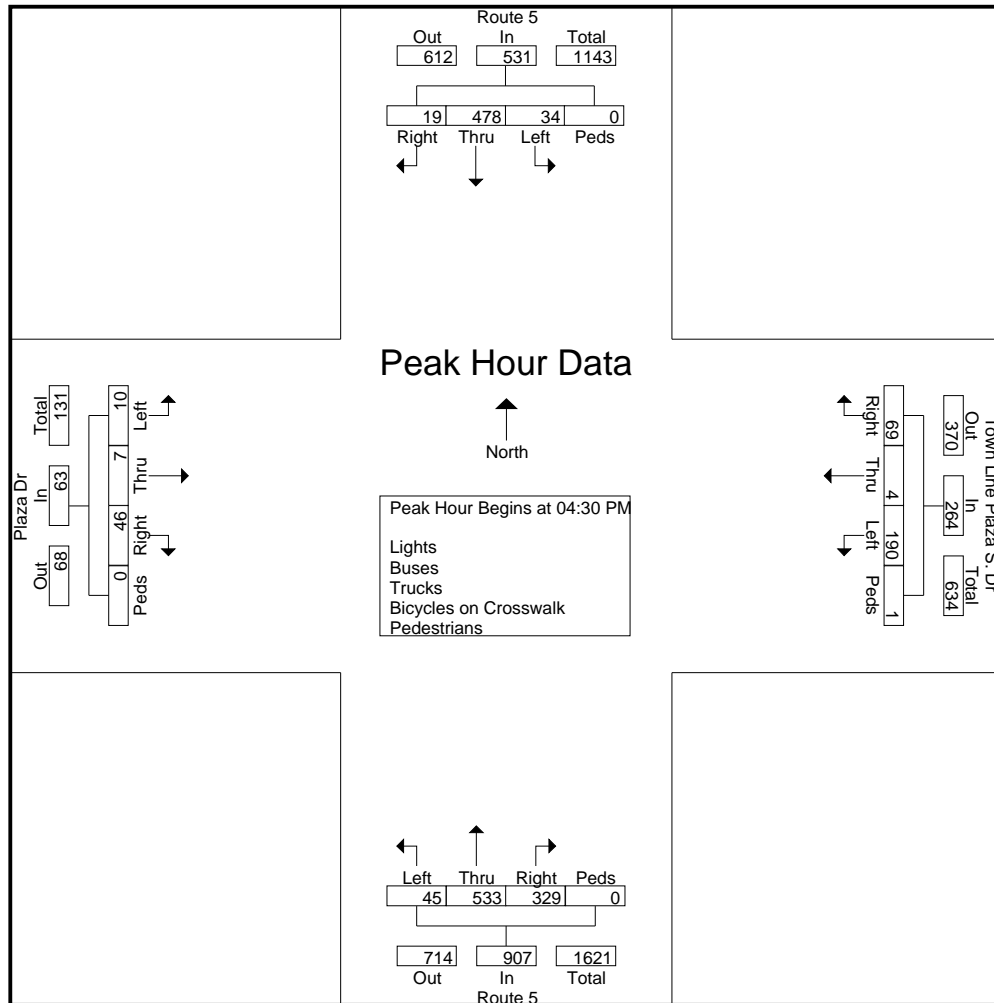


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18744
Site Code : 18744
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Town Line Plaza S. Dr From East					Route 5 From South					Plaza Dr 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	118	6	0	128	12	0	48	0	60	68	135	13	0	216	13	0	3	0	16	420
04:45 PM	6	120	11	0	137	14	1	51	1	67	85	145	10	0	240	15	1	3	0	19	463
05:00 PM	3	121	8	0	132	23	2	42	0	67	81	120	14	0	215	9	3	2	0	14	428
05:15 PM	6	119	9	0	134	20	1	49	0	70	95	133	8	0	236	9	3	2	0	14	454
Total Volume	19	478	34	0	531	69	4	190	1	264	329	533	45	0	907	46	7	10	0	63	1765
% App. Total	3.6	90	6.4	0		26.1	1.5	72	0.4		36.3	58.8	5	0		7.3	11.1	15.9	0		
PHF	.792	.988	.773	.000	.969	.750	.500	.931	.250	.943	.866	.919	.804	.000	.945	.767	.583	.833	.000	.829	.953



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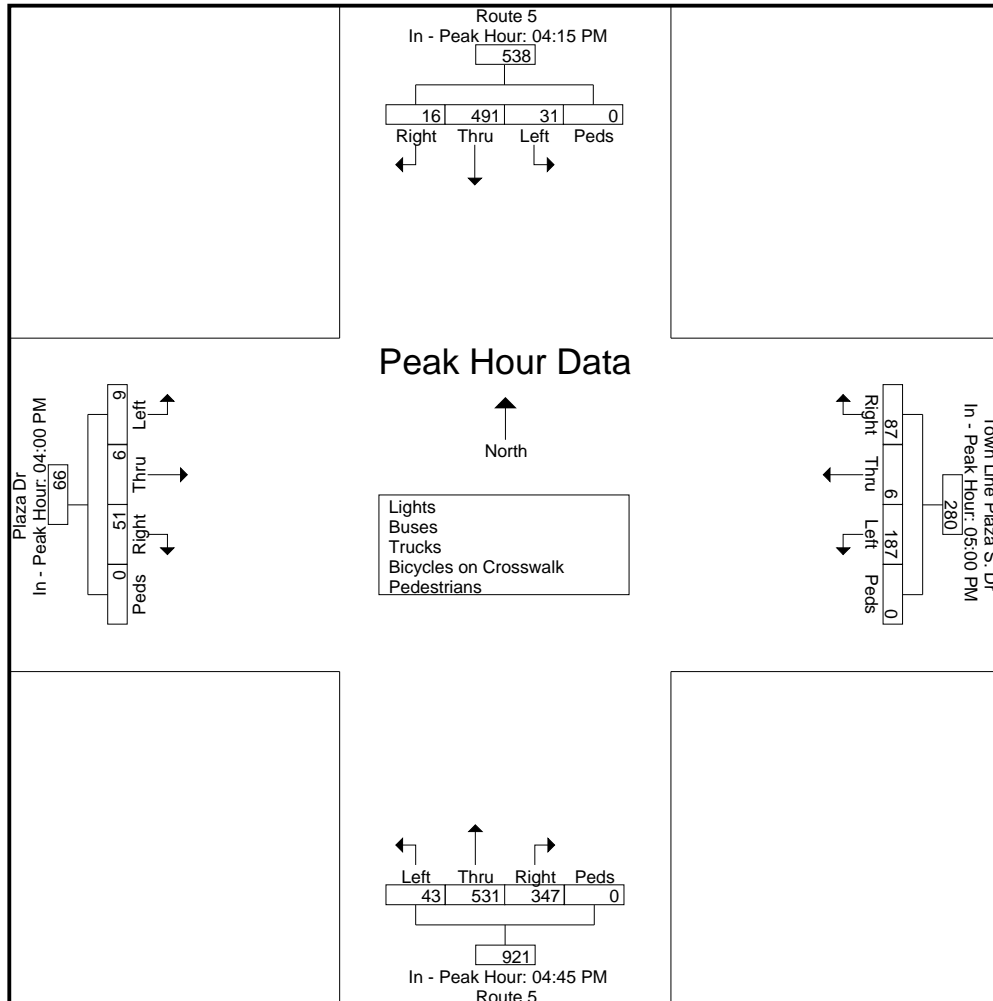
File Name : 18744
Site Code : 18744
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Town Line Plaza S. Dr From East					Route 5 From South					Plaza Dr 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					05:00 PM					04:45 PM					04:00 PM				
+0 mins.	3	132	6	0	141	23	2	42	0	67	85	145	10	0	240	11	3	1	0	15
+15 mins.	4	118	6	0	128	20	1	49	0	70	81	120	14	0	215	12	2	2	0	16
+30 mins.	6	120	11	0	137	24	3	40	0	67	95	133	8	0	236	13	0	3	0	16
+45 mins.	3	121	8	0	132	20	0	56	0	76	86	133	11	0	230	15	1	3	0	19
Total Volume	16	491	31	0	538	87	6	187	0	280	347	531	43	0	921	51	6	9	0	66
% App. Total	3	91.3	5.8	0		31.1	2.1	66.8	0		37.7	57.7	4.7	0		77.3	9.1	13.6	0	
PHF	.667	.930	.705	.000	.954	.906	.500	.835	.000	.921	.913	.916	.768	.000	.959	.850	.500	.750	.000	.868

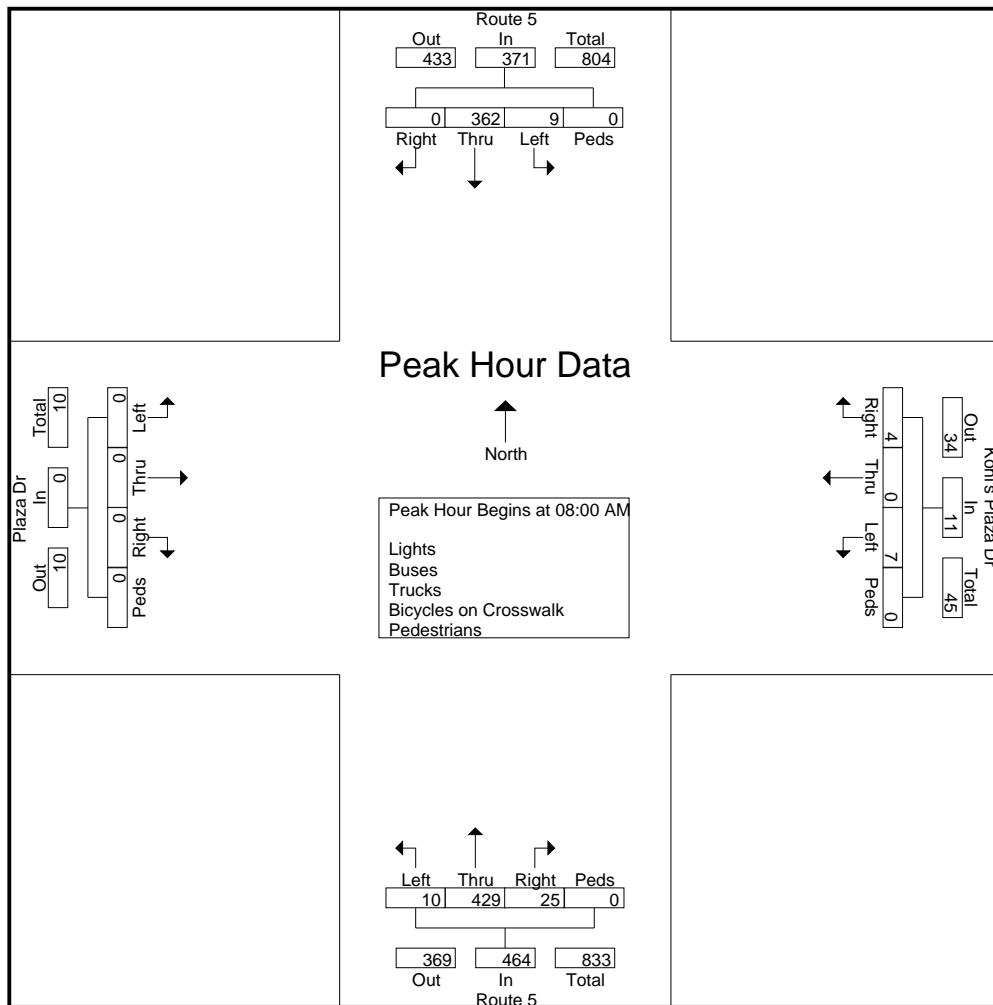


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18745
Site Code : 18745
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Kohl's Plaza Dr From East					Route 5 From South					Plaza Dr 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	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	83	0	0	83	1	0	0	0	1	2	98	1	0	101	0	0	0	0	0	185
08:15 AM	0	92	0	0	92	1	0	2	0	3	5	105	2	0	112	0	0	0	0	0	207
08:30 AM	0	93	1	0	94	1	0	3	0	4	6	113	2	0	121	0	0	0	0	0	219
08:45 AM	0	94	8	0	102	1	0	2	0	3	12	113	5	0	130	0	0	0	0	0	235
Total Volume	0	362	9	0	371	4	0	7	0	11	25	429	10	0	464	0	0	0	0	0	846
% App. Total	0	97.6	2.4	0		36.4	0	63.6	0		5.4	92.5	2.2	0		0	0	0	0	0	
PHF	.000	.963	.281	.000	.909	1.00	.000	.583	.000	.688	.521	.949	.500	.000	.892	.000	.000	.000	.000	.000	.900



Connecticut Counts LLC

Kensington, Connecticut 06037
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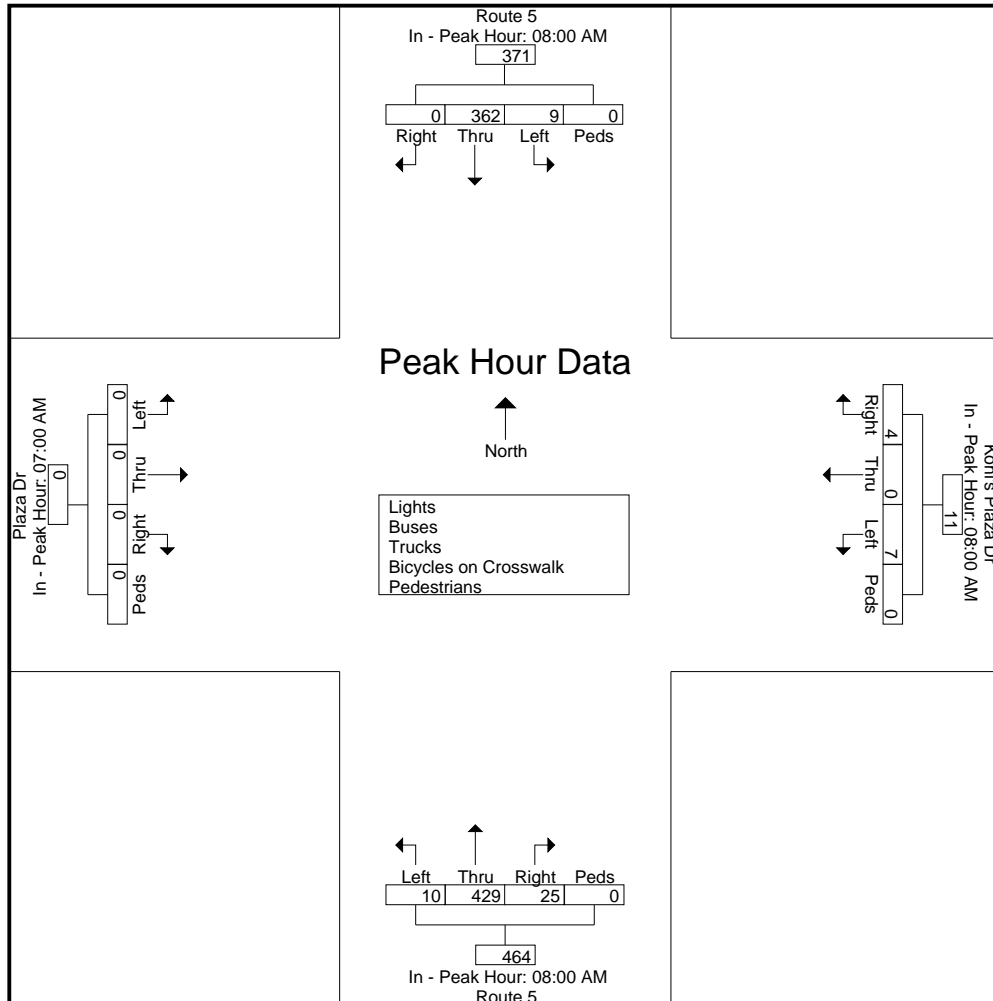
File Name : 18745
Site Code : 18745
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Kohl's Plaza Dr From East					Route 5 From South					Plaza Dr 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	

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

Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					08:00 AM					07:00 AM				
+0 mins.	0	83	0	0	83	1	0	0	0	1	2	98	1	0	101	0	0	0	0	0
+15 mins.	0	92	0	0	92	1	0	2	0	3	5	105	2	0	112	0	0	0	0	0
+30 mins.	0	93	1	0	94	1	0	3	0	4	6	113	2	0	121	0	0	0	0	0
+45 mins.	0	94	8	0	102	1	0	2	0	3	12	113	5	0	130	0	0	0	0	0
Total Volume	0	362	9	0	371	4	0	7	0	11	25	429	10	0	464	0	0	0	0	0
% App. Total	0	97.6	2.4	0		36.4	0	63.6	0		5.4	92.5	2.2	0		0	0	0	0	
PHF	.000	.963	.281	.000	.909	1.000	.000	.583	.000	.688	.521	.949	.500	.000	.892	.000	.000	.000	.000	.000



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 5 at Kohl's Plaza Drive
Meriden, Connecticut

File Name : 18746
Site Code : 18746
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

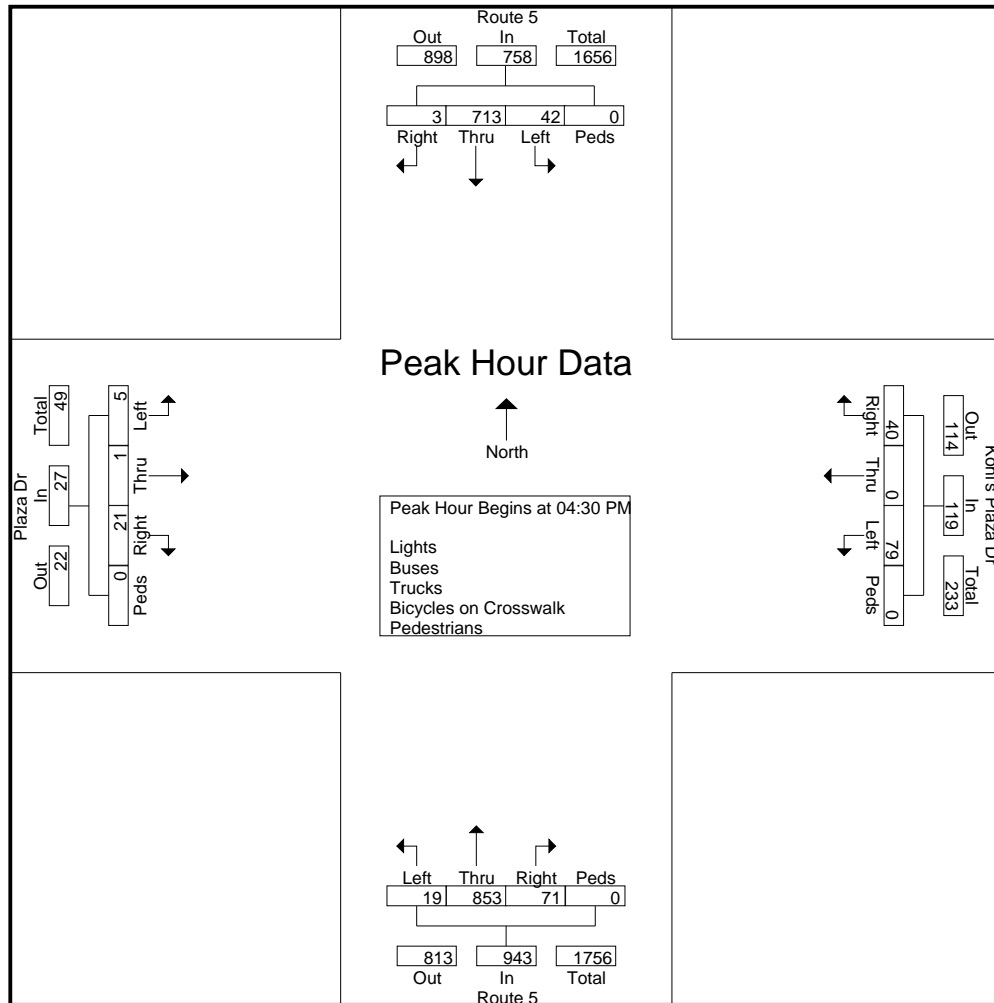
Start Time	Route 5 From North					Kohl's Plaza Dr From East					Route 5 From South					Plaza Dr From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	149	6	0	155	13	0	17	0	30	18	191	4	0	213	2	1	2	0	5	403
04:15 PM	0	168	11	0	179	8	0	17	0	25	17	203	4	0	224	3	0	3	0	6	434
04:30 PM	1	176	9	0	186	11	0	17	0	28	17	196	2	0	215	5	0	2	0	7	436
04:45 PM	1	189	12	0	202	11	0	23	0	34	18	218	5	0	241	7	0	0	0	7	484
Total	2	682	38	0	722	43	0	74	0	117	70	808	15	0	893	17	1	7	0	25	1757
05:00 PM	1	180	13	0	194	11	0	17	0	28	22	209	7	0	238	4	1	2	0	7	467
05:15 PM	0	168	8	0	176	7	0	22	0	29	14	230	5	0	249	5	0	1	0	6	460
05:30 PM	0	136	8	0	144	10	0	19	0	29	16	217	2	0	235	4	0	4	0	8	416
05:45 PM	1	146	7	0	154	9	0	12	0	21	25	199	4	0	228	3	1	1	0	5	408
Total	2	630	36	0	668	37	0	70	0	107	77	855	18	0	950	16	2	8	0	26	1751
Grand Total	4	1312	74	0	1390	80	0	144	0	224	147	1663	33	0	1843	33	3	15	0	51	3508
Apprch %	0.3	94.4	5.3	0		35.7	0	64.3	0		8	90.2	1.8	0		64.7	5.9	29.4	0		
Total %	0.1	37.4	2.1	0	39.6	2.3	0	4.1	0	6.4	4.2	47.4	0.9	0	52.5	0.9	0.1	0.4	0	1.5	
Lights	4	1290									1648										
% Lights	100	98.3	97.3	0	98.3	96.2	0	98.6	0	97.8	100	99.1	97	0	99.1	100	66.7	100	0	98	98.7
Buses	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	19	2	0	21	3	0	2	0	5	0	11	1	0	12	0	1	0	0	1	39
% Trucks	0	1.4	2.7	0	1.5	3.8	0	1.4	0	2.2	0	0.7	3	0	0.7	0	33.3	0	0	2	1.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18746
Site Code : 18746
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Kohl's Plaza Dr From East					Route 5 From South					Plaza Dr 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	176	9	0	186	11	0	17	0	28	17	196	2	0	215	5	0	2	0	7	436
04:45 PM	1	189	12	0	202	11	0	23	0	34	18	218	5	0	241	7	0	0	0	7	484
05:00 PM	1	180	13	0	194	11	0	17	0	28	22	209	7	0	238	4	1	2	0	7	467
05:15 PM	0	168	8	0	176	7	0	22	0	29	14	230	5	0	249	5	0	1	0	6	460
Total Volume	3	713	42	0	758	40	0	79	0	119	71	853	19	0	943	21	1	5	0	27	1847
% App. Total	0.4	94.1	5.5	0		33.6	0	66.4	0		7.5	90.5	2	0		77.8	3.7	18.5	0		
PHF	.750	.943	.808	.000	.938	.909	.000	.859	.000	.875	.807	.927	.679	.000	.947	.750	.250	.625	.000	.964	.954



Connecticut Counts LLC

Kensington, Connecticut 06037
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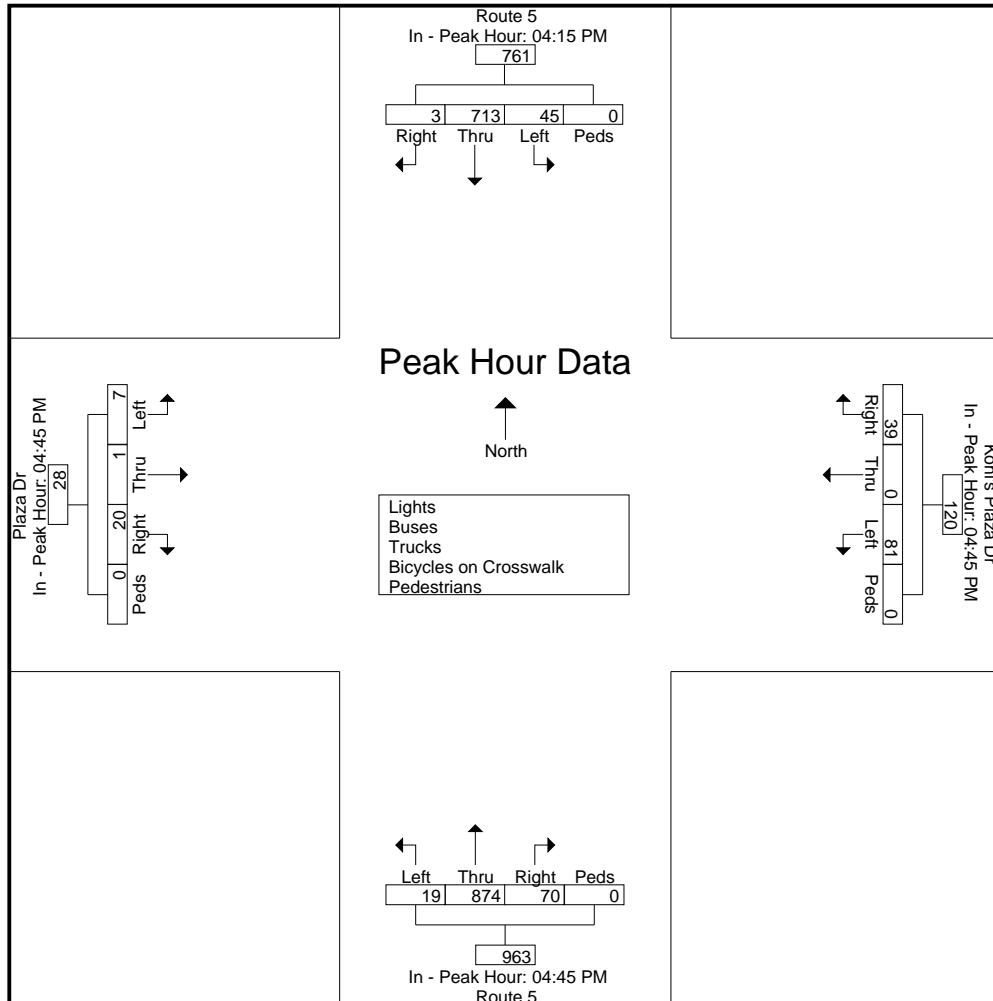
File Name : 18746
Site Code : 18746
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Kohl's Plaza Dr From East					Route 5 From South					Plaza Dr 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	0	168	11	0	179	11	0	23	0	34	18	218	5	0	241	7	0	0	0	7
+15 mins.	1	176	9	0	186	11	0	17	0	28	22	209	7	0	238	4	1	2	0	7
+30 mins.	1	189	12	0	202	7	0	22	0	29	14	230	5	0	249	5	0	1	0	6
+45 mins.	1	180	13	0	194	10	0	19	0	29	16	217	2	0	235	4	0	4	0	8
Total Volume	3	713	45	0	761	39	0	81	0	120	70	874	19	0	963	20	1	7	0	28
% App. Total	0.4	93.7	5.9	0		32.5	0	67.5	0		7.3	90.8	2	0		71.4	3.6	25	0	
PHF	.750	.943	.865	.000	.942	.886	.000	.880	.000	.882	.795	.950	.679	.000	.967	.714	.250	.438	.000	.875



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Route 150
Meriden, Connecticut

File Name : 18747
Site Code : 18747
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

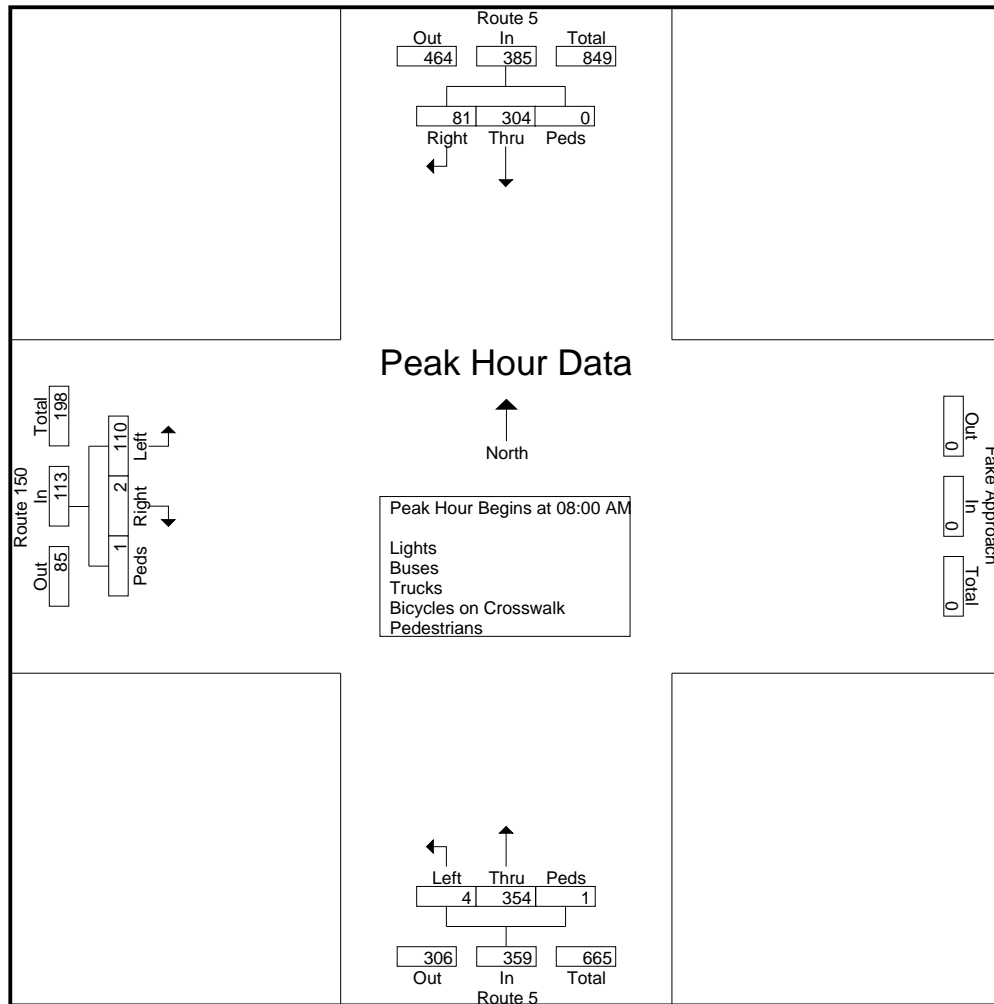
Start Time	Route 5 From North				Route 5 From South				Route 150 From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	19	48	0	67	44	2	0	46	0	20	0	20	133
07:15 AM	21	73	0	94	66	0	0	66	0	24	0	24	184
07:30 AM	27	78	0	105	53	0	0	53	1	20	0	21	179
07:45 AM	23	80	0	103	72	1	0	73	0	27	0	27	203
Total	90	279	0	369	235	3	0	238	1	91	0	92	699
08:00 AM	14	66	0	80	77	1	0	78	1	26	0	27	185
08:15 AM	26	74	0	100	86	1	0	87	1	28	0	29	216
08:30 AM	24	81	0	105	88	1	0	89	0	29	0	29	223
08:45 AM	17	83	0	100	103	1	1	105	0	27	1	28	233
Total	81	304	0	385	354	4	1	359	2	110	1	113	857
Grand Total	171	583	0	754	589	7	1	597	3	201	1	205	1556
Apprch %	22.7	77.3	0		98.7	1.2	0.2		1.5	98	0.5		
Total %	11	37.5	0	48.5	37.9	0.4	0.1	38.4	0.2	12.9	0.1	13.2	
Lights	160	567	0	727	560	4	0	564	3	195	0	198	1489
% Lights	93.6	97.3	0	96.4	95.1	57.1	0	94.5	100	97	0	96.6	95.7
Buses	3	3	0	6	1	3	0	4	0	2	0	2	12
% Buses	1.8	0.5	0	0.8	0.2	42.9	0	0.7	0	1	0	1	0.8
Trucks	8	13	0	21	28	0	0	28	0	4	0	4	53
% Trucks	4.7	2.2	0	2.8	4.8	0	0	4.7	0	2	0	2	3.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	1	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	100	0.2	0	0	100	0.5	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18747
Site Code : 18747
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North				Route 5 From South				Route 150 From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	14	66	0	80	77	1	0	78	1	26	0	27	185
08:15 AM	26	74	0	100	86	1	0	87	1	28	0	29	216
08:30 AM	24	81	0	105	88	1	0	89	0	29	0	29	223
08:45 AM	17	83	0	100	103	1	1	105	0	27	1	28	233
Total Volume	81	304	0	385	354	4	1	359	2	110	1	113	857
% App. Total	21	79	0		98.6	1.1	0.3		1.8	97.3	0.9		
PHF	.779	.916	.000	.917	.859	1.00	.250	.855	.500	.948	.250	.974	.920



Connecticut Counts LLC

Kensington, Connecticut 06037
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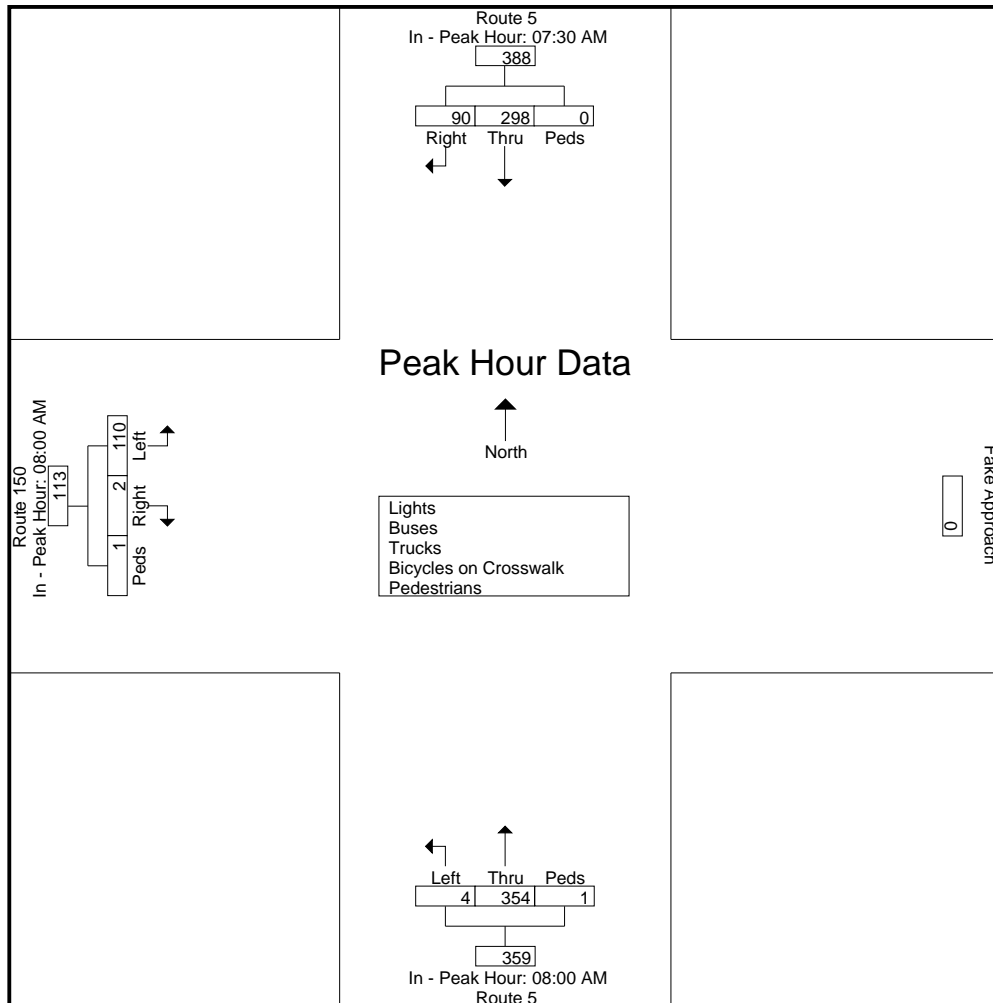
File Name : 18747
Site Code : 18747
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North				Route 5 From South				Route 150 From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	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				08:00 AM				08:00 AM			
+0 mins.	27	78	0	105	77	1	0	78	1	26	0	27
+15 mins.	23	80	0	103	86	1	0	87	1	28	0	29
+30 mins.	14	66	0	80	88	1	0	89	0	29	0	29
+45 mins.	26	74	0	100	103	1	1	105	0	27	1	28
Total Volume	90	298	0	388	354	4	1	359	2	110	1	113
% App. Total	23.2	76.8	0		98.6	1.1	0.3		1.8	97.3	0.9	
PHF	.833	.931	.000	.924	.859	1.000	.250	.855	.500	.948	.250	.974



Connecticut Counts LLC

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Route 5 at Route 150
Meriden, Connecticut

File Name : 18748
Site Code : 18748
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

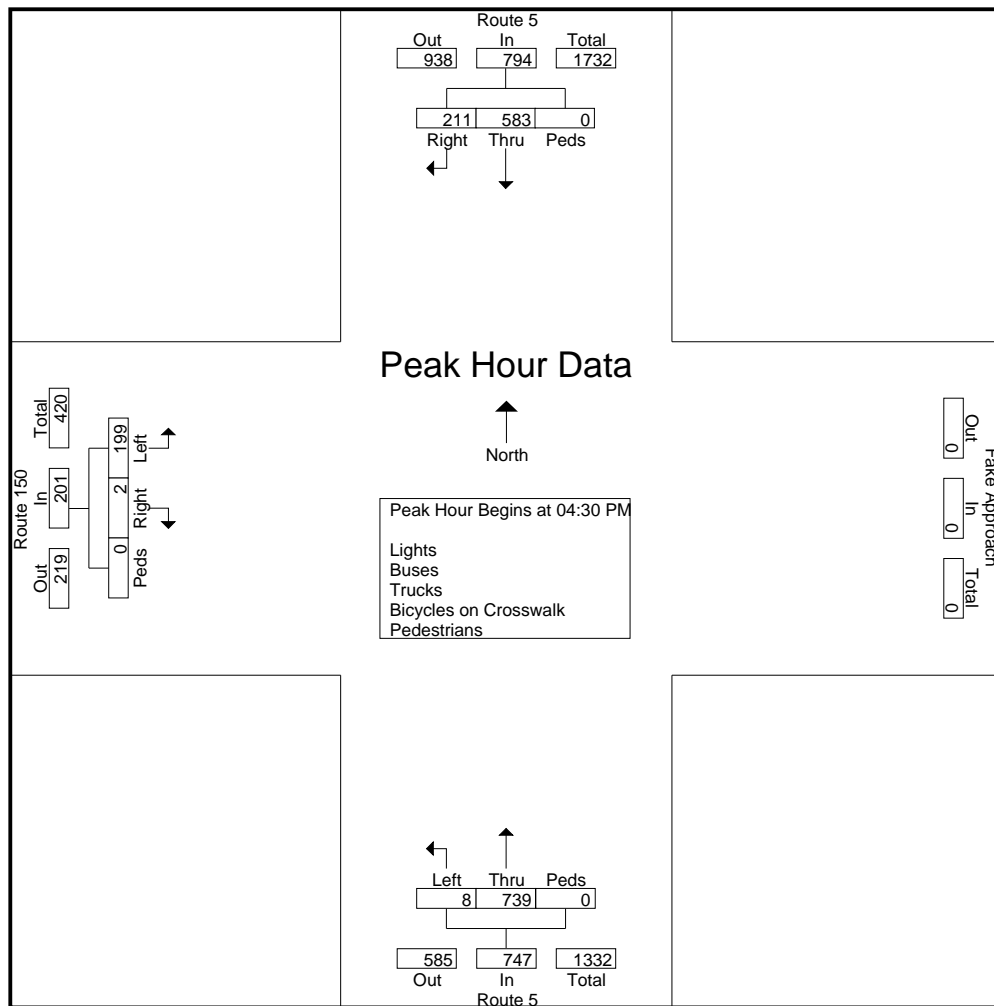
Start Time	Route 5 From North				Route 5 From South				Route 150 From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	34	130	0	164	160	3	0	163	0	52	0	52	379
04:15 PM	54	133	0	187	181	2	0	183	0	42	1	43	413
04:30 PM	52	151	0	203	165	4	0	169	1	49	0	50	422
04:45 PM	59	136	0	195	194	1	0	195	1	47	0	48	438
Total	199	550	0	749	700	10	0	710	2	190	1	193	1652
05:00 PM	52	152	0	204	181	2	0	183	0	57	0	57	444
05:15 PM	48	144	0	192	199	1	0	200	0	46	0	46	438
05:30 PM	36	128	0	164	182	2	0	184	0	53	0	53	401
05:45 PM	34	127	0	161	182	0	0	182	0	46	0	46	389
Total	170	551	0	721	744	5	0	749	0	202	0	202	1672
Grand Total	369	1101	0	1470	1444	15	0	1459	2	392	1	395	3324
Apprch %	25.1	74.9	0		99	1	0		0.5	99.2	0.3		
Total %	11.1	33.1	0	44.2	43.4	0.5	0	43.9	0.1	11.8	0	11.9	
Lights	366	1080	0	1446	1427	15	0	1442	2	392	0	394	3282
% Lights	99.2	98.1	0	98.4	98.8	100	0	98.8	100	100	0	99.7	98.7
Buses	1	2	0	3	4	0	0	4	0	0	0	0	7
% Buses	0.3	0.2	0	0.2	0.3	0	0	0.3	0	0	0	0	0.2
Trucks	2	19	0	21	13	0	0	13	0	0	0	0	34
% Trucks	0.5	1.7	0	1.4	0.9	0	0	0.9	0	0	0	0	1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	0.3	0

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File Name : 18748
Site Code : 18748
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North				Route 5 From South				Route 150 From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	52	151	0	203	165	4	0	169	1	49	0	50	422
04:45 PM	59	136	0	195	194	1	0	195	1	47	0	48	438
05:00 PM	52	152	0	204	181	2	0	183	0	57	0	57	444
05:15 PM	48	144	0	192	199	1	0	200	0	46	0	46	438
Total Volume	211	583	0	794	739	8	0	747	2	199	0	201	1742
% App. Total	26.6	73.4	0		98.9	1.1	0		1	99	0		
PHF	.894	.959	.000	.973	.928	.500	.000	.934	.500	.873	.000	.882	.981



Connecticut Counts LLC

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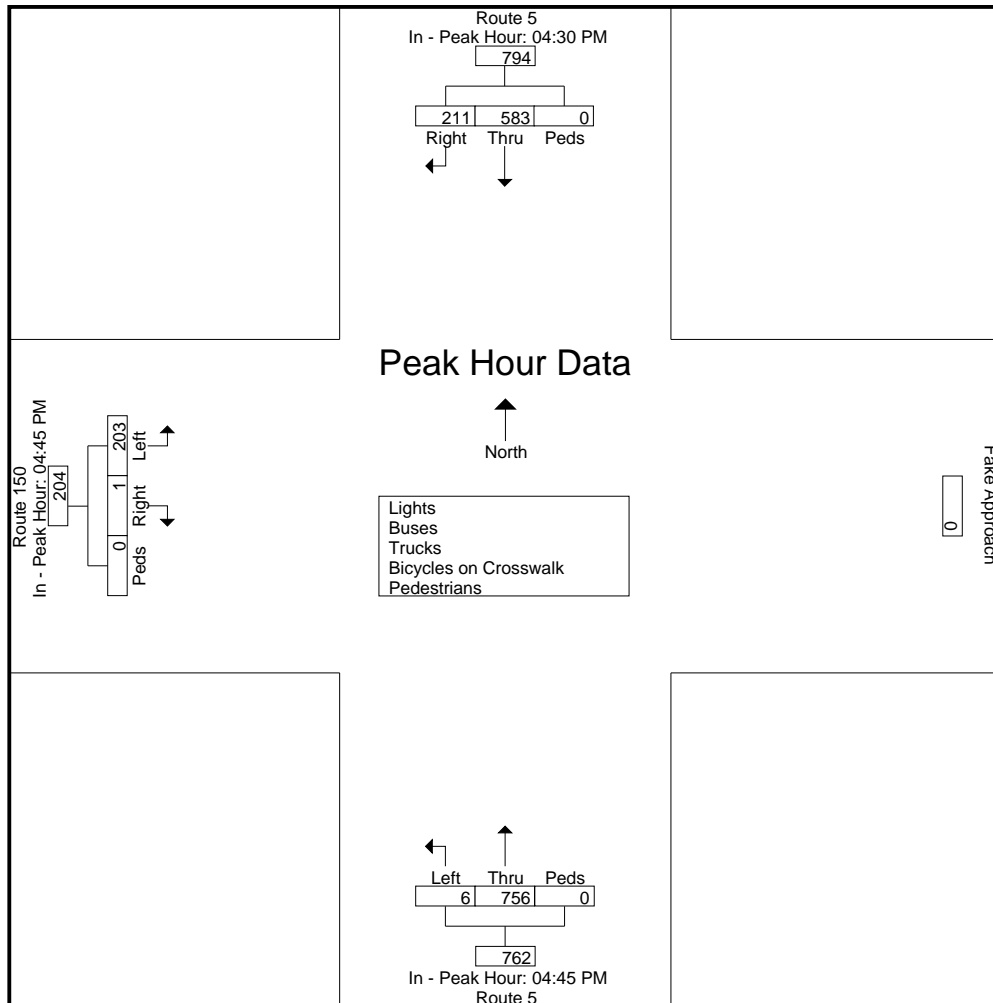
File Name : 18748
Site Code : 18748
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North				Route 5 From South				Route 150 From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM			
+0 mins.	52	151	0	203	194	1	0	195	1	47	0	48
+15 mins.	59	136	0	195	181	2	0	183	0	57	0	57
+30 mins.	52	152	0	204	199	1	0	200	0	46	0	46
+45 mins.	48	144	0	192	182	2	0	184	0	53	0	53
Total Volume	211	583	0	794	756	6	0	762	1	203	0	204
% App. Total	26.6	73.4	0		99.2	0.8	0		0.5	99.5	0	
PHF	.894	.959	.000	.973	.950	.750	.000	.953	.250	.890	.000	.895



Connecticut Counts LLC

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Route 5 at Old Colony Rd/Circle Dr
Meriden, Connecticut

File Name : 18749
Site Code : 18749
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

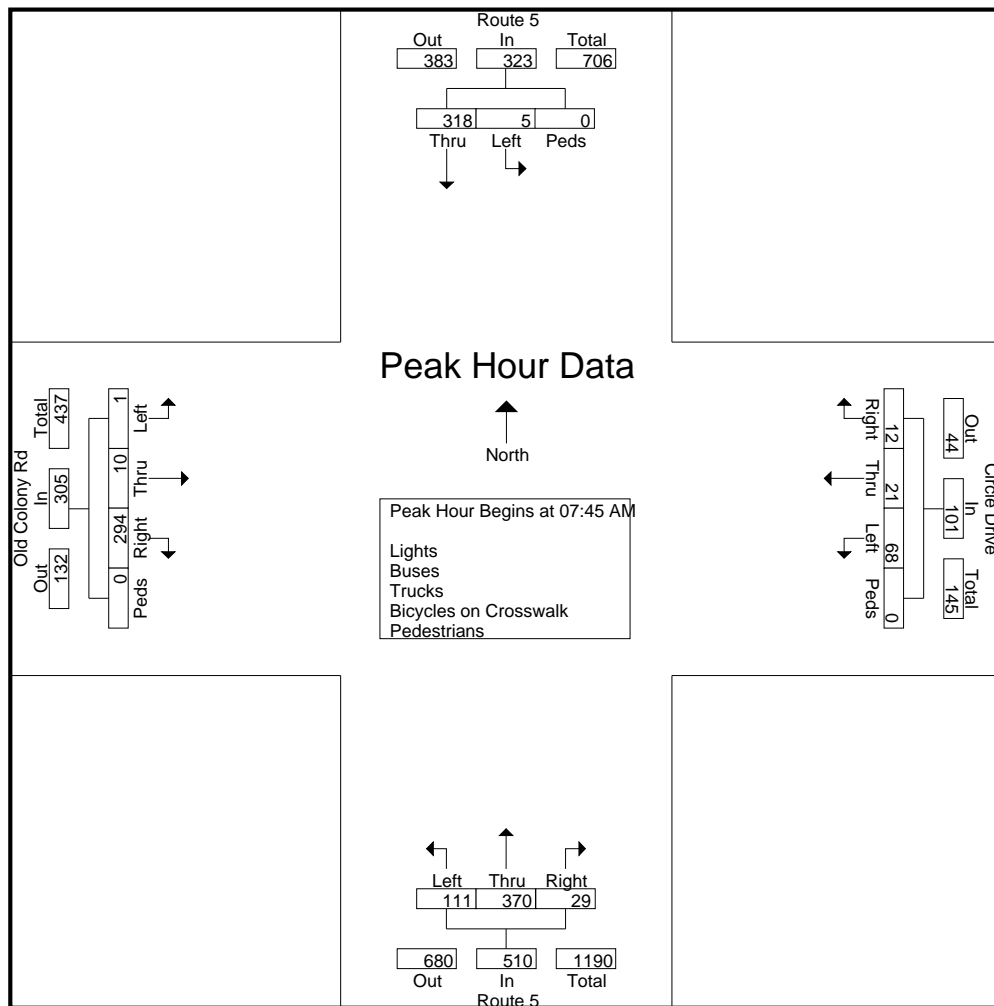
Start Time	Route 5 From North				Circle Drive From East					Route 5 From South				Old Colony Rd From West					Int. Total
	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	59	0	0	59	5	5	10	0	20	4	51	20	75	55	3	0	0	58	212
07:15 AM	76	0	0	76	1	10	14	0	25	8	70	19	97	66	5	0	0	71	269
07:30 AM	81	0	0	81	1	7	7	0	15	4	67	12	83	68	5	0	0	73	252
07:45 AM	89	0	0	89	6	4	27	0	37	7	85	33	125	88	3	0	0	91	342
Total	305	0	0	305	13	26	58	0	97	23	273	84	380	277	16	0	0	293	1075
08:00 AM	71	0	0	71	1	5	19	0	25	8	99	22	129	72	4	1	0	77	302
08:15 AM	76	3	0	79	3	5	10	0	18	6	93	26	125	65	1	0	0	66	288
08:30 AM	82	2	0	84	2	7	12	0	21	8	93	30	131	69	2	0	0	71	307
08:45 AM	76	2	0	78	3	3	14	0	20	7	114	32	153	53	2	1	1	57	308
Total	305	7	0	312	9	20	55	0	84	29	399	110	538	259	9	2	1	271	1205
Grand Total	610	7	0	617	22	46	113	0	181	52	672	194	918	536	25	2	1	564	2280
Apprch %	98.9	1.1	0		12.2	25.4	62.4	0		5.7	73.2	21.1		95	4.4	0.4	0.2		
Total %	26.8	0.3	0	27.1	1	2	5	0	7.9	2.3	29.5	8.5	40.3	23.5	1.1	0.1	0	24.7	
Lights	595	6	0	601	19	44	112	0	175	50	642	191	883	532	22	2	0	556	2215
% Lights	97.5	85.7	0	97.4	86.4	95.7	99.1	0	96.7	96.2	95.5	98.5	96.2	99.3	88	100	0	98.6	97.1
Buses	3	0	0	3	1	2	0	0	3	1	2	1	4	1	2	0	0	3	13
% Buses	0.5	0	0	0.5	4.5	4.3	0	0	1.7	1.9	0.3	0.5	0.4	0.2	8	0	0	0.5	0.6
Trucks	12	1	0	13	2	0	1	0	3	1	28	2	31	3	1	0	0	4	51
% Trucks	2	14.3	0	2.1	9.1	0	0.9	0	1.7	1.9	4.2	1	3.4	0.6	4	0	0	0.7	2.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18749
Site Code : 18749
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North				Circle Drive From East					Route 5 From South				Old Colony Rd From West					Int. Total
	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	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 Entire Intersection Begins at 07:45 AM																			
07:45 AM	89	0	0	89	6	4	27	0	37	7	85	33	125	88	3	0	0	91	342
08:00 AM	71	0	0	71	1	5	19	0	25	8	99	22	129	72	4	1	0	77	302
08:15 AM	76	3	0	79	3	5	10	0	18	6	93	26	125	65	1	0	0	66	288
08:30 AM	82	2	0	84	2	7	12	0	21	8	93	30	131	69	2	0	0	71	307
Total Volume	318	5	0	323	12	21	68	0	101	29	370	111	510	294	10	1	0	305	1239
% App. Total	98.5	1.5	0		11.9	20.8	67.3	0		5.7	72.5	21.8		96.4	3.3	0.3	0		
PHF	.893	.417	.000	.907	.500	.750	.630	.000	.682	.906	.934	.841	.973	.835	.625	.250	.000	.838	.906



Connecticut Counts LLC

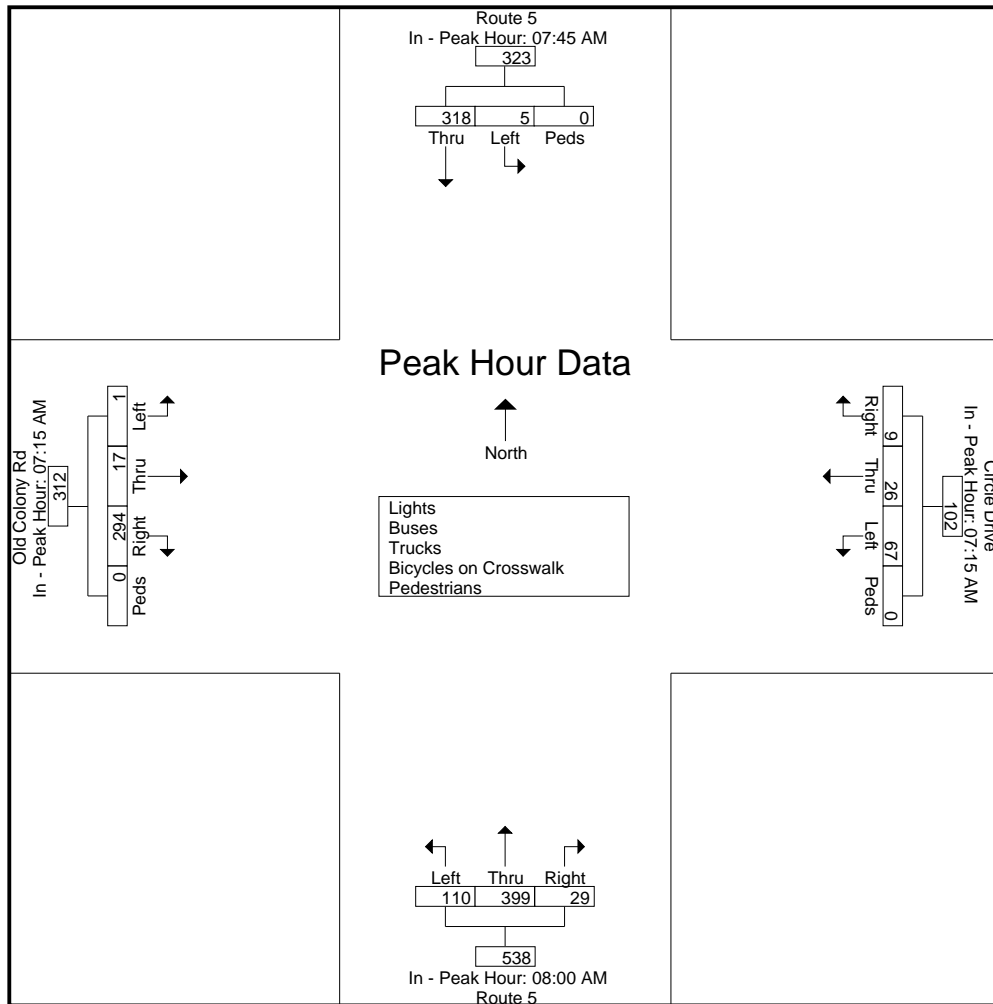
Kensington, Connecticut 06037
(860) 828-1693

File Name : 18749
Site Code : 18749
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North				Circle Drive From East					Route 5 From South				Old Colony Rd From West					Int. Total
	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	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				07:15 AM					08:00 AM				07:15 AM				
+0 mins.	89	0	0	89	1	10	14	0	25	8	99	22	129	66	5	0	0	71
+15 mins.	71	0	0	71	1	7	7	0	15	6	93	26	125	68	5	0	0	73
+30 mins.	76	3	0	79	6	4	27	0	37	8	93	30	131	88	3	0	0	91
+45 mins.	82	2	0	84	1	5	19	0	25	7	114	32	153	72	4	1	0	77
Total Volume	318	5	0	323	9	26	67	0	102	29	399	110	538	294	17	1	0	312
% App. Total	98.5	1.5	0		8.8	25.5	65.7	0		5.4	74.2	20.4		94.2	5.4	0.3	0	
PHF	.893	.417	.000	.907	.375	.650	.620	.000	.689	.906	.875	.859	.879	.835	.850	.250	.000	.857

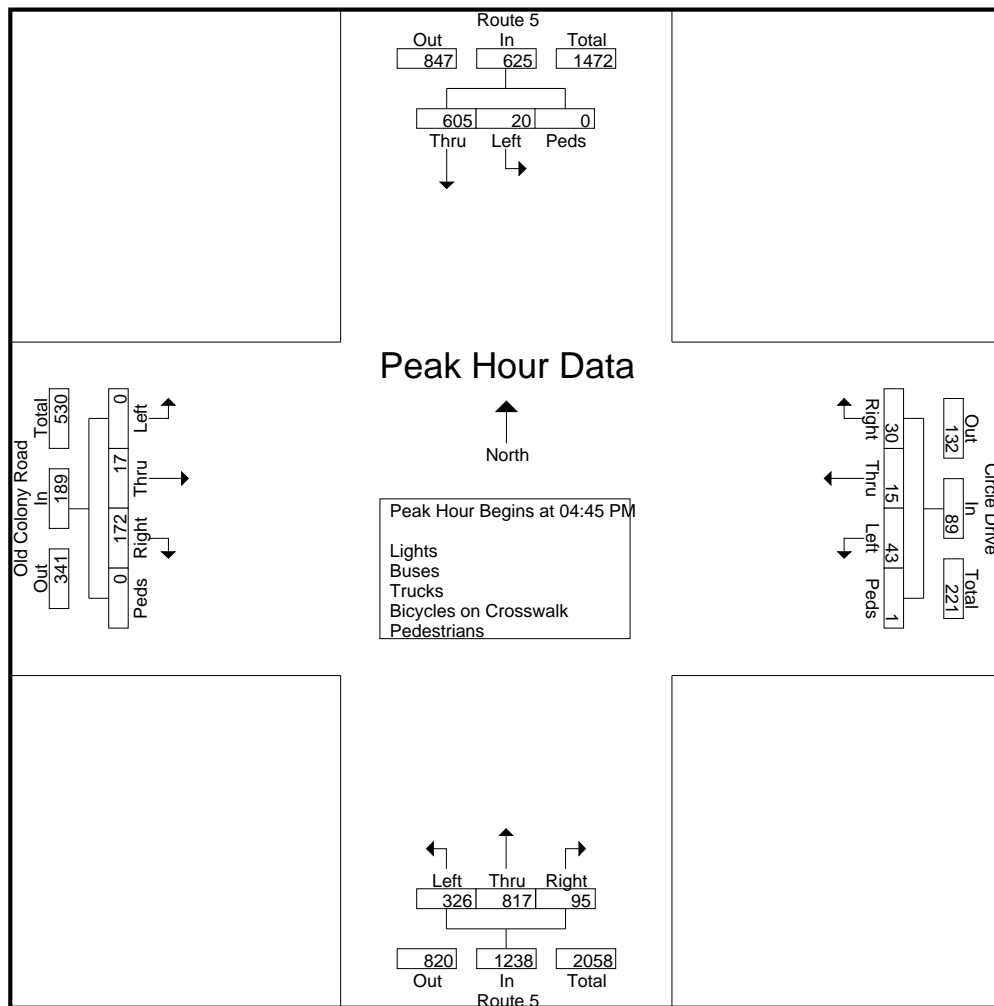


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18750
Site Code : 18750
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North				Circle Drive From East					Route 5 From South				Old Colony Road From West					Int. Total
	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:45 PM																			
04:45 PM	152	5	0	157	10	1	11	1	23	15	214	84	313	38	0	0	0	38	531
05:00 PM	154	5	0	159	2	4	12	0	18	29	193	78	300	38	6	0	0	44	521
05:15 PM	156	5	0	161	6	6	8	0	20	20	215	67	302	49	5	0	0	54	537
05:30 PM	143	5	0	148	12	4	12	0	28	31	195	97	323	47	6	0	0	53	552
Total Volume	605	20	0	625	30	15	43	1	89	95	817	326	1238	172	17	0	0	189	2141
% App. Total	96.8	3.2	0		33.7	16.9	48.3	1.1		7.7	66	26.3		91	9	0	0		
PHF	.970	1.00	.000	.970	.625	.625	.896	.250	.795	.766	.950	.840	.958	.878	.708	.000	.000	.875	.970



Connecticut Counts LLC

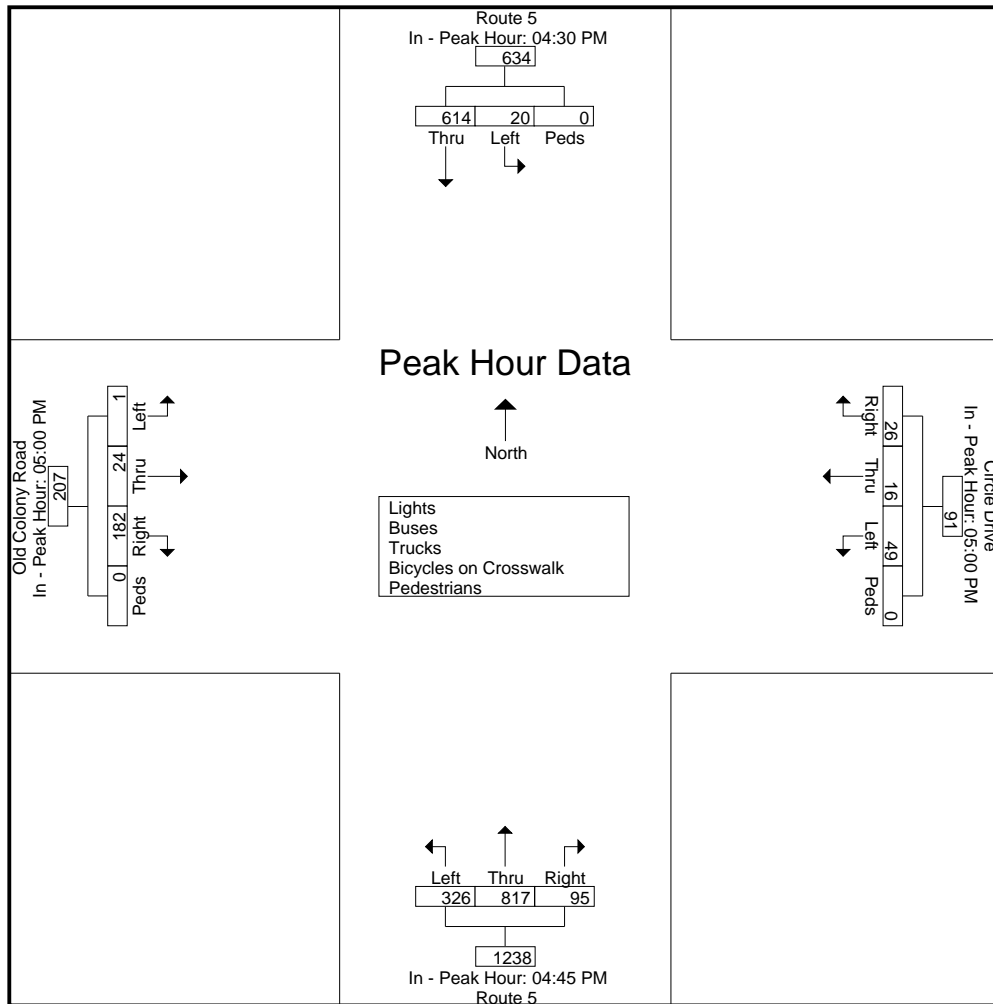
Kensington, Connecticut 06037
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File Name : 18750
Site Code : 18750
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North				Circle Drive From East					Route 5 From South				Old Colony Road From West					Int. Total
	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM					04:45 PM				05:00 PM				
+0 mins.	152	5	0	157	2	4	12	0	18	15	214	84	313	38	6	0	0	44
+15 mins.	152	5	0	157	6	6	8	0	20	29	193	78	300	49	5	0	0	54
+30 mins.	154	5	0	159	12	4	12	0	28	20	215	67	302	47	6	0	0	53
+45 mins.	156	5	0	161	6	2	17	0	25	31	195	97	323	48	7	1	0	56
Total Volume	614	20	0	634	26	16	49	0	91	95	817	326	1238	182	24	1	0	207
% App. Total	96.8	3.2	0		28.6	17.6	53.8	0		7.7	66	26.3		87.9	11.6	0.5	0	
PHF	.984	1.000	.000	.984	.542	.667	.721	.000	.813	.766	.950	.840	.958	.929	.857	.250	.000	.924

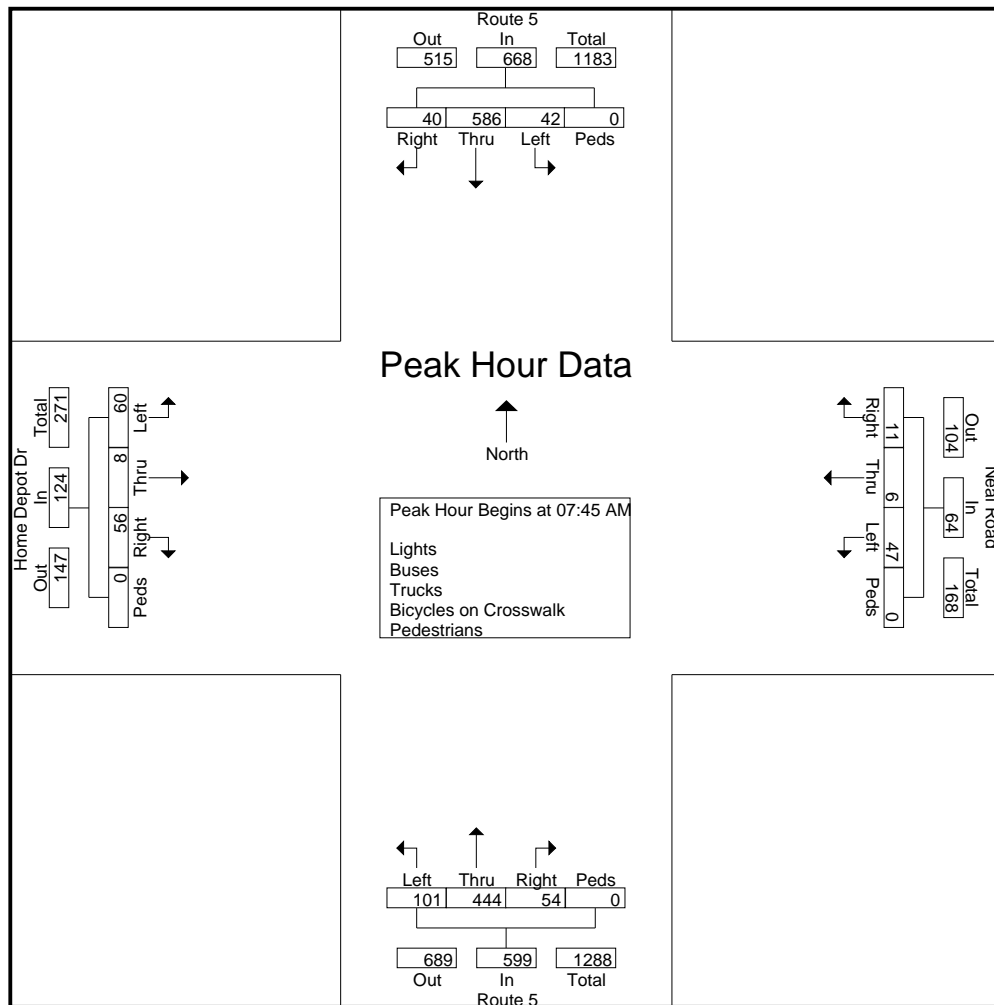


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File Name : 18751
Site Code : 18751
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Neal Road From East					Route 5 From South					Home Depot Dr 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	
Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	188	10	0	201	3	2	9	0	14	10	108	25	0	143	17	0	13	0	30	388
08:00 AM	10	128	12	0	150	3	0	9	0	12	15	118	22	0	155	10	2	10	0	22	339
08:15 AM	9	138	8	0	155	2	0	15	0	17	13	100	26	0	139	11	1	18	0	30	341
08:30 AM	18	132	12	0	162	3	4	14	0	21	16	118	28	0	162	18	5	19	0	42	387
Total Volume	40	586	42	0	668	11	6	47	0	64	54	444	101	0	599	56	8	60	0	124	1455
% App. Total	6	87.7	6.3	0		17.2	9.4	73.4	0		9	74.1	16.9	0		45.2	6.5	48.4	0		
PHF	.556	.779	.875	.000	.831	.917	.375	.783	.000	.762	.844	.941	.902	.000	.924	.778	.400	.789	.000	.738	.938



Connecticut Counts LLC

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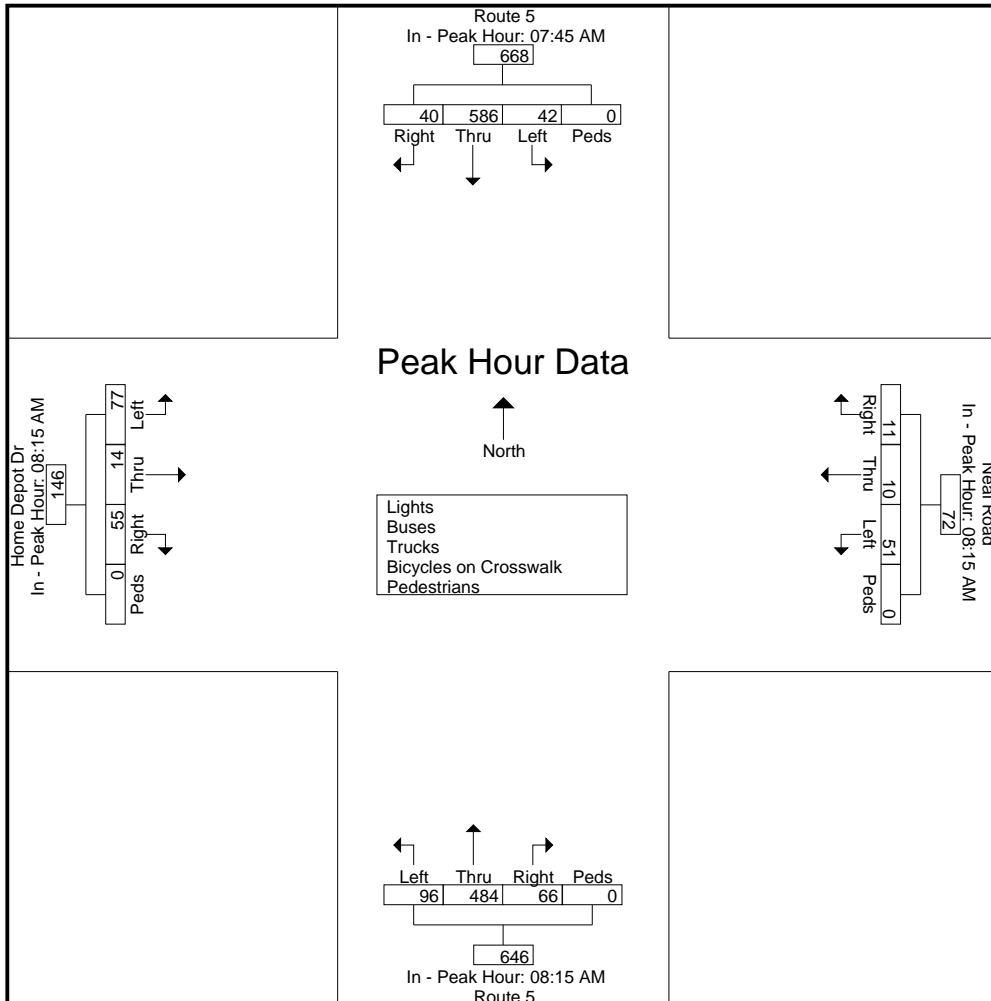
File Name : 18751
Site Code : 18751
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Neal Road From East					Route 5 From South					Home Depot Dr 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	

Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					08:15 AM					08:15 AM					08:15 AM				
+0 mins.	3	188	10	0	201	2	0	15	0	17	13	100	26	0	139	11	1	18	0	30
+15 mins.	10	128	12	0	150	3	4	14	0	21	16	118	28	0	162	18	5	19	0	42
+30 mins.	9	138	8	0	155	2	2	12	0	16	15	125	16	0	156	15	4	21	0	40
+45 mins.	18	132	12	0	162	4	4	10	0	18	22	141	26	0	189	11	4	19	0	34
Total Volume	40	586	42	0	668	11	10	51	0	72	66	484	96	0	646	55	14	77	0	146
% App. Total	6	87.7	6.3	0		15.3	13.9	70.8	0		10.2	74.9	14.9	0		37.7	9.6	52.7	0	
PHF	.556	.779	.875	.000	.831	.688	.625	.850	.000	.857	.750	.858	.857	.000	.854	.764	.700	.917	.000	.869



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 5 at Neal Road/Home Depot Drive
Meriden, Connecticut

File Name : 18752
Site Code : 18752
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

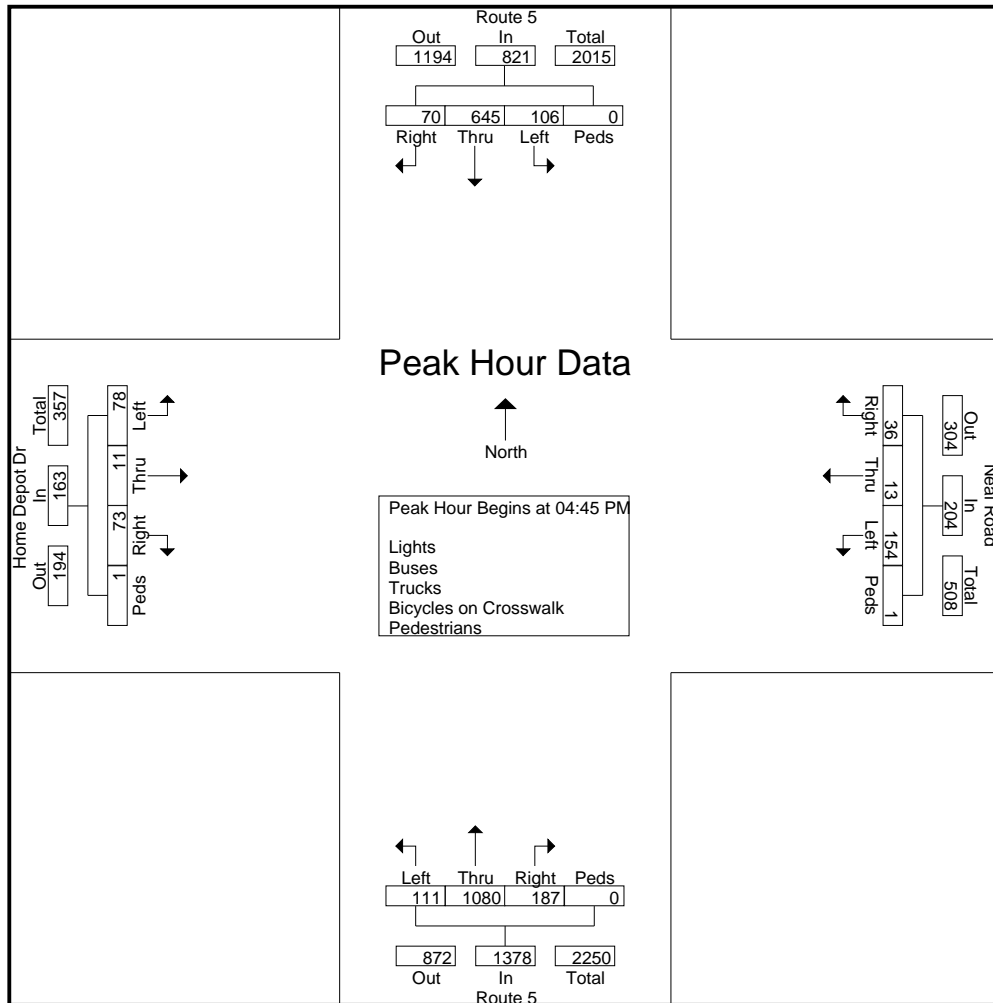
Start Time	Route 5 From North					Neal Road From East					Route 5 From South					Home Depot Dr From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	13	170	18	0	201	9	3	40	0	52	46	220	24	0	290	23	5	22	0	50	593
04:15 PM	25	166	13	0	204	10	3	31	0	44	42	240	31	0	313	20	2	23	0	45	606
04:30 PM	11	176	25	0	212	19	3	42	0	64	37	239	17	0	293	26	5	19	0	50	619
04:45 PM	21	154	25	0	200	9	4	29	1	43	61	268	31	0	360	17	3	17	0	37	640
Total	70	666	81	0	817	47	13	142	1	203	186	967	103	0	1256	86	15	81	0	182	2458
05:00 PM	11	169	28	0	208	5	0	51	0	56	40	269	26	0	335	23	1	22	1	47	646
05:15 PM	16	164	28	0	208	8	8	33	0	49	32	274	24	0	330	13	5	12	0	30	617
05:30 PM	22	158	25	0	205	14	1	41	0	56	54	269	30	0	353	20	2	27	0	49	663
05:45 PM	17	166	21	0	204	4	5	41	0	50	48	222	24	1	295	18	7	17	0	42	591
Total	66	657	102	0	825	31	14	166	0	211	174	1034	104	1	1313	74	15	78	1	168	2517
Grand Total	136	1323	183	0	1642	78	27	308	1	414	360	2001	207	1	2569	160	30	159	1	350	4975
Apprch %	8.3	80.6	11.1	0		18.8	6.5	74.4	0.2		14	77.9	8.1	0		45.7	8.6	45.4	0.3		
Total %	2.7	26.6	3.7	0	33	1.6	0.5	6.2	0	8.3	7.2	40.2	4.2	0	51.6	3.2	0.6	3.2	0	7	
Lights	134	1308										1980									
% Lights	98.5	98.9	97.8	0	98.7	97.4	100	98.4	0	98.1	98.9	99	98.1	0	98.8	99.4	96.7	98.7	0	98.6	98.7
Buses	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	2	13	4	0	19	2	0	5	0	7	4	17	4	0	25	1	1	2	0	4	55
% Trucks	1.5	1	2.2	0	1.2	2.6	0	1.6	0	1.7	1.1	0.8	1.9	0	1	0.6	3.3	1.3	0	1.1	1.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	0	0	0	0	100	0.3	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18752
Site Code : 18752
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Neal Road From East					Route 5 From South					Home Depot Dr 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	21	154	25	0	200	9	4	29	1	43	61	268	31	0	360	17	3	17	0	37	640
05:00 PM	11	169	28	0	208	5	0	51	0	56	40	269	26	0	335	23	1	22	1	47	646
05:15 PM	16	164	28	0	208	8	8	33	0	49	32	274	24	0	330	13	5	12	0	30	617
05:30 PM	22	158	25	0	205	14	1	41	0	56	54	269	30	0	353	20	2	27	0	49	663
Total Volume	70	645	106	0	821	36	13	154	1	204	187	1080	111	0	1378	73	11	78	1	163	2566
% App. Total	8.5	78.6	12.9	0		17.6	6.4	75.5	0.5		13.6	78.4	8.1	0		44.8	6.7	47.9	0.6		
PHF	.795	.954	.946	.000	.987	.643	.406	.755	.250	.911	.766	.985	.895	.000	.957	.793	.550	.722	.250	.832	.968



Connecticut Counts LLC

Kensington, Connecticut 06037
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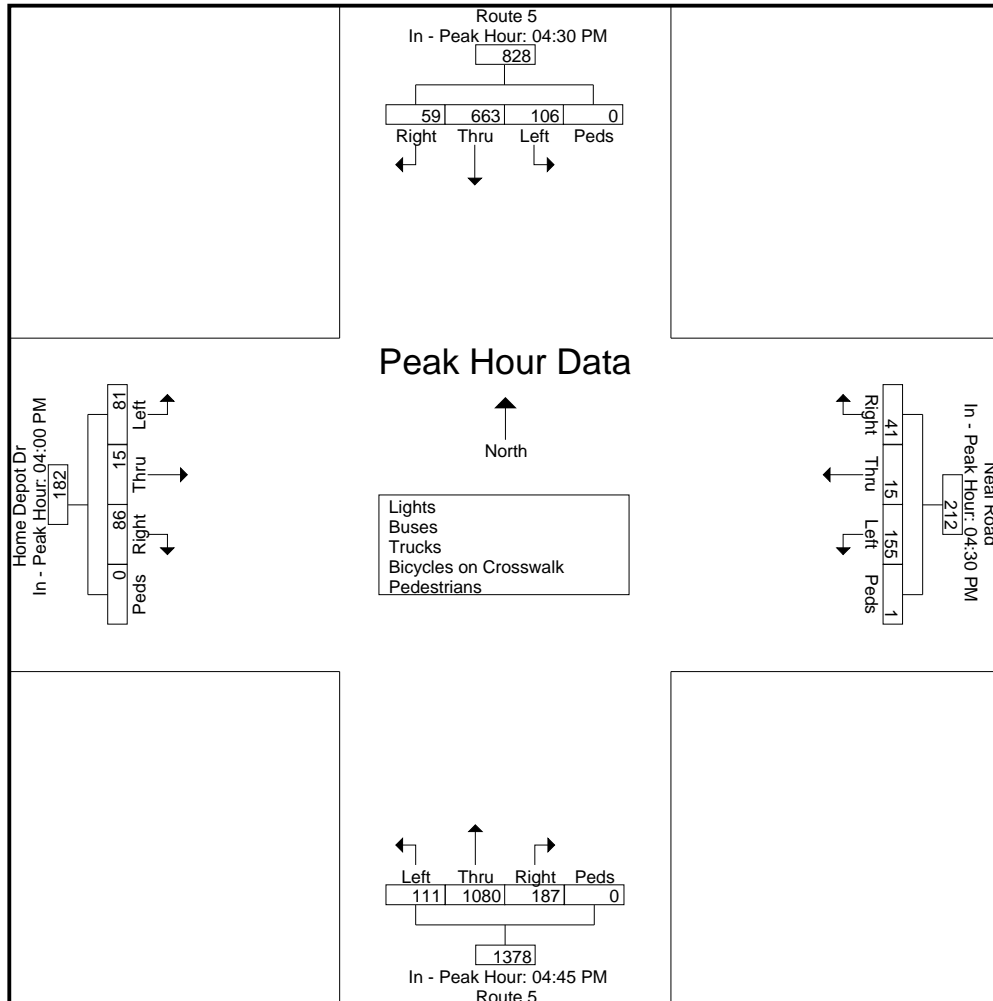
File Name : 18752
Site Code : 18752
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Neal Road From East					Route 5 From South					Home Depot Dr 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:45 PM					04:00 PM				
+0 mins.	11	176	25	0	212	19	3	42	0	64	61	268	31	0	360	23	5	22	0	50
+15 mins.	21	154	25	0	200	9	4	29	1	43	40	269	26	0	335	20	2	23	0	45
+30 mins.	11	169	28	0	208	5	0	51	0	56	32	274	24	0	330	26	5	19	0	50
+45 mins.	16	164	28	0	208	8	8	33	0	49	54	269	30	0	353	17	3	17	0	37
Total Volume	59	663	106	0	828	41	15	155	1	212	187	1080	111	0	1378	86	15	81	0	182
% App. Total	7.1	80.1	12.8	0		19.3	7.1	73.1	0.5		13.6	78.4	8.1	0		47.3	8.2	44.5	0	
PHF	.702	.942	.946	.000	.976	.539	.469	.760	.250	.828	.766	.985	.895	.000	.957	.827	.750	.880	.000	.910



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 5 at Sonic Dr/BJ's Drive
Meriden, Connecticut

File Name : 18753
Site Code : 18753
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

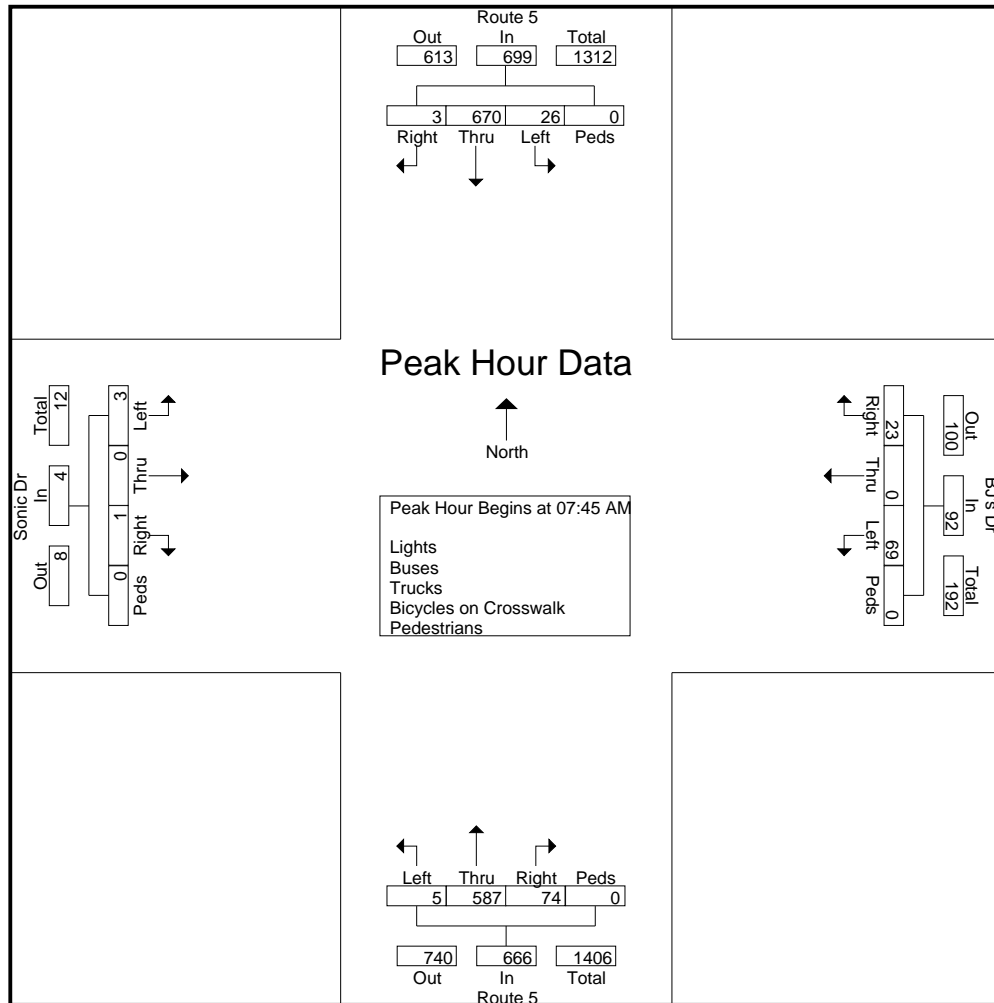
Start Time	Route 5 From North					BJ's Dr From East					Route 5 From South					Sonic Dr From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	127	5	0	132	7	1	15	0	23	17	81	0	0	98	0	0	1	0	1	1	254
07:15 AM	0	157	2	0	159	3	0	15	0	18	21	119	1	0	141	0	0	0	0	0	0	318
07:30 AM	0	158	5	0	163	4	0	18	0	22	22	109	1	0	132	0	0	0	0	0	0	317
07:45 AM	1	217	3	0	221	3	0	18	0	21	16	145	1	0	162	0	0	1	0	1	1	405
Total	1	659	15	0	675	17	1	66	0	84	76	454	3	0	533	0	0	2	0	2	2	1294
08:00 AM	1	138	9	0	148	4	0	15	0	19	18	149	1	0	168	0	0	0	0	0	0	335
08:15 AM	1	161	3	0	165	10	0	18	0	28	18	130	2	0	150	1	0	2	0	3	3	346
08:30 AM	0	154	11	0	165	6	0	18	0	24	22	163	1	0	186	0	0	0	0	0	0	375
08:45 AM	1	141	11	0	153	0	0	19	0	19	29	148	3	0	180	0	0	0	0	0	0	352
Total	3	594	34	0	631	20	0	70	0	90	87	590	7	0	684	1	0	2	0	3	3	1408
Grand Total	4	1253	49	0	1306	37	1	136	0	174	163	1044	10	0	1217	1	0	4	0	5	5	2702
Apprch %	0.3	95.9	3.8	0		21.3	0.6	78.2	0		13.4	85.8	0.8	0		20	0	80	0			
Total %	0.1	46.4	1.8	0	48.3	1.4	0	5	0	6.4	6	38.6	0.4	0	45	0	0	0.1	0	0.2		
Lights	4	1224									1007											
% Lights	100	97.7	100	0	97.8	91.9	0	99.3	0	97.1	98.2	96.5	100	0	96.7	100	0	75	0	80	97.2	
Buses	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.3
Trucks	0	26	0	0	26	3	1	1	0	5	3	33	0	0	36	0	0	1	0	1	1	68
% Trucks	0	2.1	0	0	2	8.1	100	0.7	0	2.9	1.8	3.2	0	0	3	0	0	25	0	20	2.5	
Bicycles on Crosswalk																						
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18753
Site Code : 18753
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					BJ's Dr From East					Route 5 From South					Sonic Dr 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	
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	1	217	3	0	221	3	0	18	0	21	16	145	1	0	162	0	0	1	0	1	405
08:00 AM	1	138	9	0	148	4	0	15	0	19	18	149	1	0	168	0	0	0	0	0	335
08:15 AM	1	161	3	0	165	10	0	18	0	28	18	130	2	0	150	1	0	2	0	3	346
08:30 AM	0	154	11	0	165	6	0	18	0	24	22	163	1	0	186	0	0	0	0	0	375
Total Volume	3	670	26	0	699	23	0	69	0	92	74	587	5	0	666	1	0	3	0	4	1461
% App. Total	0.4	95.9	3.7	0		25	0	75	0		11.1	88.1	0.8	0		25	0	75	0		
PHF	.750	.772	.591	.000	.791	.575	.000	.958	.000	.821	.841	.900	.625	.000	.895	.250	.000	.375	.000	.333	.902



Connecticut Counts LLC

Kensington, Connecticut 06037
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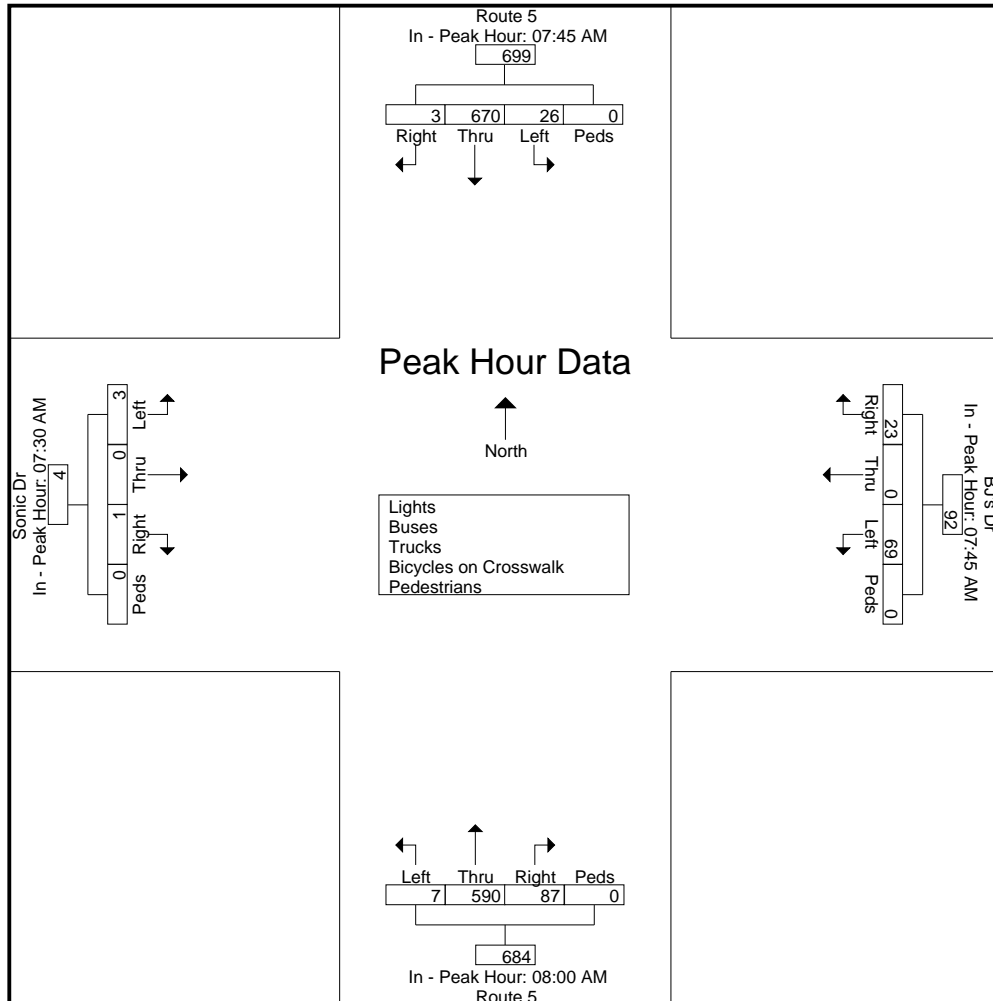
File Name : 18753
Site Code : 18753
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					BJ's Dr From East					Route 5 From South					Sonic Dr 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	

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					07:45 AM					08:00 AM					07:30 AM				
+0 mins.	1	217	3	0	221	3	0	18	0	21	18	149	1	0	168	0	0	0	0	0
+15 mins.	1	138	9	0	148	4	0	15	0	19	18	130	2	0	150	0	0	1	0	1
+30 mins.	1	161	3	0	165	10	0	18	0	28	22	163	1	0	186	0	0	0	0	0
+45 mins.	0	154	11	0	165	6	0	18	0	24	29	148	3	0	180	1	0	2	0	3
Total Volume	3	670	26	0	699	23	0	69	0	92	87	590	7	0	684	1	0	3	0	4
% App. Total	0.4	95.9	3.7	0		25	0	75	0		12.7	86.3	1	0		25	0	75	0	
PHF	.750	.772	.591	.000	.791	.575	.000	.958	.000	.821	.750	.905	.583	.000	.919	.250	.000	.375	.000	.333



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 5 at Sonic Dr/BJ's Drive
Meriden, Connecticut

File Name : 18754
Site Code : 18754
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

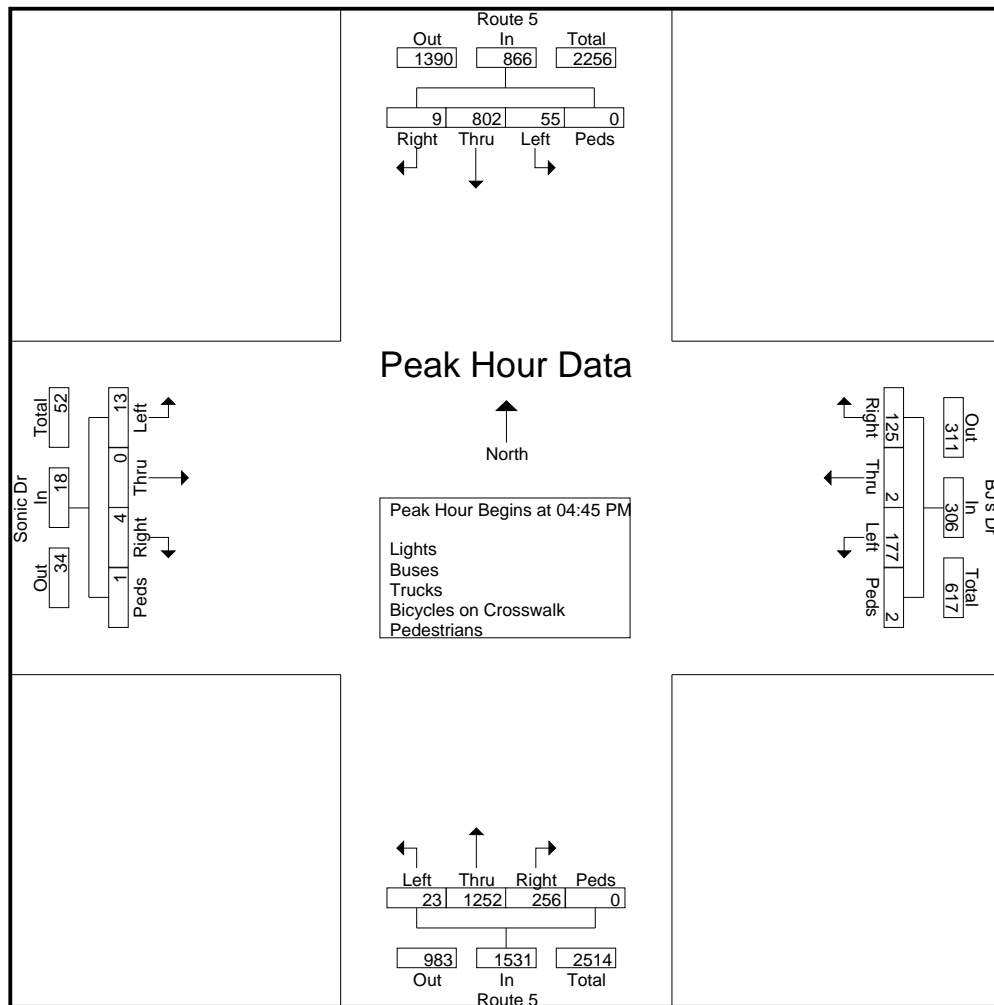
Start Time	Route 5 From North					BJ's Dr From East					Route 5 From South					Sonic Dr From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	5	216	15	0	236	29	1	40	0	70	63	268	4	0	335	0	0	5	0	5	5	646
04:15 PM	2	204	11	0	217	26	2	46	0	74	54	273	7	0	334	1	0	1	0	2	2	627
04:30 PM	3	216	18	0	237	31	1	44	0	76	57	273	6	0	336	1	1	0	0	2	2	651
04:45 PM	2	180	11	0	193	30	2	39	0	71	49	323	12	0	384	1	0	6	0	7	7	655
Total	12	816	55	0	883	116	6	169	0	291	223	1137	29	0	1389	3	1	12	0	16	16	2579
05:00 PM	0	223	19	0	242	35	0	40	2	77	58	316	5	0	379	1	0	5	0	6	6	704
05:15 PM	3	201	14	0	218	31	0	49	0	80	85	321	2	0	408	1	0	2	1	4	4	710
05:30 PM	4	198	11	0	213	29	0	49	0	78	64	292	4	0	360	1	0	0	0	1	1	652
05:45 PM	3	197	20	0	220	24	1	49	0	74	46	262	7	0	315	0	0	2	0	2	2	611
Total	10	819	64	0	893	119	1	187	2	309	253	1191	18	0	1462	3	0	9	1	13	13	2677
Grand Total	22	1635	119	0	1776	235	7	356	2	600	476	2328	47	0	2851	6	1	21	1	29	29	5256
Apprch %	1.2	92.1	6.7	0		39.2	1.2	59.3	0.3		16.7	81.7	1.6	0		20.7	3.4	72.4	3.4			
Total %	0.4	31.1	2.3	0	33.8	4.5	0.1	6.8	0	11.4	9.1	44.3	0.9	0	54.2	0.1	0	0.4	0	0.6		
Lights	21	1615									2302											
% Lights	95.5	98.8	100	0	98.8	99.6	100	99.7	0	99.3	99.4	98.9	100	0	99	100	100	95.2	0	93.1	98.9	
Buses	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	6
% Buses	0	0.1	0	0	0.1	0.4	0	0	0	0.2	0.2	0.1	0	0	0.1	0	0	0	0	0	0	0.1
Trucks	1	18	0	0	19	0	0	1	0	1	2	24	0	0	26	0	0	1	0	1	1	47
% Trucks	4.5	1.1	0	0	1.1	0	0	0.3	0	0.2	0.4	1	0	0	0.9	0	0	4.8	0	3.4	3.4	0.9
Bicycles on Crosswalk																						
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	1	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	3.4	0.1	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18754
Site Code : 18754
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					BJ's Dr From East					Route 5 From South					Sonic Dr 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	180	11	0	193	30	2	39	0	71	49	323	12	0	384	1	0	6	0	7	655
05:00 PM	0	223	19	0	242	35	0	40	2	77	58	316	5	0	379	1	0	5	0	6	704
05:15 PM	3	201	14	0	218	31	0	49	0	80	85	321	2	0	408	1	0	2	1	4	710
05:30 PM	4	198	11	0	213	29	0	49	0	78	64	292	4	0	360	1	0	0	0	1	652
Total Volume	9	802	55	0	866	125	2	177	2	306	256	1252	23	0	1531	4	0	13	1	18	2721
% App. Total	1	92.6	6.4	0		40.8	0.7	57.8	0.7		16.7	81.8	1.5	0		22.2	0	72.2	5.6		
PHF	.563	.899	.724	.000	.895	.893	.250	.903	.250	.956	.753	.969	.479	.000	.938	1.00	.000	.542	.250	.643	.958



Connecticut Counts LLC

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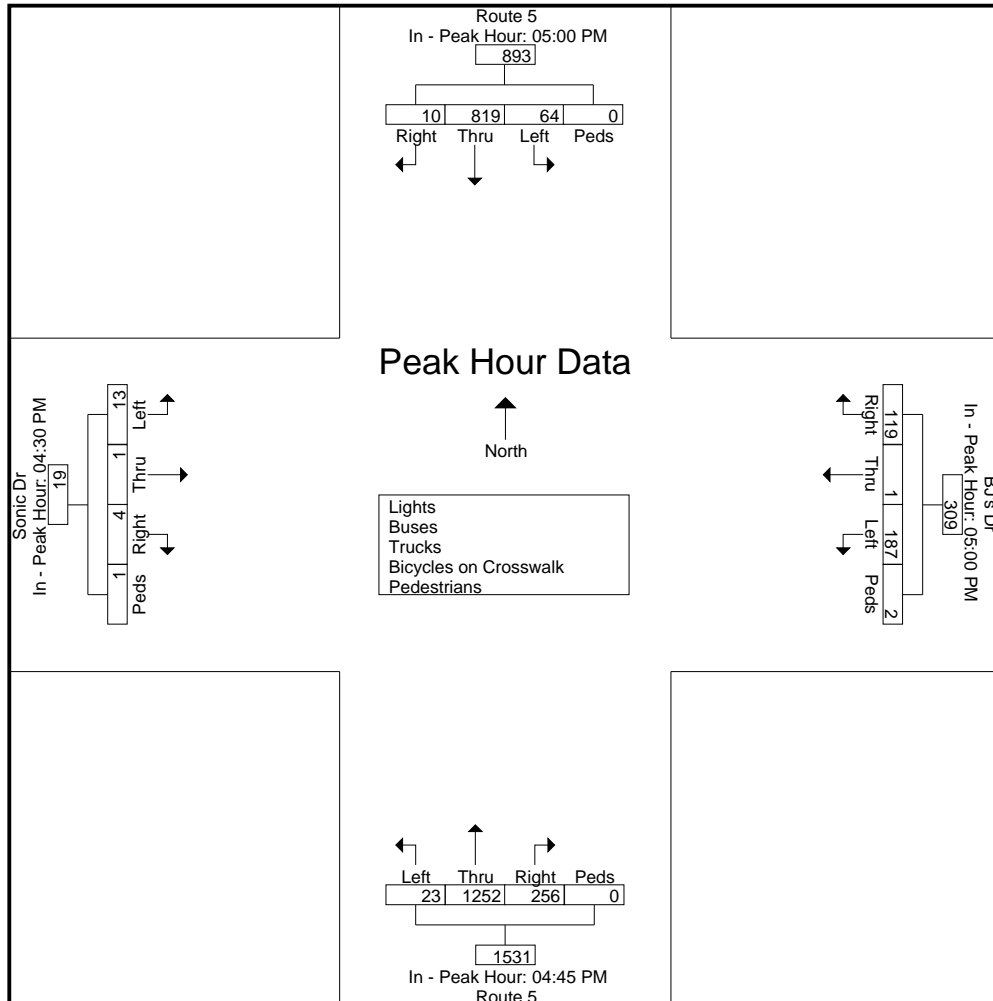
File Name : 18754
Site Code : 18754
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					BJ's Dr From East					Route 5 From South					Sonic Dr 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:45 PM					04:30 PM				
+0 mins.	0	223	19	0	242	35	0	40	2	77	49	323	12	0	384	1	1	0	0	2
+15 mins.	3	201	14	0	218	31	0	49	0	80	58	316	5	0	379	1	0	6	0	7
+30 mins.	4	198	11	0	213	29	0	49	0	78	85	321	2	0	408	1	0	5	0	6
+45 mins.	3	197	20	0	220	24	1	49	0	74	64	292	4	0	360	1	0	2	1	4
Total Volume	10	819	64	0	893	119	1	187	2	309	256	1252	23	0	1531	4	1	13	1	19
% App. Total	1.1	91.7	7.2	0		38.5	0.3	60.5	0.6		16.7	81.8	1.5	0		21.1	5.3	68.4	5.3	
PHF	.625	.918	.800	.000	.923	.850	.250	.954	.250	.966	.753	.969	.479	.000	.938	1.000	.250	.542	.250	.679

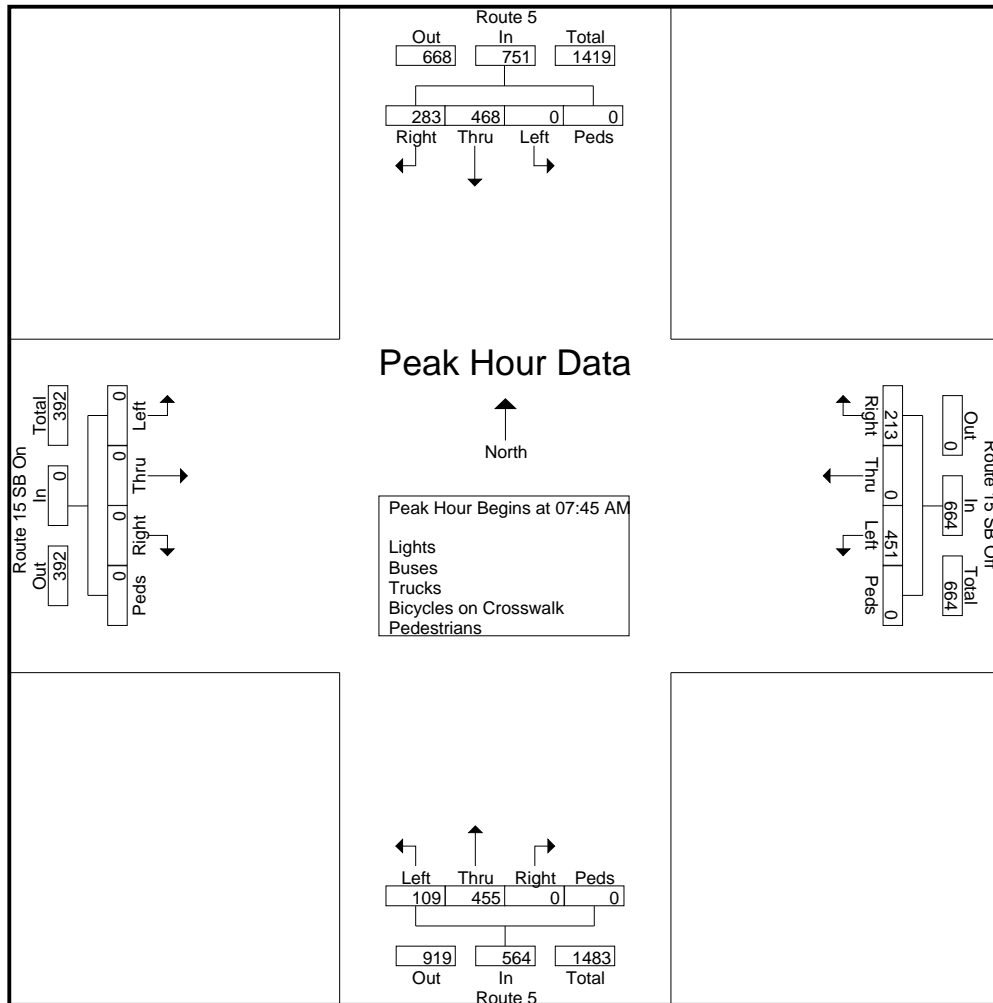


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18755
Site Code : 18755
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Route 15 SB Off From East					Route 5 From South					Route 15 SB On 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	
Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	87	143	0	0	230	51	0	127	0	178	0	105	30	0	135	0	0	0	0	0	543
08:00 AM	63	100	0	0	163	56	0	125	0	181	0	114	26	0	140	0	0	0	0	0	484
08:15 AM	70	110	0	0	180	54	0	106	0	160	0	104	20	0	124	0	0	0	0	0	464
08:30 AM	63	115	0	0	178	52	0	93	0	145	0	132	33	0	165	0	0	0	0	0	488
Total Volume	283	468	0	0	751	213	0	451	0	664	0	455	109	0	564	0	0	0	0	0	1979
% App. Total	37.7	62.3	0	0		32.1	0	67.9	0		0	80.7	19.3	0		0	0	0	0	0	
PHF	.813	.818	.000	.000	.816	.951	.000	.888	.000	.917	.000	.862	.826	.000	.855	.000	.000	.000	.000	.000	.911



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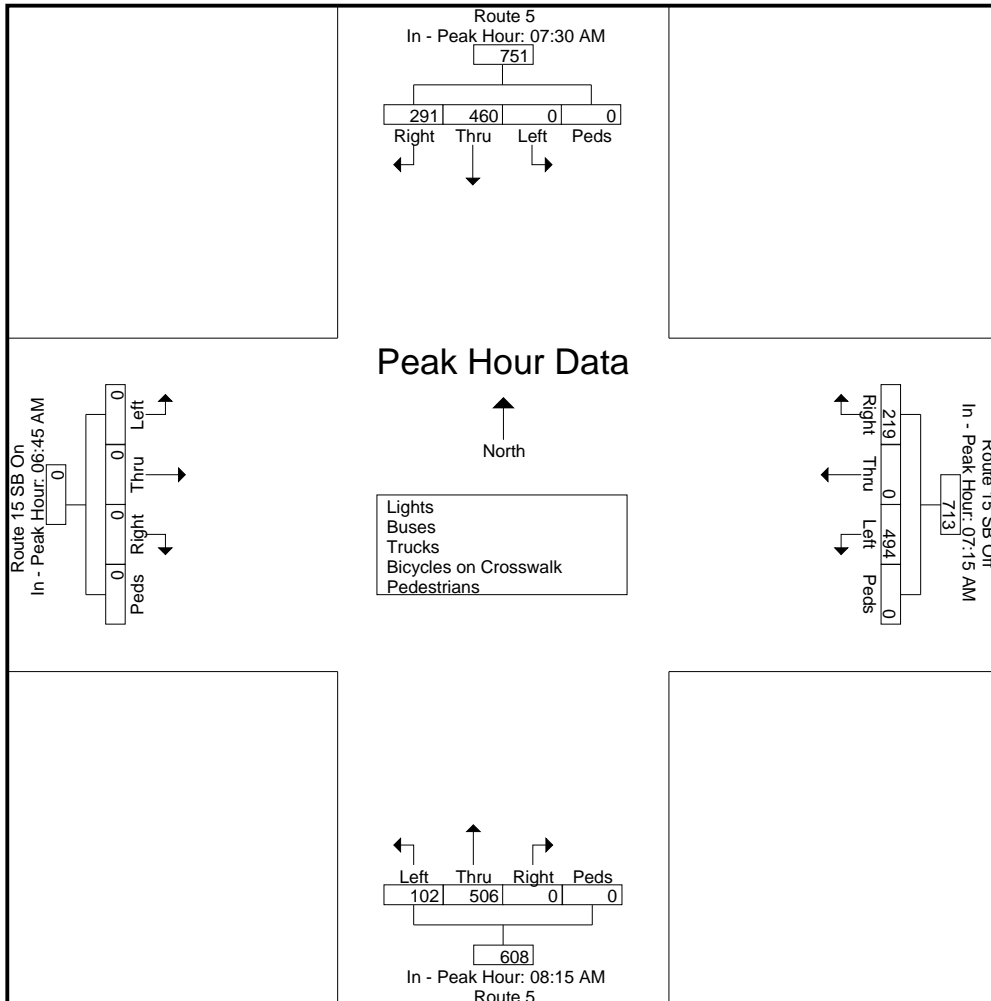
File Name : 18755
Site Code : 18755
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Route 15 SB Off From East					Route 5 From South					Route 15 SB On 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	

Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:15 AM					08:15 AM					06:45 AM					
+0 mins.	71	107	0	0	178	63	0	122	0	185	0	104	20	0	124	0	0	0	0	0	0
+15 mins.	87	143	0	0	230	49	0	120	0	169	0	132	33	0	165	0	0	0	0	0	0
+30 mins.	63	100	0	0	163	51	0	127	0	178	0	118	31	0	149	0	0	0	0	0	0
+45 mins.	70	110	0	0	180	56	0	125	0	181	0	152	18	0	170	0	0	0	0	0	0
Total Volume	291	460	0	0	751	219	0	494	0	713	0	506	102	0	608	0	0	0	0	0	0
% App. Total	38.7	61.3	0	0		30.7	0	69.3	0		0	83.2	16.8	0		0	0	0	0	0	0
PHF	.836	.804	.000	.000	.816	.869	.000	.972	.000	.964	.000	.832	.773	.000	.894	.000	.000	.000	.000	.000	.000



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Route 15 SB Ramps
Wallingford, Connecticut

File Name : 18756
Site Code : 18756
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

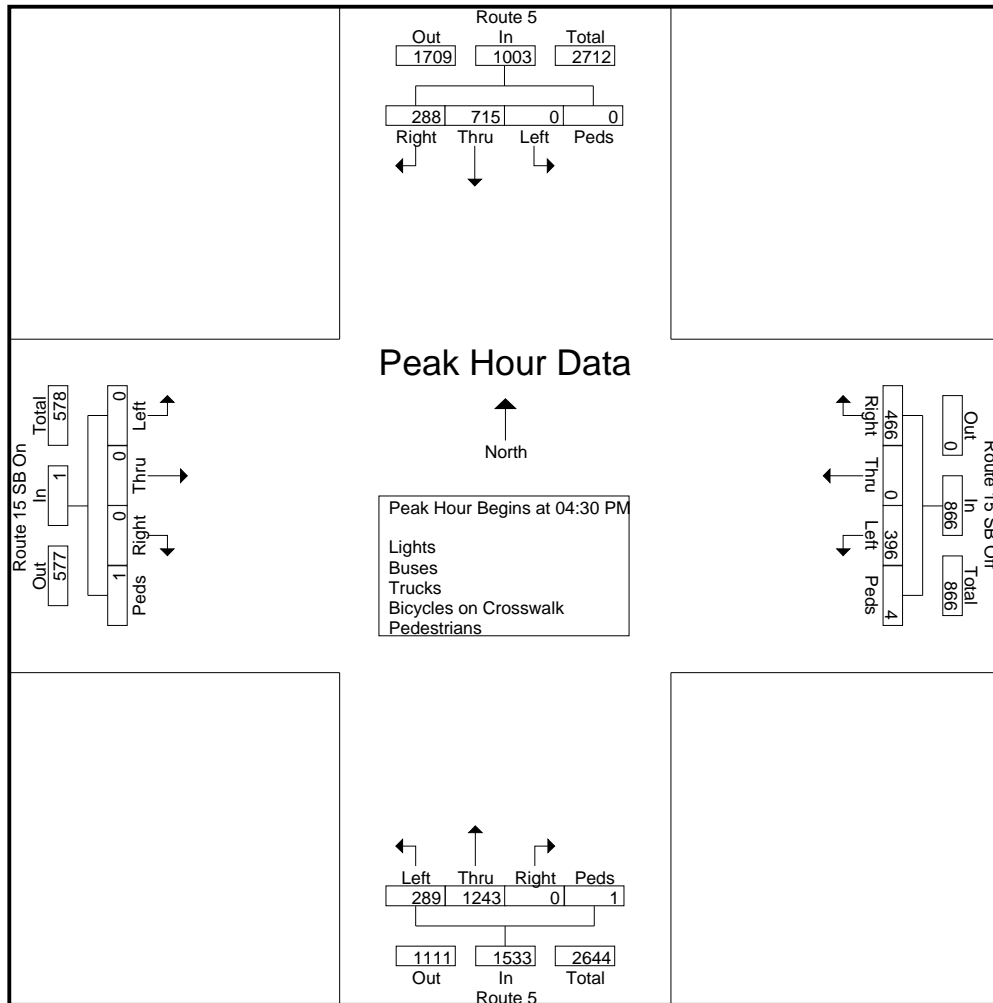
Start Time	Route 5 From North					Route 15 SB Off From East					Route 5 From South					Route 15 SB On From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	72	178	0	0	250	106	0	97	0	203	0	253	53	0	306	0	0	0	0	0	759
04:15 PM	63	191	0	0	254	89	0	105	0	194	0	273	52	0	325	0	0	0	0	0	773
04:30 PM	74	190	0	0	264	111	0	115	0	226	0	287	75	0	362	0	0	0	0	0	852
04:45 PM	70	165	0	0	235	115	0	115	1	231	0	334	65	0	399	0	0	0	0	0	865
Total	279	724	0	0	1003	421	0	432	1	854	0	1147	245	0	1392	0	0	0	0	0	3249
05:00 PM	75	182	0	0	257	118	0	89	3	210	0	287	74	0	361	0	0	0	0	0	828
05:15 PM	69	178	0	0	247	122	0	77	0	199	0	335	75	1	411	0	0	0	1	1	858
05:30 PM	68	183	0	0	251	120	0	88	0	208	0	271	45	0	316	0	0	0	0	0	775
05:45 PM	76	180	0	0	256	82	0	73	0	155	0	280	50	0	330	0	0	0	0	0	741
Total	288	723	0	0	1011	442	0	327	3	772	0	1173	244	1	1418	0	0	0	1	1	3202
Grand Total	567	1447	0	0	2014	863	0	759	4	1626	0	2320	489	1	2810	0	0	0	1	1	6451
Apprch %	28.2	71.8	0	0		53.1	0	46.7	0.2		0	82.6	17.4	0		0	0	0	100		
Total %	8.8	22.4	0	0	31.2	13.4	0	11.8	0.1	25.2	0	36	7.6	0	43.6	0	0	0	0	0	
Lights	567	1424										2291									
% Lights	100	98.4	0	0	98.9	99.9	0	99.9	0	99.6	0	98.8	99.8	0	98.9	0	0	0	0	0	99.1
Buses	0	2	0	0	2	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	11
% Buses	0	0.1	0	0	0.1	0	0	0.1	0	0.1	0	0.3	0.2	0	0.3	0	0	0	0	0	0.2
Trucks	0	21	0	0	21	1	0	0	0	1	0	22	0	0	22	0	0	0	0	0	44
% Trucks	0	1.5	0	0	1	0.1	0	0	0	0.1	0	0.9	0	0	0.8	0	0	0	0	0	0.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	0	0	0	1	1	6
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	0	0	0	0	100	100	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18756
Site Code : 18756
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North					Route 15 SB Off From East					Route 5 From South					Route 15 SB On 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	74	190	0	0	264	111	0	115	0	226	0	287	75	0	362	0	0	0	0	0	852
04:45 PM	70	165	0	0	235	115	0	115	1	231	0	334	65	0	399	0	0	0	0	0	865
05:00 PM	75	182	0	0	257	118	0	89	3	210	0	287	74	0	361	0	0	0	0	0	828
05:15 PM	69	178	0	0	247	122	0	77	0	199	0	335	75	1	411	0	0	0	1	1	858
Total Volume	288	715	0	0	1003	466	0	396	4	866	0	1243	289	1	1533	0	0	0	1	1	3403
% App. Total	28.7	71.3	0	0		53.8	0	45.7	0.5		0	81.1	18.9	0.1		0	0	0	100		
PHF	.960	.941	.000	.000	.950	.955	.000	.861	.333	.937	.000	.928	.963	.250	.932	.000	.000	.000	.250	.250	.984



Connecticut Counts LLC

Kensington, Connecticut 06037
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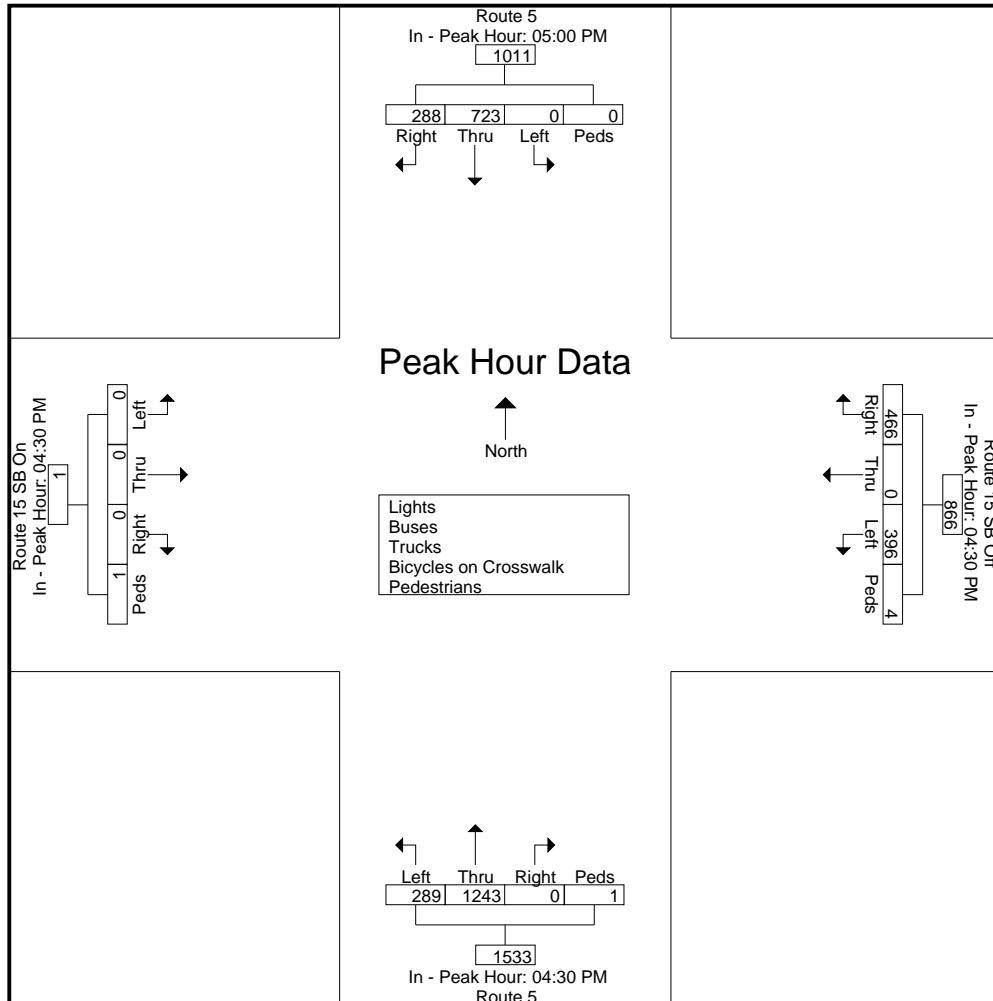
File Name : 18756
Site Code : 18756
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North					Route 15 SB Off From East					Route 5 From South					Route 15 SB On 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	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:30 PM					04:30 PM					04:30 PM						
+0 mins.	75	182	0	0	257	111	0	115	0	226	0	287	75	0	362	0	0	0	0	0	0	0
+15 mins.	69	178	0	0	247	115	0	115	1	231	0	334	65	0	399	0	0	0	0	0	0	0
+30 mins.	68	183	0	0	251	118	0	89	3	210	0	287	74	0	361	0	0	0	0	0	0	0
+45 mins.	76	180	0	0	256	122	0	77	0	199	0	335	75	1	411	0	0	0	0	1	1	1
Total Volume	288	723	0	0	1011	466	0	396	4	866	0	1243	289	1	1533	0	0	0	1	1	1	1
% App. Total	28.5	71.5	0	0		53.8	0	45.7	0.5		0	81.1	18.9	0.1		0	0	0	100			
PHF	.947	.988	.000	.000	.983	.955	.000	.861	.333	.937	.000	.928	.963	.250	.932	.000	.000	.000	.250	.250		

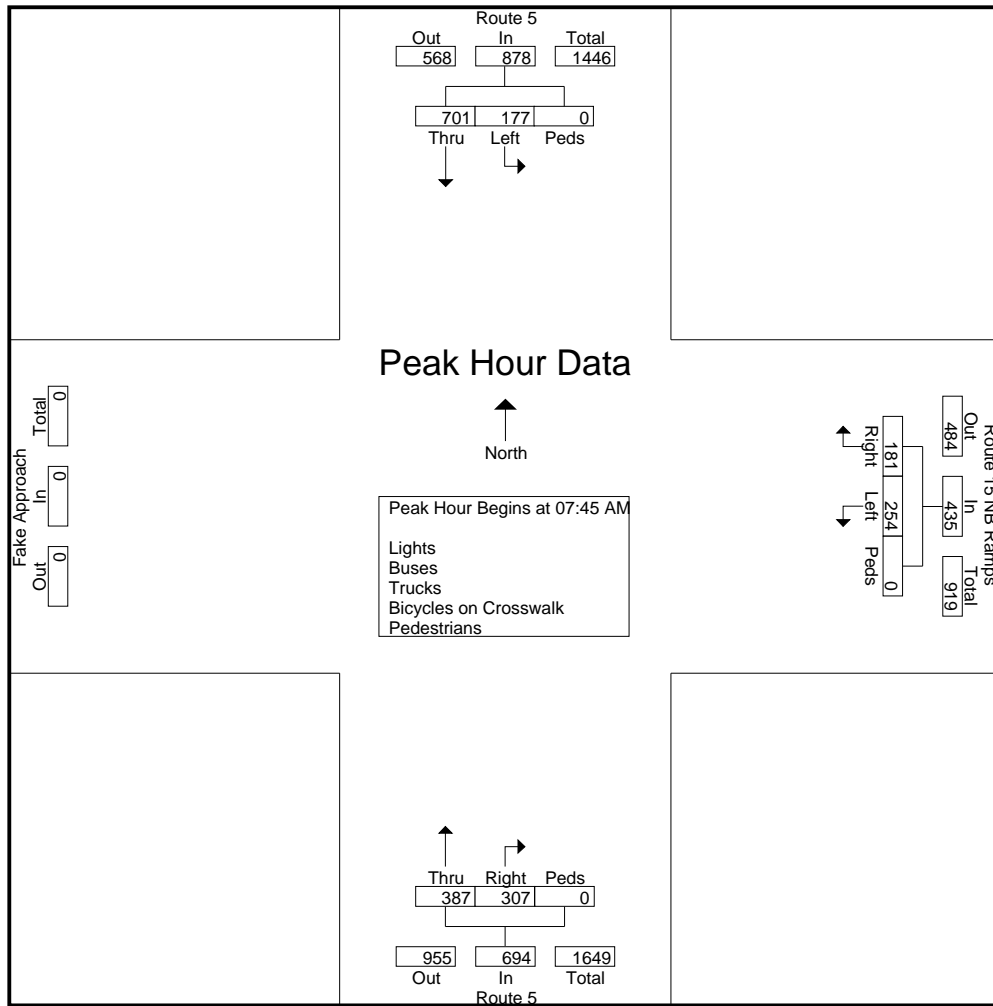


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18757
Site Code : 18757
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North				Route 15 NB Ramps From East				Route 5 From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. 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	214	58	0	272	55	84	0	139	82	81	0	163	574
08:00 AM	169	42	0	211	41	60	0	101	65	102	0	167	479
08:15 AM	159	36	0	195	40	55	0	95	88	84	0	172	462
08:30 AM	159	41	0	200	45	55	0	100	72	120	0	192	492
Total Volume	701	177	0	878	181	254	0	435	307	387	0	694	2007
% App. Total	79.8	20.2	0		41.6	58.4	0		44.2	55.8	0		
PHF	.819	.763	.000	.807	.823	.756	.000	.782	.872	.806	.000	.904	.874



Connecticut Counts LLC

Kensington, Connecticut 06037
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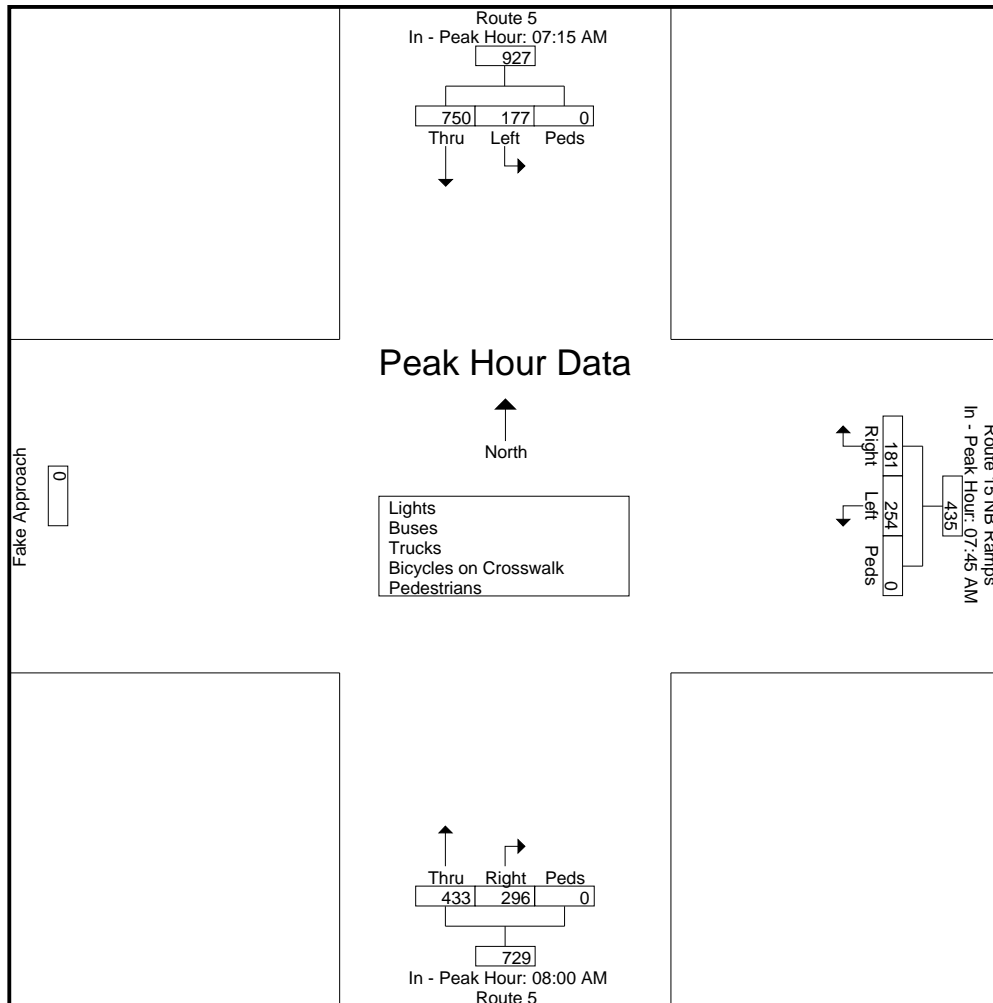
File Name : 18757
Site Code : 18757
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North				Route 15 NB Ramps From East				Route 5 From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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				07:45 AM				08:00 AM			
+0 mins.	181	36	0	217	55	84	0	139	65	102	0	167
+15 mins.	186	41	0	227	41	60	0	101	88	84	0	172
+30 mins.	214	58	0	272	40	55	0	95	72	120	0	192
+45 mins.	169	42	0	211	45	55	0	100	71	127	0	198
Total Volume	750	177	0	927	181	254	0	435	296	433	0	729
% App. Total	80.9	19.1	0		41.6	58.4	0		40.6	59.4	0	
PHF	.876	.763	.000	.852	.823	.756	.000	.782	.841	.852	.000	.920



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 5 at Route 15 NB Ramps
Wallingford, Connecticut

File Name : 18758
Site Code : 18758
Start Date : 4/4/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

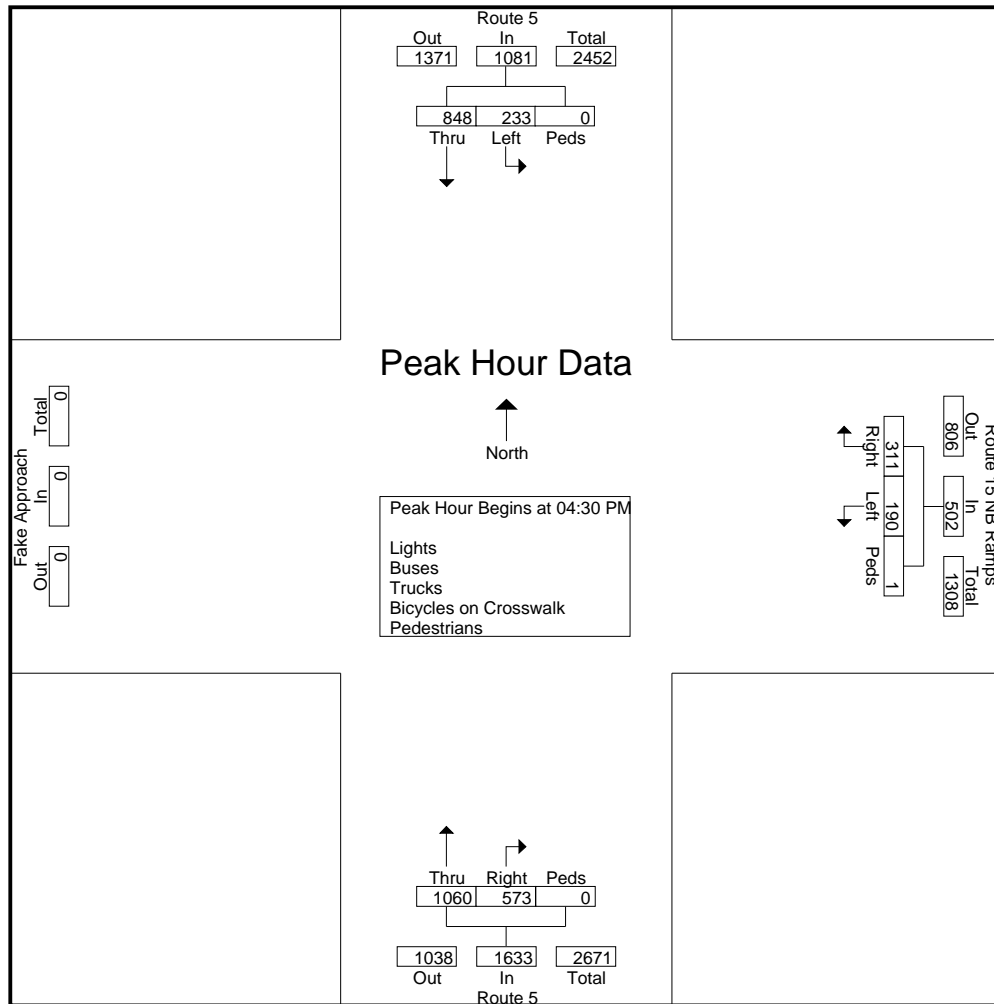
Start Time	Route 5 From North				Route 15 NB Ramps From East				Route 5 From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	207	49	0	256	73	43	0	116	132	215	0	347	719
04:15 PM	245	53	0	298	83	45	0	128	107	222	0	329	755
04:30 PM	233	61	0	294	72	56	0	128	130	238	0	368	790
04:45 PM	216	64	0	280	83	52	1	136	144	262	0	406	822
Total	901	227	0	1128	311	196	1	508	513	937	0	1450	3086
05:00 PM	202	59	0	261	82	45	0	127	134	269	0	403	791
05:15 PM	197	49	0	246	74	37	0	111	165	291	0	456	813
05:30 PM	219	53	0	272	80	40	0	120	129	215	0	344	736
05:45 PM	202	56	0	258	61	42	0	103	102	231	0	333	694
Total	820	217	0	1037	297	164	0	461	530	1006	0	1536	3034
Grand Total	1721	444	0	2165	608	360	1	969	1043	1943	0	2986	6120
Apprch %	79.5	20.5	0		62.7	37.2	0.1		34.9	65.1	0		
Total %	28.1	7.3	0	35.4	9.9	5.9	0	15.8	17	31.7	0	48.8	
Lights	1695	442	0	2137	608	359	0	967	1042	1909	0	2951	6055
% Lights	98.5	99.5	0	98.7	100	99.7	0	99.8	99.9	98.3	0	98.8	98.9
Buses	4	0	0	4	0	0	0	0	0	5	0	5	9
% Buses	0.2	0	0	0.2	0	0	0	0	0	0.3	0	0.2	0.1
Trucks	22	2	0	24	0	1	0	1	1	29	0	30	55
% Trucks	1.3	0.5	0	1.1	0	0.3	0	0.1	0.1	1.5	0	1	0.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	1	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	100	0.1	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 18758
Site Code : 18758
Start Date : 4/4/2019
Page No : 2

Start Time	Route 5 From North				Route 15 NB Ramps From East				Route 5 From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	233	61	0	294	72	56	0	128	130	238	0	368	790
04:45 PM	216	64	0	280	83	52	1	136	144	262	0	406	822
05:00 PM	202	59	0	261	82	45	0	127	134	269	0	403	791
05:15 PM	197	49	0	246	74	37	0	111	165	291	0	456	813
Total Volume	848	233	0	1081	311	190	1	502	573	1060	0	1633	3216
% App. Total	78.4	21.6	0		62	37.8	0.2		35.1	64.9	0		
PHF	.910	.910	.000	.919	.937	.848	.250	.923	.868	.911	.000	.895	.978



Connecticut Counts LLC

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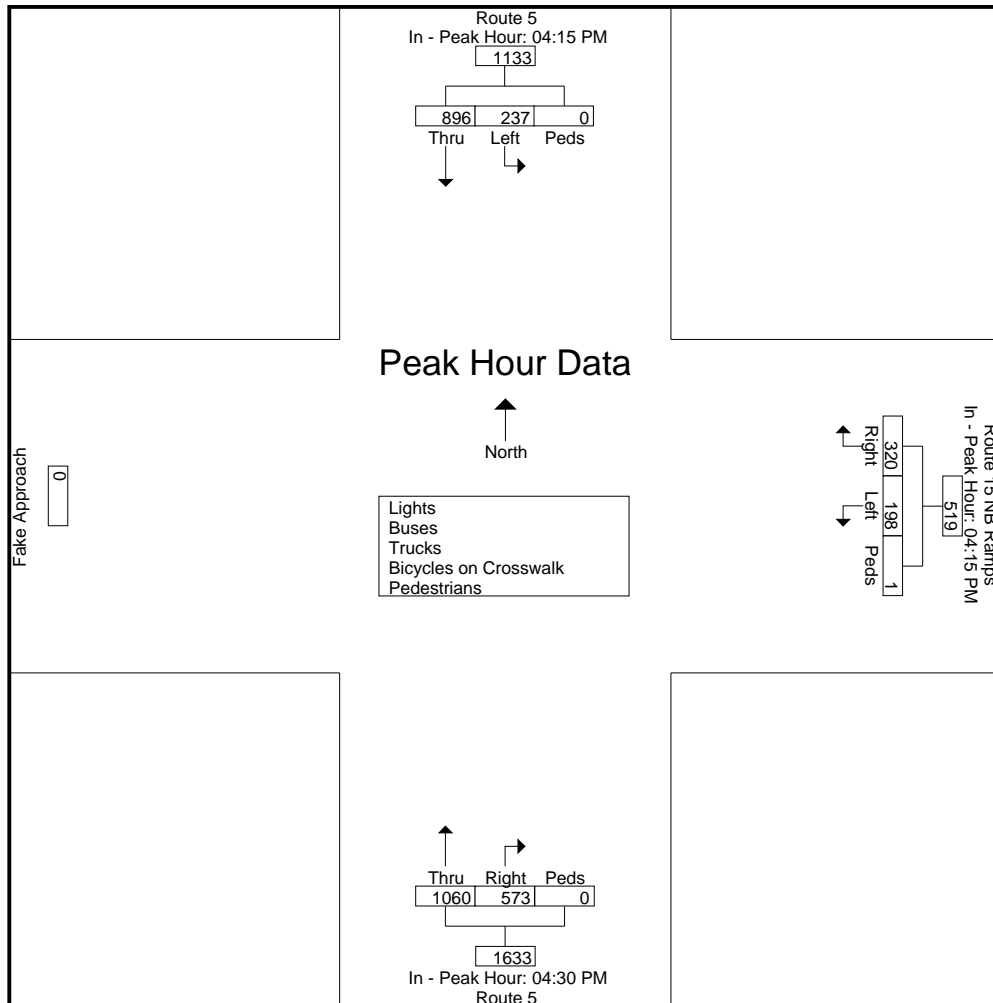
File Name : 18758
Site Code : 18758
Start Date : 4/4/2019
Page No : 3

Start Time	Route 5 From North				Route 15 NB Ramps From East				Route 5 From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:30 PM			
+0 mins.	245	53	0	298	83	45	0	128	130	238	0	368
+15 mins.	233	61	0	294	72	56	0	128	144	262	0	406
+30 mins.	216	64	0	280	83	52	1	136	134	269	0	403
+45 mins.	202	59	0	261	82	45	0	127	165	291	0	456
Total Volume	896	237	0	1133	320	198	1	519	573	1060	0	1633
% App. Total	79.1	20.9	0		61.7	38.2	0.2		35.1	64.9	0	
PHF	.914	.926	.000	.951	.964	.884	.250	.954	.868	.911	.000	.895



Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Wilbur Cross Parkway
 Wallingford, Connecticut

Site Code:
 Station ID: 5058

Latitude: 0' 0.0000 Undefined

Start Time	01-Apr-19 Mon	Northbound	Southbound	Combined Total	
12:00 AM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
12:00 PM		1037	995	2032	[REDACTED]
01:00		963	930	1893	[REDACTED]
02:00		965	882	1847	[REDACTED]
03:00		1065	922	1987	[REDACTED]
04:00		1246	946	2192	[REDACTED]
05:00		1136	966	2102	[REDACTED]
06:00		937	775	1712	[REDACTED]
07:00		764	642	1406	[REDACTED]
08:00		516	460	976	[REDACTED]
09:00		293	299	592	[REDACTED]
10:00		173	121	294	[REDACTED]
11:00		121	92	213	[REDACTED]
Total		9216	8030	17246	
Percent		53.4%	46.6%		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Wilbur Cross Parkway
 Wallingford, Connecticut

Site Code:
 Station ID: 5058

Latitude: 0' 0.0000 Undefined

Start Time	02-Apr-19 Tue	Northbound	Southbound	Combined Total	
12:00 AM		70	42	112	█
01:00		39	26	65	█
02:00		45	36	81	█
03:00		38	42	80	█
04:00		83	92	175	█
05:00		149	222	371	█
06:00		306	469	775	█
07:00		553	813	1366	█
08:00		676	851	1527	█
09:00		765	751	1516	█
10:00		818	776	1594	█
11:00		826	866	1692	█
12:00 PM		1050	941	1991	█
01:00		993	937	1930	█
02:00		989	888	1877	█
03:00		1094	953	2047	█
04:00		1159	955	2114	█
05:00		1222	906	2128	█
06:00		921	804	1725	█
07:00		719	633	1352	█
08:00		568	461	1029	█
09:00		374	299	673	█
10:00		200	182	382	█
11:00		161	82	243	█
Total		13818	13027	26845	
Percent		51.5%	48.5%		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Wilbur Cross Parkway
 Wallingford, Connecticut

Site Code:
 Station ID: 5058

Latitude: 0' 0.0000 Undefined

Start Time	03-Apr-19 Wed	Northbound	Southbound	Combined Total	
12:00 AM		78	44	122	█
01:00		36	29	65	█
02:00		38	31	69	█
03:00		40	41	81	█
04:00		84	78	162	█
05:00		147	240	387	█
06:00		356	491	847	█
07:00		586	823	1409	█
08:00		672	823	1495	█
09:00		808	721	1529	█
10:00		804	806	1610	█
11:00		910	882	1792	█
12:00 PM		1072	976	2048	█
01:00		942	1012	1954	█
02:00		1038	934	1972	█
03:00		1101	984	2085	█
04:00		1192	1022	2214	█
05:00		1170	997	2167	█
06:00		936	816	1752	█
07:00		802	673	1475	█
08:00		590	468	1058	█
09:00		352	337	689	█
10:00		239	169	408	█
11:00		149	84	233	█
Total		14142	13481	27623	
Percent		51.2%	48.8%		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Wilbur Cross Parkway
 Wallingford, Connecticut

Site Code:
 Station ID: 5058

Latitude: 0' 0.0000 Undefined

Start Time	04-Apr-19 Thu	Northbound	Southbound	Combined Total	
12:00 AM		93	41	134	■
01:00		38	25	63	■
02:00		47	39	86	■
03:00		46	54	100	■
04:00		85	99	184	■
05:00		160	213	373	■
06:00		341	472	813	■
07:00		566	800	1366	■
08:00		688	774	1462	■
09:00		813	796	1609	■
10:00		831	816	1647	■
11:00		953	899	1852	■
12:00 PM		1160	1016	2176	■
01:00		1051	949	2000	■
02:00		993	943	1936	■
03:00		1084	983	2067	■
04:00		1226	971	2197	■
05:00		1209	905	2114	■
06:00		961	860	1821	■
07:00		806	652	1458	■
08:00		603	564	1167	■
09:00		386	310	696	■
10:00		174	157	331	■
11:00		162	99	261	■
Total		14476	13437	27913	
Percent		51.9%	48.1%		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Wilbur Cross Parkway
 Wallingford, Connecticut

Site Code:
 Station ID: 5058

Latitude: 0' 0.0000 Undefined

Start Time	05-Apr-19 Fri	Northbound	Southbound	Combined Total	
12:00 AM		104	64	168	█
01:00		58	45	103	█
02:00		44	38	82	█
03:00		43	48	91	█
04:00		64	102	166	█
05:00		152	228	380	█
06:00		449	619	1068	█
07:00		700	1017	1717	█
08:00		834	1040	1874	█
09:00		1040	952	1992	█
10:00		1033	982	2015	█
11:00		1187	1141	2328	█
12:00 PM		1274	1191	2465	█
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
Total		6982	7467	14449	
Percent		48.3%	51.7%		
Grand Total		58634	55442		
Percentage		51.4%	48.6%		
ADT		ADT 27,904		AADT 27,904	

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/01/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	8	7	65	147	99	28	1	2	0	0	0	0	0	2	359	26-35	246
13:00	7	10	70	196	141	38	5	0	0	0	1	0	0	1	469	26-35	337
14:00	11	13	67	213	138	31	3	0	0	0	0	0	0	0	476	26-35	351
15:00	14	18	90	194	146	33	2	0	1	0	0	0	0	1	499	26-35	340
16:00	10	8	108	235	153	29	1	0	1	0	0	0	0	2	547	26-35	388
17:00	12	2	65	217	175	33	6	0	0	0	0	0	0	1	511	26-35	392
18:00	7	4	56	286	173	35	4	3	0	1	0	1	0	0	570	26-35	459
19:00	4	18	68	194	141	23	7	0	0	0	0	0	0	0	455	26-35	335
20:00	4	4	58	158	124	21	5	0	0	0	0	0	0	1	375	26-35	282
21:00	4	1	24	126	98	21	4	0	0	0	0	0	0	0	278	26-35	224
22:00	1	0	2	28	74	27	8	0	0	0	0	0	0	0	140	26-35	102
23:00	0	0	3	7	29	25	5	0	0	0	0	0	0	0	69	31-40	54
Total	82	85	676	2001	1491	344	51	5	2	1	1	1	0	8	4748		
Percent	1.7%	1.8%	14.2%	42.1%	31.4%	7.2%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%			
AM Peak Vol.																	
PM Peak Vol.	15:00	15:00	16:00	18:00	17:00	13:00	22:00	18:00	15:00	18:00	13:00	18:00		12:00	18:00		
	14	18	108	286	175	38	8	3	1	1	1	1		2	570		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/02/19	6	0	1	6	19	10	5	0	0	2	0	0	0	0	49	31-40	29
01:00	0	1	1	6	13	7	1	0	0	0	0	0	0	0	29	29-38	20
02:00	0	0	0	3	5	11	0	1	0	0	0	0	0	0	20	31-40	16
03:00	4	0	0	1	7	3	0	0	1	0	0	0	0	0	16	31-40	10
04:00	0	0	0	7	10	18	2	1	0	0	0	0	0	0	38	31-40	28
05:00	4	2	6	22	30	24	2	0	0	0	0	0	0	0	90	30-39	54
06:00	8	1	5	42	61	29	7	1	1	0	0	0	1	0	156	26-35	103
07:00	9	4	11	93	89	38	2	1	0	0	0	0	0	0	247	26-35	182
08:00	15	7	23	73	103	34	3	3	0	0	0	0	0	1	262	26-35	176
09:00	6	6	30	153	127	28	6	0	0	0	0	0	0	1	357	26-35	280
10:00	7	4	44	153	188	29	0	3	2	0	0	0	0	0	430	26-35	341
11:00	11	4	57	171	156	30	5	2	0	1	0	0	0	3	440	26-35	327
12 PM	10	3	43	228	145	38	3	0	0	0	0	1	0	1	472	26-35	373
13:00	12	4	83	234	129	34	3	1	0	1	0	0	0	1	502	26-35	363
14:00	10	24	106	191	102	18	4	1	0	0	0	0	0	2	458	21-30	297
15:00	8	22	54	185	144	26	1	2	0	0	0	0	0	1	443	26-35	329
16:00	10	9	91	193	163	38	6	0	0	0	0	0	0	0	510	26-35	356
17:00	10	34	119	261	148	32	4	1	0	1	0	1	0	0	611	26-35	409
18:00	7	7	47	255	152	34	3	0	1	0	0	0	0	1	507	26-35	407
19:00	9	20	85	167	109	23	3	0	0	0	0	0	0	0	416	26-35	276
20:00	4	3	31	147	105	28	6	2	0	0	0	0	1	0	327	26-35	252
21:00	3	1	14	69	112	45	5	1	0	0	0	0	0	0	250	26-35	181
22:00	0	0	8	30	50	33	9	2	0	0	0	0	0	0	132	31-40	83
23:00	1	0	2	19	40	25	9	2	0	0	0	0	0	1	99	31-40	65
Total	154	156	861	2709	2207	635	89	24	5	5	0	2	2	12	6861		
Percent	2.2%	2.3%	12.5%	39.5%	32.2%	9.3%	1.3%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.2%			
AM Peak	08:00	08:00	11:00	11:00	10:00	07:00	06:00	08:00	10:00	10:00	00:00		06:00	11:00	11:00		
Vol.	15	7	57	171	188	38	7	3	2	2			1	3	440		
PM Peak	13:00	17:00	17:00	17:00	16:00	21:00	22:00	15:00	18:00	13:00		12:00	20:00	14:00	17:00		
Vol.	12	34	119	261	163	45	9	2	1	1		1	1	2	611		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/03/19	2	0	2	8	14	13	2	1	0	0	0	0	0	0	42	31-40	27
01:00	2	0	1	8	6	5	6	0	0	0	0	0	0	0	28	26-35	14
02:00	2	0	0	6	5	4	0	0	0	0	0	0	0	0	17	26-35	11
03:00	0	0	0	3	9	5	1	0	0	0	0	0	0	0	18	30-39	14
04:00	0	1	1	6	9	8	2	0	1	0	0	0	0	0	28	30-39	17
05:00	5	2	2	27	33	10	1	1	0	0	0	0	0	0	81	26-35	60
06:00	7	0	5	31	63	27	6	0	0	0	0	0	0	0	139	26-35	94
07:00	18	2	10	92	104	28	12	1	0	0	0	0	0	1	268	26-35	196
08:00	12	4	11	107	99	43	3	1	0	0	0	0	0	1	281	26-35	206
09:00	10	9	26	122	121	38	2	0	1	0	0	0	0	0	329	26-35	243
10:00	2	0	66	210	137	19	3	1	0	0	1	0	0	0	439	26-35	347
11:00	9	11	66	209	172	31	1	1	0	0	0	0	0	0	500	26-35	381
12 PM	9	9	55	203	184	35	5	1	0	0	1	0	0	0	502	26-35	387
13:00	15	10	90	195	143	28	2	0	1	0	0	0	0	2	486	26-35	338
14:00	9	20	66	186	166	30	5	0	0	0	0	0	0	0	482	26-35	352
15:00	12	17	93	216	134	26	4	1	0	0	0	0	0	0	503	26-35	350
16:00	8	13	77	196	166	46	10	2	0	0	1	0	0	0	519	26-35	362
17:00	10	2	80	224	176	73	5	0	0	0	0	0	0	2	572	26-35	400
18:00	3	9	49	211	172	49	5	0	0	0	1	0	0	2	501	26-35	383
19:00	12	15	75	213	135	32	2	1	0	0	0	0	0	1	486	26-35	348
20:00	6	1	58	159	122	39	3	1	0	0	0	0	0	0	389	26-35	281
21:00	0	5	30	94	123	26	1	0	0	0	0	0	0	0	279	26-35	217
22:00	0	0	1	22	64	36	10	1	0	0	0	0	0	1	135	31-40	100
23:00	0	0	2	17	44	23	3	1	0	0	0	0	0	0	90	31-40	67
Total	153	130	866	2765	2401	674	94	14	3	0	4	0	0	10	7114		
Percent	2.2%	1.8%	12.2%	38.9%	33.8%	9.5%	1.3%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%			
AM Peak	07:00	11:00	10:00	10:00	11:00	08:00	07:00	00:00	04:00		10:00			07:00	11:00		
Vol.	18	11	66	210	172	43	12	1	1		1			1	500		
PM Peak	13:00	14:00	15:00	17:00	12:00	17:00	16:00	16:00	13:00		12:00			13:00	17:00		
Vol.	15	20	93	224	184	73	10	2	1		1			2	572		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/04/19	2	0	2	4	20	9	8	1	0	1	0	0	0	0	47	31-40	29
01:00	2	0	1	2	11	3	2	0	0	0	0	0	0	0	21	31-40	14
02:00	0	0	0	6	7	2	0	0	0	0	0	0	0	0	15	26-35	13
03:00	2	0	3	6	9	3	2	0	0	0	0	0	0	0	25	26-35	15
04:00	2	1	0	4	11	7	6	1	0	0	0	0	0	0	32	31-40	18
05:00	6	2	0	18	23	17	6	1	0	0	0	0	0	0	73	26-35	41
06:00	8	2	6	47	59	20	7	1	1	0	0	0	0	0	151	26-35	106
07:00	21	7	6	43	114	40	12	1	0	0	0	0	0	0	244	26-35	157
08:00	7	9	24	88	101	52	9	0	0	0	0	0	0	0	290	26-35	189
09:00	10	14	19	155	139	30	5	1	0	0	0	0	0	1	374	26-35	294
10:00	7	3	57	165	130	33	5	0	0	0	0	0	0	1	401	26-35	295
11:00	16	3	47	202	135	27	6	1	0	0	0	0	1	1	439	26-35	337
12 PM	9	4	97	203	119	25	3	1	0	0	0	0	0	0	461	26-35	322
13:00	13	12	110	220	129	35	3	1	1	0	0	0	0	0	524	26-35	349
14:00	19	27	50	221	131	22	4	0	0	0	0	0	0	1	475	26-35	352
15:00	12	26	87	227	146	31	4	0	0	0	1	0	0	0	534	26-35	373
16:00	14	3	54	274	155	28	5	0	0	0	0	0	0	1	534	26-35	429
17:00	5	4	51	281	190	44	0	0	1	0	0	1	0	2	579	26-35	471
18:00	10	11	80	201	162	36	3	0	1	0	0	1	0	3	508	26-35	363
19:00	5	4	83	240	129	25	3	0	1	0	0	0	0	1	491	26-35	369
20:00	0	3	46	169	93	18	3	0	0	0	0	0	0	1	333	26-35	262
21:00	7	3	33	102	92	31	1	1	0	0	0	0	0	0	270	26-35	194
22:00	0	1	10	27	62	40	4	2	0	0	0	0	0	0	146	31-40	102
23:00	0	0	5	9	43	31	3	1	0	0	0	0	0	0	92	31-40	74
Total	177	139	871	2914	2210	609	104	13	5	1	1	2	1	12	7059		
Percent	2.5%	2.0%	12.3%	41.3%	31.3%	8.6%	1.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%			
AM Peak	07:00	09:00	10:00	11:00	09:00	08:00	07:00	00:00	06:00	09:00	00:00			11:00	09:00	11:00	
Vol.	21	14	57	202	139	52	12	1	1	1			1	1	439		
PM Peak	14:00	14:00	13:00	17:00	17:00	17:00	16:00	22:00	13:00		15:00	17:00		18:00	17:00		
Vol.	19	27	110	281	190	44	5	2	1		1	1		3	579		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/05/19	2	1	0	5	20	10	6	0	0	0	0	0	0	0	44	31-40	30
01:00	0	0	2	5	7	3	1	1	0	0	0	0	0	0	19	26-35	12
02:00	0	0	0	1	10	4	0	0	0	0	0	0	0	0	15	31-40	14
03:00	0	0	2	3	7	5	1	0	0	0	0	0	0	0	18	30-39	12
04:00	0	1	1	2	12	9	3	0	0	0	0	0	0	0	28	31-40	21
05:00	4	1	1	16	25	13	5	0	0	0	0	0	0	1	66	26-35	41
06:00	6	3	7	36	51	36	7	0	0	0	0	0	0	0	146	31-40	87
07:00	7	3	13	52	100	61	4	3	0	0	0	0	1	0	244	31-40	161
08:00	11	7	20	101	120	29	2	0	0	0	0	0	0	1	291	26-35	221
09:00	8	2	17	129	132	35	7	1	0	0	1	0	0	2	334	26-35	261
10:00	5	3	58	184	137	22	1	0	0	0	0	0	0	0	410	26-35	321
11:00	16	11	52	226	136	13	3	0	0	0	0	0	0	0	457	26-35	362
12 PM	12	8	90	220	131	23	1	0	0	0	0	1	0	1	487	26-35	351
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	71	40	263	980	888	263	41	5	0	0	1	1	1	5	2559		
Percent	2.8%	1.6%	10.3%	38.3%	34.7%	10.3%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%			
AM Peak	11:00	11:00	10:00	11:00	10:00	07:00	06:00	07:00			09:00		07:00	09:00	11:00		
Vol.	16	11	58	226	137	61	7	3			1		1	2	457		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00					12:00		12:00	12:00		
Vol.	12	8	90	220	131	23	1					1		1	487		
Total	637	550	3537	11369	9197	2525	379	61	15	7	7	6	4	47	28341		
Percent	2.2%	1.9%	12.5%	40.1%	32.5%	8.9%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%			

15th Percentile : 24 MPH
 50th Percentile : 29 MPH
 85th Percentile : 34 MPH
 95th Percentile : 38 MPH

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 20566
 Percent in Pace : 72.6%
 Number of Vehicles > 35 MPH : 3051
 Percent of Vehicles > 35 MPH : 10.8%
 Mean Speed(Average) : 30 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/01/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	1	13	132	165	44	5	0	0	0	0	0	0	0	361	26-35	297
13:00	0	4	22	150	152	36	5	1	1	0	0	0	0	0	371	26-35	302
14:00	1	3	22	154	166	52	8	0	0	0	0	0	0	0	406	26-35	320
15:00	3	3	19	155	212	53	7	2	0	0	0	0	0	0	454	26-35	367
16:00	2	2	15	150	227	62	6	1	0	0	0	0	0	0	465	26-35	377
17:00	0	2	16	90	223	85	15	2	0	0	0	0	0	0	433	26-35	313
18:00	0	0	3	87	182	81	14	1	0	0	0	0	0	0	368	26-35	269
19:00	1	4	8	103	113	47	10	0	1	0	0	0	0	0	287	26-35	216
20:00	0	0	7	65	110	33	4	0	0	0	0	0	0	0	219	26-35	175
21:00	0	2	3	35	74	26	6	0	0	0	0	0	0	0	146	26-35	109
22:00	0	0	3	11	31	13	1	1	0	0	0	0	0	0	60	30-39	44
23:00	0	0	2	11	13	8	1	1	0	0	0	0	0	0	36	26-35	24
Total	8	21	133	1143	1668	540	82	9	2	0	0	0	0	0	3606		
Percent	0.2%	0.6%	3.7%	31.7%	46.3%	15.0%	2.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00	13:00	13:00	15:00	16:00	17:00	17:00	15:00	13:00						16:00		
	3	4	22	155	227	85	15	2	1						465		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/02/19	0	0	0	9	10	7	1	0	0	0	0	0	0	0	27	26-35	19
01:00	0	1	0	6	2	6	1	0	0	0	0	0	0	0	16	31-40	8
02:00	0	0	1	3	7	3	2	0	0	0	0	0	0	0	16	31-40	10
03:00	0	0	0	4	9	7	3	0	0	0	0	0	0	0	23	31-40	16
04:00	0	0	1	8	30	13	4	0	1	0	0	0	0	0	57	31-40	43
05:00	1	0	2	24	57	40	6	1	0	0	0	0	0	0	131	31-40	97
06:00	0	0	11	46	112	44	7	0	0	0	0	0	0	0	220	26-35	158
07:00	0	1	9	89	175	52	9	1	0	0	0	0	0	0	336	26-35	264
08:00	2	1	29	100	179	72	9	2	0	0	0	0	0	0	394	26-35	279
09:00	0	0	14	158	173	40	3	0	0	0	0	0	0	0	388	26-35	331
10:00	1	5	21	165	167	42	3	0	0	0	0	0	0	0	404	26-35	332
11:00	1	8	41	182	162	32	2	1	0	0	0	0	0	0	429	26-35	344
12 PM	1	0	33	143	189	35	2	0	0	0	0	0	0	0	403	26-35	332
13:00	1	1	15	166	206	33	2	0	0	0	0	0	0	0	424	26-35	372
14:00	1	8	45	173	135	30	4	2	0	0	0	0	0	0	398	26-35	308
15:00	2	5	45	142	177	36	6	1	0	0	0	0	0	0	414	26-35	319
16:00	0	1	16	165	212	49	1	1	0	0	0	0	0	0	445	26-35	377
17:00	0	5	27	172	186	39	3	0	0	0	0	0	0	0	432	26-35	358
18:00	0	1	12	128	177	51	11	1	0	0	0	0	0	0	381	26-35	305
19:00	2	6	10	75	121	40	5	0	0	0	0	0	0	0	259	26-35	196
20:00	1	1	5	66	80	32	3	0	0	0	0	0	0	0	188	26-35	146
21:00	0	0	1	20	65	32	4	1	0	0	0	0	0	0	123	31-40	97
22:00	0	0	2	13	27	18	2	1	0	0	0	0	0	0	63	31-40	45
23:00	0	0	3	8	14	6	0	0	0	0	0	0	0	0	31	26-35	22
Total	13	44	343	2065	2672	759	93	12	1	0	0	0	0	0	6002		
Percent	0.2%	0.7%	5.7%	34.4%	44.5%	12.6%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	11:00	11:00	08:00	08:00	07:00	08:00	04:00						11:00		
Vol.	2	8	41	182	179	72	9	2	1						429		
PM Peak	15:00	14:00	14:00	14:00	16:00	18:00	18:00	14:00							16:00		
Vol.	2	8	45	173	212	51	11	2							445		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/03/19	0	0	0	5	4	6	0	0	0	0	0	0	0	0	15	29-38	10
01:00	0	0	0	2	8	1	0	0	0	0	0	0	0	0	11	26-35	10
02:00	1	1	1	2	4	4	1	0	0	0	0	0	0	0	14	30-39	8
03:00	0	0	0	6	10	4	2	0	0	0	0	0	0	0	22	26-35	16
04:00	0	0	0	16	35	12	2	0	0	0	0	0	0	0	65	26-35	51
05:00	2	0	7	26	69	41	7	1	0	0	0	0	0	0	153	31-40	110
06:00	0	0	7	43	108	40	7	0	0	0	0	0	0	0	205	26-35	151
07:00	1	0	3	90	151	70	10	2	0	0	0	0	0	0	327	26-35	241
08:00	1	3	19	140	189	67	5	4	1	0	0	0	0	0	429	26-35	329
09:00	2	7	9	157	177	53	8	1	0	0	0	0	0	0	414	26-35	334
10:00	0	2	27	166	216	52	4	1	0	0	0	0	0	0	468	26-35	382
11:00	0	0	20	165	214	44	1	0	0	0	0	0	0	0	444	26-35	379
12 PM	2	1	18	149	220	49	1	0	1	1	0	0	0	0	442	26-35	369
13:00	0	0	23	138	181	47	8	0	1	0	0	0	0	0	398	26-35	319
14:00	0	0	10	94	195	41	5	1	0	0	0	0	0	0	346	26-35	289
15:00	2	4	13	171	213	52	5	0	0	0	0	0	0	0	460	26-35	384
16:00	0	2	12	137	234	55	3	0	0	0	0	0	0	0	443	26-35	371
17:00	3	2	9	128	219	79	14	2	0	0	0	0	0	0	456	26-35	347
18:00	1	1	5	102	161	65	8	2	0	0	0	0	0	0	345	26-35	263
19:00	2	3	12	84	170	48	6	0	0	0	0	0	0	0	325	26-35	254
20:00	1	5	6	47	100	28	10	1	0	0	0	0	0	0	198	26-35	147
21:00	0	0	3	27	61	24	5	2	0	0	0	0	0	0	122	26-35	88
22:00	0	0	1	17	33	12	3	0	0	0	0	0	0	0	66	26-35	50
23:00	0	0	1	13	15	16	5	1	0	0	0	0	0	0	51	31-40	31
Total	18	31	206	1925	2987	910	120	18	3	1	0	0	0	0	6219		
Percent	0.3%	0.5%	3.3%	31.0%	48.0%	14.6%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	09:00	10:00	10:00	10:00	07:00	07:00	08:00	08:00								10:00
Vol.	2	7	27	166	216	70	10	4	1								468
PM Peak	17:00	20:00	13:00	15:00	16:00	17:00	17:00	17:00	12:00	12:00							15:00
Vol.	3	5	23	171	234	79	14	2	1	1							460

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/04/19	0	0	1	5	12	5	1	0	0	0	0	0	0	0	24	26-35	17
01:00	0	0	1	4	7	3	1	0	0	0	0	0	0	0	16	26-35	11
02:00	0	0	0	2	5	3	1	0	0	0	0	0	0	0	11	29-38	8
03:00	0	0	1	7	10	5	0	0	0	0	0	0	0	0	23	26-35	17
04:00	0	0	0	14	25	10	3	1	0	0	0	0	0	0	53	26-35	39
05:00	0	0	1	13	59	43	5	0	0	0	0	0	0	0	121	31-40	102
06:00	2	2	15	64	96	40	3	1	0	0	0	0	0	0	223	26-35	160
07:00	1	0	2	59	154	81	11	0	1	0	0	0	0	0	309	31-40	235
08:00	1	3	6	72	183	79	13	1	3	0	0	0	0	0	361	31-40	262
09:00	2	1	18	133	227	69	4	0	0	0	0	0	0	0	454	26-35	360
10:00	0	1	10	123	178	38	5	0	0	0	0	0	0	0	355	26-35	301
11:00	1	5	58	174	143	26	3	0	0	0	0	0	0	0	410	26-35	317
12 PM	3	1	39	172	197	53	7	0	0	0	0	0	0	0	472	26-35	369
13:00	0	4	21	127	182	40	4	0	0	0	0	0	0	0	378	26-35	309
14:00	0	4	24	137	172	31	6	1	0	0	0	0	0	0	375	26-35	309
15:00	2	2	23	148	175	60	6	1	0	0	0	0	0	0	417	26-35	323
16:00	0	0	7	140	234	68	7	3	0	0	0	0	0	0	459	26-35	374
17:00	0	0	11	147	248	56	4	1	0	0	0	0	0	0	467	26-35	395
18:00	0	1	19	86	181	59	4	2	0	0	0	0	0	0	352	26-35	267
19:00	0	1	3	79	152	45	6	0	0	0	0	0	0	0	286	26-35	231
20:00	0	3	6	62	124	43	7	1	0	0	0	0	0	0	246	26-35	186
21:00	0	0	4	45	67	25	7	0	0	0	0	0	0	0	148	26-35	112
22:00	0	1	1	9	41	17	3	1	0	0	0	0	0	0	73	31-40	58
23:00	0	0	0	11	16	9	3	1	0	0	0	0	0	0	40	26-35	27
Total	12	29	271	1833	2888	908	114	14	4	0	0	0	0	0	6073		
Percent	0.2%	0.5%	4.5%	30.2%	47.6%	15.0%	1.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	11:00	11:00	11:00	09:00	07:00	08:00	04:00	08:00						09:00		
Vol.	2	5	58	174	227	81	13	1	3						454		
PM Peak	12:00	13:00	12:00	12:00	17:00	16:00	12:00	16:00							12:00		
Vol.	3	4	39	172	248	68	7	3							472		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Hall Avenue
 Meriden, Connecticut

Site Code:
 Station ID: 5059

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/05/19	0	0	1	5	11	7	1	1	0	0	0	0	0	0	26	30-39	18
01:00	0	0	1	6	8	4	0	0	0	0	0	0	0	0	19	26-35	14
02:00	0	0	0	3	5	2	0	0	0	0	0	0	0	0	10	26-35	8
03:00	0	0	1	5	13	3	1	0	0	0	0	0	0	0	23	26-35	18
04:00	0	2	4	10	33	4	2	0	0	0	0	0	0	0	55	26-35	43
05:00	1	0	0	16	65	34	6	0	0	0	0	0	0	0	122	31-40	99
06:00	2	1	7	30	115	56	7	2	0	0	0	0	0	0	220	31-40	171
07:00	0	3	8	53	191	71	10	3	1	0	0	0	0	0	340	31-40	262
08:00	3	2	19	142	212	45	6	1	0	0	0	0	0	0	430	26-35	354
09:00	2	3	21	125	210	49	3	0	0	0	0	0	0	0	413	26-35	335
10:00	1	4	33	165	206	38	2	2	0	0	0	0	0	0	451	26-35	371
11:00	0	1	24	181	193	37	1	1	0	0	0	0	0	0	438	26-35	374
12 PM	3	2	28	219	173	48	2	1	1	0	0	0	0	0	477	26-35	392
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	12	18	147	960	1435	398	41	11	2	0	0	0	0	0	3024		
Percent	0.4%	0.6%	4.9%	31.7%	47.5%	13.2%	1.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	10:00	11:00	08:00	07:00	07:00	07:00	07:00						10:00		
Vol.	3	4	33	181	212	71	10	3	1						451		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00						12:00		
Vol.	3	2	28	219	173	48	2	1	1						477		
Total	63	143	1100	7926	11650	3515	450	64	12	1	0	0	0	0	24924		
Percent	0.3%	0.6%	4.4%	31.8%	46.7%	14.1%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 26 MPH
 50th Percentile : 31 MPH
 85th Percentile : 35 MPH
 95th Percentile : 38 MPH

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 19576
 Percent in Pace : 78.5%
 Number of Vehicles > 35 MPH : 4042
 Percent of Vehicles > 35 MPH : 16.2%
 Mean Speed(Average) : 32 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/01/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	14	14	54	86	53	32	4	2	0	0	0	0	0	1	260	21-30	140
13:00	26	43	110	157	152	57	12	1	1	0	0	0	0	0	559	26-35	309
14:00	35	94	149	168	120	41	9	2	1	0	0	0	1	0	620	21-30	317
15:00	50	71	243	179	92	14	0	1	1	0	0	0	1	0	652	21-30	422
16:00	33	66	178	182	146	61	8	1	1	0	0	0	0	0	676	21-30	360
17:00	50	58	157	207	111	40	6	1	1	0	0	0	0	0	631	21-30	364
18:00	11	46	127	152	157	63	12	1	1	0	0	0	0	0	570	26-35	309
19:00	3	26	110	138	152	83	12	1	1	1	0	0	0	0	527	26-35	290
20:00	6	9	65	109	129	45	20	4	1	0	0	0	0	0	388	26-35	238
21:00	0	8	38	73	105	69	8	1	2	0	0	0	0	0	304	26-35	178
22:00	0	7	24	35	43	35	19	6	1	0	0	0	0	0	170	31-40	78
23:00	0	1	11	15	24	23	9	3	1	0	0	0	0	0	87	31-40	47
Total	228	443	1266	1501	1284	563	119	24	12	1	0	0	2	1	5444		
Percent	4.2%	8.1%	23.3%	27.6%	23.6%	10.3%	2.2%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00	14:00	15:00	17:00	18:00	19:00	20:00	22:00	21:00	19:00			14:00	12:00	16:00		
	50	94	243	207	157	83	20	6	2	1			1	1	676		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/02/19	0	3	6	10	11	16	4	0	0	0	0	0	0	0	50	31-40	27
01:00	0	2	1	4	7	13	3	1	0	0	0	0	0	0	31	31-40	20
02:00	0	1	6	2	7	6	2	1	1	0	0	0	0	0	26	31-40	13
03:00	1	0	1	5	4	11	8	2	0	0	0	0	0	0	32	36-45	19
04:00	2	1	4	5	7	15	17	3	1	0	0	0	0	0	55	36-45	32
05:00	0	1	16	30	45	45	17	9	3	0	0	0	0	0	166	31-40	90
06:00	0	6	55	49	95	74	32	8	1	0	0	0	0	0	320	31-40	169
07:00	15	14	71	82	102	88	21	6	2	0	0	0	0	0	401	31-40	190
08:00	20	37	120	112	111	50	10	3	0	0	0	0	0	0	463	21-30	232
09:00	9	31	80	133	126	72	20	2	0	0	0	0	0	0	473	26-35	259
10:00	21	30	90	149	132	58	12	2	0	0	0	0	0	0	494	26-35	281
11:00	17	40	77	155	127	62	12	2	2	0	0	0	0	0	494	26-35	282
12 PM	35	41	111	145	144	71	13	0	0	0	0	0	0	0	560	26-35	289
13:00	17	35	116	165	137	61	13	1	0	0	0	0	0	0	545	26-35	302
14:00	16	38	157	202	109	54	9	2	0	0	0	0	0	0	587	21-30	359
15:00	63	71	212	171	94	32	7	1	1	0	0	0	0	0	652	21-30	383
16:00	49	57	192	234	111	44	12	1	0	0	0	0	0	0	700	21-30	426
17:00	30	61	159	191	138	46	8	2	0	0	0	0	0	0	635	21-30	350
18:00	8	34	110	178	149	60	19	1	1	0	0	0	0	0	560	26-35	327
19:00	6	32	101	113	140	65	11	1	0	0	0	0	0	0	469	26-35	253
20:00	1	12	63	107	117	54	9	5	0	0	0	0	0	0	368	26-35	224
21:00	1	11	42	63	93	58	11	2	0	0	0	0	0	0	281	26-35	156
22:00	0	5	28	25	64	54	13	0	2	0	0	0	0	0	191	31-40	118
23:00	0	2	20	21	21	32	9	2	0	0	0	0	0	0	107	31-40	53
Total	311	565	1838	2351	2091	1141	292	57	14	0	0	0	0	0	8660		
Percent	3.6%	6.5%	21.2%	27.1%	24.1%	13.2%	3.4%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	08:00	11:00	10:00	07:00	06:00	05:00	05:00						10:00		
Vol.	21	40	120	155	132	88	32	9	3						494		
PM Peak	15:00	15:00	15:00	16:00	18:00	12:00	18:00	20:00	22:00						16:00		
Vol.	63	71	212	234	149	71	19	5	2						700		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/03/19	1	3	10	13	11	9	6	3	0	0	0	0	0	0	56	26-35	24
01:00	0	3	2	1	9	12	6	1	1	0	0	0	0	0	35	31-40	21
02:00	0	0	3	3	10	4	3	1	0	0	0	0	0	0	24	29-38	14
03:00	0	0	2	2	6	6	7	1	0	0	0	0	0	0	24	34-43	13
04:00	0	0	4	6	20	24	5	4	1	0	0	0	0	0	64	31-40	44
05:00	1	7	21	22	42	31	18	4	2	0	0	0	0	0	148	31-40	73
06:00	1	4	40	69	74	72	34	5	4	0	0	0	0	0	303	31-40	146
07:00	10	10	83	118	113	71	20	5	0	0	0	0	0	0	430	26-35	231
08:00	26	78	147	136	98	28	6	2	1	0	0	0	0	0	522	21-30	283
09:00	20	34	99	175	103	42	10	3	0	0	0	0	0	0	486	26-35	278
10:00	22	41	110	127	133	47	11	0	0	0	0	0	0	0	491	26-35	260
11:00	31	55	116	176	150	49	16	2	0	0	0	0	0	0	595	26-35	326
12 PM	26	33	121	175	142	63	13	2	1	0	0	0	0	0	576	26-35	317
13:00	36	51	137	167	145	70	5	0	1	0	0	0	0	0	612	26-35	312
14:00	38	67	157	143	119	50	9	2	0	1	1	0	0	0	587	21-30	300
15:00	47	79	202	178	105	29	5	1	0	0	0	0	0	0	646	21-30	380
16:00	59	83	147	169	135	46	13	1	0	0	0	0	0	0	653	21-30	316
17:00	47	56	183	184	144	42	5	2	0	0	0	0	0	0	663	21-30	367
18:00	31	52	133	187	133	33	10	2	0	0	0	0	0	0	581	26-35	320
19:00	2	28	92	158	161	69	5	4	1	1	0	0	0	0	521	26-35	319
20:00	7	6	61	91	136	89	27	2	1	2	0	0	0	0	422	26-35	227
21:00	1	6	35	79	91	63	15	3	0	0	0	0	0	0	293	26-35	170
22:00	0	10	25	39	51	32	12	1	0	1	0	0	0	0	171	26-35	90
23:00	0	6	18	15	31	32	12	3	0	0	0	0	0	0	117	31-40	63
Total	406	712	1948	2433	2162	1013	273	54	13	5	1	0	0	0	9020		
Percent	4.5%	7.9%	21.6%	27.0%	24.0%	11.2%	3.0%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	11:00	11:00	06:00	06:00	06:00	06:00								11:00
Vol.	31	78	147	176	150	72	34	5	4								595
PM Peak	16:00	16:00	15:00	18:00	19:00	20:00	20:00	19:00	12:00	20:00	14:00						17:00
Vol.	59	83	202	187	161	89	27	4	1	2	1						663

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/04/19	0	0	8	4	16	8	6	1	1	0	0	0	0	0	44	31-40	24
01:00	0	0	4	2	9	11	10	1	1	0	0	0	0	0	38	34-43	21
02:00	0	1	0	4	3	7	4	0	0	0	0	0	0	0	19	36-45	11
03:00	0	0	8	4	5	11	7	4	1	0	0	0	0	0	40	35-44	18
04:00	1	0	3	5	15	13	13	1	1	0	0	0	0	0	52	31-40	28
05:00	0	4	17	23	41	38	24	5	2	0	0	0	0	0	154	31-40	79
06:00	0	11	59	58	86	68	20	7	2	1	0	0	0	0	312	31-40	154
07:00	8	23	93	95	126	62	24	3	0	1	0	0	0	0	435	26-35	221
08:00	25	48	101	153	98	36	6	0	0	0	0	0	0	0	467	21-30	254
09:00	12	30	109	161	126	55	14	2	1	1	0	0	0	0	511	26-35	287
10:00	21	28	85	115	123	65	18	1	0	0	0	0	0	0	456	26-35	238
11:00	14	24	111	132	144	76	4	3	0	0	0	0	0	0	508	26-35	276
12 PM	26	30	132	164	127	55	12	3	0	0	0	0	0	0	549	21-30	296
13:00	30	53	105	188	154	46	8	3	0	1	0	0	0	0	588	26-35	342
14:00	52	66	155	185	118	34	8	1	0	0	0	0	0	0	619	21-30	340
15:00	48	74	206	218	94	17	1	0	0	0	0	0	0	0	658	21-30	424
16:00	45	67	181	172	130	35	8	3	1	0	0	0	0	0	644	21-30	353
17:00	39	47	188	183	127	48	3	2	0	0	0	0	0	0	637	21-30	371
18:00	35	65	137	172	126	46	8	0	0	0	0	0	0	0	589	21-30	309
19:00	3	26	95	164	136	70	15	1	0	0	0	0	0	0	510	26-35	300
20:00	1	12	59	140	108	62	17	1	0	1	0	0	0	0	401	26-35	248
21:00	0	14	47	63	87	64	13	2	1	1	0	0	0	0	292	29-38	151
22:00	0	4	25	34	65	49	15	1	3	0	0	0	0	0	196	31-40	114
23:00	0	6	20	26	38	33	7	2	0	0	0	0	0	0	132	31-40	71
Total	360	633	1948	2465	2102	1009	265	47	14	6	0	0	0	2	8851		
Percent	4.1%	7.2%	22.0%	27.8%	23.7%	11.4%	3.0%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	11:00	09:00	11:00	11:00	05:00	11:00	06:00	05:00	06:00						09:00
Vol.	25	48	111	161	144	76	24	7	2	1							511
PM Peak	14:00	15:00	15:00	15:00	13:00	19:00	20:00	12:00	22:00	13:00				16:00	15:00		
Vol.	52	74	206	218	154	70	17	3	3	1				2	658		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/05/19	0	0	6	8	17	20	7	3	0	0	1	0	0	0	62	31-40	37
01:00	0	0	4	6	6	7	2	3	0	0	0	0	0	0	28	29-38	13
02:00	1	1	2	4	8	5	3	2	1	0	0	0	0	0	27	29-38	13
03:00	1	2	1	3	4	10	5	2	0	0	0	0	0	0	28	36-45	15
04:00	0	1	1	3	15	15	12	3	0	0	1	0	0	0	51	31-40	30
05:00	2	4	17	16	26	33	24	2	3	0	0	0	0	0	127	31-40	59
06:00	0	10	45	52	87	68	30	7	2	0	0	0	0	0	301	31-40	155
07:00	5	33	98	91	128	76	22	3	1	0	0	0	0	0	457	26-35	219
08:00	23	41	123	116	114	69	11	3	0	0	0	0	0	0	500	21-30	239
09:00	19	36	86	136	106	36	4	0	0	0	0	0	0	1	424	26-35	242
10:00	14	21	94	165	126	73	6	0	1	0	0	0	0	0	500	26-35	291
11:00	38	34	98	143	145	78	12	3	0	0	0	0	0	0	551	26-35	288
12 PM	43	49	132	138	122	40	10	5	1	0	1	0	0	0	541	21-30	270
13:00	23	34	122	160	130	47	5	0	0	0	0	0	0	1	522	26-35	290
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	169	266	829	1041	1034	577	153	36	9	0	3	0	0	2	4119		
Percent	4.1%	6.5%	20.1%	25.3%	25.1%	14.0%	3.7%	0.9%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	10:00	11:00	11:00	06:00	06:00	05:00		00:00			09:00	11:00		
Vol.	38	41	123	165	145	78	30	7	3		1			1	551		
PM Peak	12:00	12:00	12:00	13:00	13:00	13:00	12:00	12:00	12:00		12:00			13:00	12:00		
Vol.	43	49	132	160	130	47	10	5	1		1			1	541		
Total	1474	2619	7829	9791	8673	4303	1102	218	62	12	4	0	2	5	36094		
Percent	4.1%	7.3%	21.7%	27.1%	24.0%	11.9%	3.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 20 MPH
 50th Percentile : 28 MPH
 85th Percentile : 35 MPH
 95th Percentile : 39 MPH

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 18464
 Percent in Pace : 51.2%
 Number of Vehicles > 35 MPH : 5708
 Percent of Vehicles > 35 MPH : 15.8%
 Mean Speed(Average) : 28 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/01/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	53	20	24	30	32	15	8	1	1	0	0	0	0	1	185	26-35	62
13:00	82	57	51	58	62	62	16	1	1	1	0	0	0	0	391	31-40	124
14:00	134	56	64	36	55	29	6	1	2	1	0	0	0	0	384	16-25	120
15:00	124	78	63	52	45	12	2	1	1	0	0	0	0	1	379	16-25	141
16:00	129	66	55	63	24	27	9	4	2	1	0	0	0	0	380	16-25	121
17:00	118	46	60	83	58	44	8	1	0	0	0	0	0	1	419	21-30	143
18:00	108	48	49	39	52	39	18	3	3	0	0	0	0	0	359	16-25	97
19:00	65	60	48	54	49	36	10	1	1	1	0	0	0	0	325	16-25	108
20:00	62	43	41	41	60	42	15	3	0	1	0	0	0	0	308	29-38	102
21:00	24	35	29	34	38	30	10	0	0	0	1	0	0	0	201	26-35	72
22:00	12	16	26	21	25	20	12	1	2	0	0	0	0	0	135	21-30	47
23:00	7	12	15	7	16	11	5	2	0	0	0	0	0	0	75	16-25	27
Total	918	537	525	518	516	367	119	19	13	5	1	0	0	3	3541		
Percent	25.9%	15.2%	14.8%	14.6%	14.6%	10.4%	3.4%	0.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.1%			
AM Peak Vol.																	
PM Peak Vol.	14:00	15:00	14:00	17:00	13:00	13:00	18:00	16:00	18:00	13:00	21:00			12:00	17:00		
	134	78	64	83	62	62	18	4	3	1	1			1	419		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/02/19	5	3	8	6	10	9	6	4	1	0	0	0	0	0	52	31-40	19
01:00	0	0	2	2	5	6	5	0	1	0	0	0	0	0	21	31-40	11
02:00	0	0	0	5	6	5	4	1	0	0	1	0	0	0	22	26-35	11
03:00	0	0	2	4	6	5	7	3	1	0	0	0	0	0	28	34-43	12
04:00	1	1	0	5	9	15	9	3	1	0	0	0	0	0	44	31-40	24
05:00	6	9	4	5	22	24	13	6	1	0	0	0	0	0	90	31-40	46
06:00	21	14	9	32	59	28	11	8	5	0	0	0	0	0	187	26-35	91
07:00	80	44	29	36	47	23	13	1	0	1	0	0	0	0	274	26-35	83
08:00	96	46	37	41	70	39	19	4	0	0	0	0	0	0	352	26-35	111
09:00	100	47	56	47	55	37	10	3	0	0	0	0	0	0	355	21-30	103
10:00	104	49	44	63	74	39	7	1	0	0	0	0	0	0	381	26-35	137
11:00	98	59	30	43	46	37	19	5	0	0	0	0	0	0	337	11-20	92
12 PM	110	56	59	41	60	24	15	4	1	0	0	0	0	0	370	16-25	115
13:00	116	66	51	45	46	34	15	5	0	0	0	0	0	0	378	16-25	117
14:00	107	51	51	68	54	25	9	0	0	0	0	0	0	0	365	26-35	122
15:00	131	49	68	61	42	20	3	0	0	1	0	0	0	0	375	21-30	129
16:00	151	64	47	77	69	28	11	1	0	0	1	0	0	1	450	26-35	146
17:00	138	71	47	61	41	23	8	1	0	0	0	0	0	0	390	14-23	118
18:00	122	60	52	44	54	29	15	3	1	1	0	0	0	1	382	16-25	112
19:00	69	48	47	52	54	41	10	3	2	0	0	0	0	0	326	26-35	106
20:00	46	50	58	45	31	30	15	4	0	0	0	0	0	0	279	16-25	108
21:00	29	38	44	19	48	22	17	2	0	1	0	0	0	0	220	16-25	82
22:00	11	15	25	16	26	19	8	3	3	0	0	0	0	0	126	31-40	45
23:00	8	13	15	11	16	13	7	1	0	0	0	0	0	0	84	31-40	29
Total	1549	853	785	829	950	575	256	66	17	4	2	0	0	2	5888		
Percent	26.3%	14.5%	13.3%	14.1%	16.1%	9.8%	4.3%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	09:00	10:00	10:00	08:00	08:00	06:00	06:00	07:00	02:00						10:00
Vol.	104	59	56	63	74	39	19	8	5	1	1						381
PM Peak	16:00	17:00	15:00	16:00	16:00	19:00	21:00	13:00	22:00	15:00	16:00			16:00	16:00		
Vol.	151	71	68	77	69	41	17	5	3	1	1			1	450		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/03/19	5	6	9	8	10	8	7	1	0	0	0	0	0	0	54	24-33	18
01:00	0	1	2	5	3	6	6	2	0	1	0	0	0	0	26	36-45	12
02:00	0	1	1	2	4	5	3	1	0	0	0	0	0	0	17	31-40	9
03:00	0	0	2	3	5	6	3	2	0	0	0	0	0	0	21	31-40	11
04:00	0	0	2	6	17	15	11	4	2	0	0	0	0	0	57	31-40	32
05:00	9	15	13	10	26	32	9	6	1	0	0	0	0	0	121	31-40	58
06:00	28	31	17	18	44	37	20	4	1	0	0	0	0	0	200	31-40	81
07:00	80	35	38	45	42	47	18	5	2	0	0	0	0	0	312	31-40	89
08:00	129	48	40	56	42	20	5	3	0	0	0	0	0	0	343	25-34	98
09:00	95	47	41	59	68	44	14	1	0	0	0	0	0	0	369	26-35	127
10:00	93	37	47	35	49	30	15	8	3	0	0	0	0	0	317	16-25	84
11:00	84	54	23	57	57	35	11	4	0	0	1	0	0	0	326	26-35	114
12 PM	89	55	56	50	56	36	6	4	0	0	0	0	0	0	352	16-25	111
13:00	119	52	45	41	38	26	5	1	3	0	0	0	0	2	332	16-25	97
14:00	98	62	54	44	36	31	10	1	0	0	0	0	0	0	336	16-25	116
15:00	127	57	47	40	66	35	12	2	0	0	0	0	0	0	386	26-35	106
16:00	132	70	74	47	42	40	10	0	0	0	0	0	0	0	415	16-25	144
17:00	120	52	59	43	53	21	12	0	1	0	0	0	0	0	361	16-25	111
18:00	112	57	42	38	46	20	5	3	0	0	0	0	0	0	323	16-25	99
19:00	74	48	48	68	40	55	16	3	3	0	0	0	0	0	355	21-30	116
20:00	58	53	45	35	54	35	12	0	0	0	0	0	0	0	292	16-25	98
21:00	24	27	24	28	43	27	16	2	3	0	0	0	0	0	194	26-35	71
22:00	23	23	14	22	24	15	5	5	0	0	0	0	0	0	131	26-35	46
23:00	12	15	15	10	18	15	7	1	0	1	0	0	0	0	94	31-40	33
Total	1511	846	758	770	883	641	238	63	19	2	1	0	0	2	5734		
Percent	26.4%	14.8%	13.2%	13.4%	15.4%	11.2%	4.2%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	10:00	09:00	09:00	07:00	06:00	10:00	10:00	01:00	11:00				09:00		
Vol.	129	54	47	59	68	47	20	8	3	1	1				369		
PM Peak	16:00	16:00	16:00	19:00	15:00	19:00	19:00	22:00	13:00	23:00				13:00	16:00		
Vol.	132	70	74	68	66	55	16	5	3	1				2	415		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/04/19	3	8	6	13	5	11	1	0	0	0	0	0	0	0	47	21-30	19
01:00	0	0	4	2	5	9	3	2	0	0	0	0	0	0	25	31-40	14
02:00	0	0	3	4	4	9	3	0	0	0	0	0	0	0	23	31-40	13
03:00	1	1	2	6	5	10	3	1	2	0	0	0	0	0	31	31-40	15
04:00	0	0	2	3	16	10	12	2	1	0	0	0	0	0	46	31-40	26
05:00	10	13	11	6	17	23	16	2	2	0	0	0	0	0	100	31-40	40
06:00	36	26	25	18	30	35	17	6	1	2	0	0	0	0	196	31-40	65
07:00	79	45	39	29	42	33	16	7	0	0	0	0	0	0	290	16-25	84
08:00	82	33	31	60	57	32	6	2	1	0	0	0	0	0	304	26-35	117
09:00	80	42	31	69	61	58	12	3	0	0	0	0	0	0	356	26-35	130
10:00	89	49	28	52	40	33	20	1	1	0	0	0	0	0	313	26-35	92
11:00	88	62	35	45	56	40	14	4	0	0	0	0	0	0	344	26-35	101
12 PM	120	65	30	46	55	30	7	1	1	0	0	0	0	0	355	11-20	105
13:00	100	45	37	59	40	26	4	7	1	0	0	0	0	0	319	26-35	99
14:00	99	59	32	26	36	27	6	2	0	0	0	0	0	0	287	11-20	92
15:00	126	67	52	33	31	15	10	1	0	0	0	0	0	1	336	16-25	119
16:00	128	54	48	43	44	16	8	4	2	0	0	0	0	0	347	16-25	102
17:00	106	72	51	65	31	20	8	1	0	0	0	0	0	0	354	16-25	123
18:00	100	60	38	59	50	29	13	4	0	0	0	0	0	1	354	26-35	109
19:00	75	46	40	47	45	29	11	2	1	0	0	0	0	0	296	26-35	92
20:00	70	45	44	38	39	25	6	3	1	0	0	0	0	0	271	16-25	89
21:00	43	33	35	38	44	28	10	3	0	0	0	0	0	0	234	26-35	82
22:00	21	21	22	21	28	14	7	6	1	0	0	1	0	0	142	26-35	49
23:00	12	14	11	10	22	8	10	2	0	1	0	0	0	0	90	26-35	32
Total	1468	860	657	792	803	570	223	66	15	3	0	1	0	2	5460		
Percent	26.9%	15.8%	12.0%	14.5%	14.7%	10.4%	4.1%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	07:00	09:00	09:00	09:00	10:00	07:00	03:00	06:00					09:00		
Vol.	89	62	39	69	61	58	20	7	2	2					356		
PM Peak	16:00	17:00	15:00	17:00	12:00	12:00	18:00	13:00	16:00	23:00		22:00		15:00	12:00		
Vol.	128	72	52	65	55	30	13	7	2	1		1		1	355		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of East Main Street
 Meriden, Connecticut

Site Code:
 Station ID: 5060

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/05/19	3	7	9	3	6	14	8	3	0	0	0	0	0	0	53	36-45	22
01:00	1	2	2	6	7	12	4	0	2	0	0	0	0	0	36	31-40	19
02:00	0	2	3	4	7	4	1	2	1	0	0	1	0	0	25	26-35	11
03:00	0	2	3	5	4	3	0	0	1	0	0	0	0	0	18	24-33	9
04:00	1	0	3	7	13	15	9	2	0	1	0	0	0	0	51	31-40	28
05:00	13	10	3	16	30	27	10	4	0	0	0	0	0	0	113	31-40	57
06:00	34	35	28	17	35	33	17	7	2	0	0	0	0	1	209	31-40	68
07:00	74	38	33	42	60	46	16	5	2	1	0	0	0	0	317	31-40	106
08:00	101	36	31	52	35	33	7	0	1	0	0	0	0	0	296	26-35	87
09:00	72	45	28	50	31	33	8	0	0	0	1	0	0	0	268	26-35	81
10:00	74	40	29	67	48	50	20	1	0	0	0	0	0	0	329	26-35	115
11:00	85	44	43	48	55	45	7	5	1	0	0	0	0	0	333	26-35	103
12 PM	110	52	38	42	36	22	9	3	0	0	0	0	0	0	312	15-24	90
13:00	100	68	50	44	35	36	9	5	1	0	0	0	0	0	348	16-25	118
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	668	381	303	403	402	373	125	37	11	2	1	1	0	1	2708		
Percent	24.7%	14.1%	11.2%	14.9%	14.8%	13.8%	4.6%	1.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	11:00	10:00	07:00	10:00	10:00	06:00	01:00	04:00	09:00	02:00		06:00	11:00		
Vol.	101	45	43	67	60	50	20	7	2	1	1	1		1	333		
PM Peak	12:00	13:00	13:00	13:00	12:00	13:00	12:00	13:00	13:00						13:00		
Vol.	110	68	50	44	36	36	9	5	1						348		
Total	6114	3477	3028	3312	3554	2526	961	251	75	16	5	2	0	10	23331		
Percent	26.2%	14.9%	13.0%	14.2%	15.2%	10.8%	4.1%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 8 MPH
 50th Percentile : 23 MPH
 85th Percentile : 35 MPH
 95th Percentile : 40 MPH

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 6866
 Percent in Pace : 29.4%
 Number of Vehicles > 35 MPH : 3846
 Percent of Vehicles > 35 MPH : 16.5%
 Mean Speed(Average) : 23 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
 Station ID: 5061

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/01/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	12	15	29	77	163	90	24	3	0	0	0	0	0	0	413	31-40	253
14:00	25	29	33	73	185	94	15	2	0	0	0	1	0	1	458	31-40	279
15:00	10	11	41	106	149	108	31	2	0	0	0	0	0	1	459	30-39	257
16:00	23	14	36	81	187	128	24	1	1	0	0	0	0	2	497	31-40	315
17:00	33	16	23	76	143	125	33	3	1	0	0	0	0	2	455	31-40	268
18:00	11	21	21	78	152	102	25	1	0	0	0	0	0	1	412	31-40	254
19:00	3	3	5	58	163	120	28	1	0	0	0	0	0	1	382	31-40	283
20:00	4	3	3	28	121	92	15	4	1	0	0	0	1	1	273	31-40	213
21:00	0	2	0	14	64	76	25	4	0	0	0	0	0	1	186	31-40	140
22:00	0	0	0	19	34	67	30	5	0	0	0	0	0	0	155	31-40	101
23:00	2	0	3	7	27	29	9	5	0	0	0	0	0	0	82	31-40	56
Total	123	114	194	617	1388	1031	259	31	3	0	0	0	1	1	10	3772	
Percent	3.3%	3.0%	5.1%	16.4%	36.8%	27.3%	6.9%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%		
AM Peak Vol.																	
PM Peak Vol.	17:00	14:00	15:00	15:00	16:00	16:00	17:00	22:00	16:00				14:00	20:00	16:00	16:00	
	33	29	41	106	187	128	33	5	1				1	1	2	497	

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
 Station ID: 5061

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/02/19	0	0	0	4	9	22	14	3	0	0	0	0	0	0	52	36-45	36
01:00	0	0	2	3	5	10	6	1	0	0	0	0	0	0	27	34-43	16
02:00	2	1	0	2	11	17	4	2	1	0	0	0	0	0	40	31-40	28
03:00	0	1	0	1	7	10	11	0	1	0	0	0	0	0	31	36-45	21
04:00	1	0	0	3	6	25	18	8	2	0	0	0	0	0	63	36-45	43
05:00	2	0	2	8	38	95	40	7	1	0	0	0	0	0	193	36-45	135
06:00	5	0	7	28	107	136	48	5	2	0	0	1	0	0	339	31-40	243
07:00	14	7	19	94	155	111	17	7	1	0	0	0	0	2	427	31-40	266
08:00	14	13	26	88	127	119	33	10	0	0	1	0	0	2	433	31-40	246
09:00	11	8	35	55	117	93	29	3	1	0	0	0	0	0	352	31-40	210
10:00	12	8	16	49	144	131	41	5	0	0	0	1	0	2	409	31-40	275
11:00	5	10	17	70	130	117	29	3	1	0	0	0	1	1	384	31-40	247
12 PM	14	16	29	66	152	111	21	3	1	0	0	0	0	0	413	31-40	263
13:00	16	19	24	61	136	93	22	2	0	0	0	0	0	0	373	31-40	229
14:00	24	16	19	96	159	108	19	3	0	1	0	0	0	2	447	31-40	267
15:00	42	26	59	118	131	84	16	3	1	0	0	0	0	3	483	26-35	249
16:00	43	33	42	68	171	99	18	4	0	0	0	0	0	2	480	31-40	270
17:00	40	36	64	105	147	56	8	0	0	0	0	0	0	1	457	26-35	252
18:00	18	14	17	72	177	114	30	2	0	0	0	0	0	1	445	31-40	291
19:00	6	0	9	40	106	122	38	4	0	0	0	0	0	1	326	31-40	228
20:00	5	0	6	39	91	115	33	1	1	0	0	0	0	1	292	31-40	206
21:00	4	0	2	30	65	71	23	1	1	0	0	0	0	0	197	31-40	136
22:00	0	2	0	7	33	54	31	2	2	1	0	0	0	0	132	31-40	87
23:00	0	0	0	4	15	46	16	3	0	0	1	0	0	0	85	36-45	62
Total	278	210	395	1111	2239	1959	565	82	16	2	2	2	1	18	6880		
Percent	4.0%	3.1%	5.7%	16.1%	32.5%	28.5%	8.2%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.3%			
AM Peak	07:00	08:00	09:00	07:00	07:00	06:00	06:00	06:00	08:00	04:00		08:00	06:00	11:00	07:00	08:00	
Vol.	14	13	35	94	155	136	48	10	2		1	1	1	2	433		
PM Peak	16:00	17:00	17:00	15:00	18:00	19:00	19:00	16:00	22:00	14:00	23:00			15:00	15:00		
Vol.	43	36	64	118	177	122	38	4	2	1	1			3	483		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
 Station ID: 5061

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/03/19	1	1	0	7	15	16	10	2	0	0	1	0	0	0	53	31-40	31
01:00	0	0	0	2	8	15	8	3	0	0	0	0	0	0	36	36-45	23
02:00	0	0	0	0	8	11	8	1	0	0	0	0	0	0	28	31-40	19
03:00	1	0	0	4	6	14	4	2	1	0	0	0	0	0	32	31-40	20
04:00	0	1	0	1	18	28	14	13	2	1	0	0	0	0	78	31-40	46
05:00	4	1	4	10	46	68	34	9	0	0	0	0	0	0	176	31-40	114
06:00	6	1	9	38	100	139	43	12	2	0	0	0	0	2	352	31-40	239
07:00	18	8	32	87	136	91	37	7	0	1	2	0	1	1	421	31-40	227
08:00	20	14	29	69	114	114	31	5	1	0	0	0	0	0	397	31-40	228
09:00	13	17	17	52	134	125	26	7	1	0	0	1	0	1	394	31-40	259
10:00	12	12	14	58	92	111	37	9	1	0	0	1	0	1	348	31-40	203
11:00	18	5	28	79	153	100	29	3	1	0	0	0	0	4	420	31-40	253
12 PM	21	4	20	85	152	120	34	4	0	0	0	0	1	2	443	31-40	272
13:00	21	24	32	81	147	125	27	6	2	0	0	0	0	0	465	31-40	272
14:00	37	18	30	74	142	89	22	3	1	0	0	0	0	1	417	31-40	231
15:00	28	14	37	113	163	115	25	4	0	0	0	0	0	4	503	31-40	278
16:00	58	33	39	62	124	90	13	3	0	0	0	0	0	0	422	31-40	214
17:00	30	9	25	78	176	125	18	3	0	1	0	0	0	1	466	31-40	301
18:00	5	9	22	66	160	121	28	5	0	1	0	0	1	2	420	31-40	281
19:00	10	3	6	58	169	120	20	4	1	0	0	0	0	1	392	31-40	289
20:00	4	3	14	49	124	106	15	5	1	0	0	0	0	0	321	31-40	230
21:00	1	1	3	28	72	82	31	4	0	0	0	0	0	0	222	31-40	154
22:00	1	1	2	6	38	60	30	5	1	0	0	0	0	0	144	31-40	98
23:00	0	0	2	6	22	50	20	6	0	0	0	0	0	0	106	31-40	72
Total	309	179	365	1113	2319	2035	564	125	15	4	3	2	3	20	7056		
Percent	4.4%	2.5%	5.2%	15.8%	32.9%	28.8%	8.0%	1.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.3%			
AM Peak	08:00	09:00	07:00	07:00	11:00	06:00	06:00	04:00	04:00	04:00	07:00	09:00	07:00	11:00	07:00		
Vol.	20	17	32	87	153	139	43	13	2	1	2	1	1	4	421		
PM Peak	16:00	16:00	16:00	15:00	17:00	13:00	12:00	13:00	13:00	17:00			12:00	15:00	15:00		
Vol.	58	33	39	113	176	125	34	6	2	1			1	4	503		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
 Station ID: 5061

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/04/19	0	0	0	3	20	24	12	3	1	1	0	0	0	0	64	31-40	44
01:00	0	0	0	1	10	14	11	1	0	1	0	0	0	0	38	34-43	25
02:00	1	0	0	2	6	8	6	1	0	0	0	0	0	0	24	31-40	14
03:00	1	0	0	2	8	10	14	2	1	0	0	0	0	0	38	36-45	24
04:00	0	0	0	1	8	25	20	4	0	0	0	1	0	0	59	36-45	45
05:00	1	3	3	7	43	73	33	6	3	0	0	0	0	0	172	31-40	116
06:00	3	1	15	55	111	119	41	7	5	0	0	0	0	1	358	31-40	230
07:00	16	13	19	86	145	138	25	6	0	0	0	0	0	3	451	31-40	283
08:00	9	6	15	64	125	127	32	5	0	1	0	0	0	0	384	31-40	252
09:00	13	17	31	73	127	92	28	0	0	0	0	0	0	0	381	31-40	219
10:00	10	6	18	61	170	111	24	3	0	0	0	0	0	1	404	31-40	281
11:00	10	5	19	77	172	117	28	3	0	0	1	0	0	3	435	31-40	289
12 PM	9	3	22	85	162	134	19	5	0	0	0	0	0	1	440	31-40	296
13:00	11	13	30	95	183	111	15	3	0	0	0	0	0	0	461	31-40	294
14:00	16	10	20	60	198	92	21	4	2	0	0	0	0	0	423	31-40	290
15:00	35	30	36	115	145	86	23	0	1	0	0	0	0	2	473	26-35	260
16:00	44	33	32	94	133	82	12	2	1	0	0	0	0	1	434	26-35	227
17:00	37	26	51	105	115	111	13	2	0	0	0	0	0	4	464	31-40	226
18:00	82	23	41	67	97	60	19	5	0	0	0	0	0	1	395	26-35	164
19:00	7	3	6	37	165	111	29	5	0	1	0	0	0	0	364	31-40	276
20:00	3	2	8	46	123	104	25	3	2	0	0	0	0	0	316	31-40	227
21:00	2	1	3	20	84	92	26	5	1	0	0	0	0	0	234	31-40	176
22:00	0	1	2	10	44	74	25	7	2	1	0	0	0	0	166	31-40	118
23:00	0	0	1	2	24	44	27	5	0	0	0	0	0	0	103	36-45	71
Total	310	196	372	1168	2418	1959	528	87	19	5	1	1	0	17	7081		
Percent	4.4%	2.8%	5.3%	16.5%	34.1%	27.7%	7.5%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.2%			
AM Peak	07:00	09:00	09:00	07:00	11:00	07:00	06:00	09:00	06:00	11:00	00:00	11:00	04:00	07:00	07:00		
Vol.	16	17	31	86	172	138	41	7	5	1	1	1	3	451			
PM Peak	18:00	16:00	17:00	15:00	14:00	12:00	19:00	22:00	14:00	19:00				17:00	15:00		
Vol.	82	33	51	115	198	134	29	7	2	1			4	473			

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
 Station ID: 5061

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/05/19	1	0	0	0	12	27	13	3	2	2	0	0	0	0	60	34-43	40
01:00	0	0	1	1	11	15	7	2	1	0	0	0	0	0	38	31-40	26
02:00	2	0	0	3	6	5	8	2	0	0	0	0	0	0	26	36-45	13
03:00	0	1	0	3	6	12	8	3	0	0	1	0	0	0	34	35-44	20
04:00	2	0	0	0	4	30	14	7	2	0	0	0	0	0	59	36-45	44
05:00	2	0	1	16	37	80	41	12	0	0	0	0	0	0	189	36-45	121
06:00	3	4	4	22	77	168	49	8	0	1	0	0	0	0	336	31-40	245
07:00	25	12	20	58	127	101	42	3	1	0	0	0	0	2	391	31-40	228
08:00	16	14	25	68	123	109	29	5	2	1	0	1	0	0	393	31-40	232
09:00	17	13	18	54	107	126	29	4	2	0	0	0	0	0	370	31-40	233
10:00	13	7	13	48	134	155	25	4	2	0	0	0	0	0	401	31-40	289
11:00	15	11	12	46	113	121	44	7	0	0	0	0	0	0	369	31-40	234
12 PM	32	17	30	108	141	97	18	1	0	1	1	0	0	0	446	26-35	249
13:00	7	18	26	63	145	155	21	4	2	0	0	0	0	0	441	31-40	300
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	135	97	150	490	1043	1201	348	65	14	5	2	1	0	2	3553		
Percent	3.8%	2.7%	4.2%	13.8%	29.4%	33.8%	9.8%	1.8%	0.4%	0.1%	0.1%	0.0%	0.0%	0.1%			
AM Peak	07:00	08:00	08:00	08:00	10:00	06:00	06:00	05:00	00:00	00:00	03:00	08:00		07:00	10:00		
Vol.	25	14	25	68	134	168	49	12	2	2	1	1		2	401		
PM Peak	12:00	13:00	12:00	12:00	13:00	13:00	13:00	13:00	13:00	12:00	12:00				12:00		
Vol.	32	18	30	108	145	155	21	4	2	1	1				446		
Total	1155	796	1476	4499	9407	8185	2264	390	67	16	8	7	5	67	28342		
Percent	4.1%	2.8%	5.2%	15.9%	33.2%	28.9%	8.0%	1.4%	0.2%	0.1%	0.0%	0.0%	0.0%	0.2%			

15th Percentile : 25 MPH
 50th Percentile : 33 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Stats
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 17592
 Percent in Pace : 62.1%
 Number of Vehicles > 35 MPH : 11009
 Percent of Vehicles > 35 MPH : 38.8%
 Mean Speed(Average) : 33 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
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Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
 Station ID: 5061

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/01/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	1	1	11	24	57	107	113	48	17	8	0	0	0	0	387	36-45	220
14:00	0	5	10	37	67	142	120	40	8	2	0	0	0	0	431	36-45	262
15:00	0	4	8	51	109	141	140	47	15	4	1	1	0	0	521	36-45	281
16:00	5	10	19	42	113	187	130	47	8	1	1	0	0	0	563	36-45	317
17:00	1	15	10	33	89	140	134	49	6	2	0	0	0	0	479	36-45	274
18:00	5	5	6	20	37	122	118	58	12	3	2	0	0	0	388	36-45	240
19:00	0	1	4	14	47	99	88	35	17	1	0	0	0	0	306	36-45	187
20:00	0	4	5	19	68	100	67	23	5	4	0	1	0	0	296	31-40	168
21:00	0	0	5	8	38	73	47	24	8	1	0	0	0	0	204	36-45	120
22:00	0	0	2	10	21	51	27	17	3	2	0	0	0	0	133	36-45	78
23:00	0	0	1	5	14	35	25	15	4	0	0	0	0	0	99	36-45	60
Total	12	45	81	263	660	1197	1009	403	103	28	4	2	0	0	3807		
Percent	0.3%	1.2%	2.1%	6.9%	17.3%	31.4%	26.5%	10.6%	2.7%	0.7%	0.1%	0.1%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00	17:00	16:00	15:00	16:00	16:00	15:00	18:00	13:00	13:00	18:00	15:00			16:00		
	5	15	19	51	113	187	140	58	17	8	2	1			563		

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Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/02/19	0	0	1	1	4	12	13	7	1	1	1	0	0	0	41	36-45	25
01:00	0	0	1	2	4	9	6	4	4	1	1	0	0	0	32	35-44	15
02:00	0	0	1	1	6	5	3	5	1	2	0	0	0	0	24	31-40	11
03:00	0	0	0	1	2	5	5	4	2	1	0	0	0	0	20	36-45	10
04:00	0	0	0	1	6	8	13	10	3	1	1	0	0	0	43	40-49	23
05:00	0	0	0	1	3	27	28	21	4	0	0	0	0	0	84	36-45	55
06:00	1	0	8	11	8	59	65	41	5	3	1	0	0	0	202	36-45	124
07:00	8	5	10	41	65	136	107	38	2	3	0	0	0	0	415	36-45	243
08:00	0	1	2	22	66	165	141	73	14	8	1	0	0	0	493	36-45	306
09:00	0	3	13	8	36	109	107	47	11	1	1	0	0	0	336	36-45	216
10:00	1	2	11	19	71	103	108	36	8	1	0	0	0	0	360	36-45	211
11:00	1	2	8	25	60	107	103	30	4	1	1	0	0	0	342	36-45	210
12 PM	2	2	10	41	74	142	87	42	10	0	0	0	0	0	410	36-45	229
13:00	0	1	9	28	79	138	75	32	17	1	0	0	0	0	380	31-40	217
14:00	1	5	9	20	76	155	105	38	8	1	0	0	0	0	418	36-45	260
15:00	2	4	21	32	145	160	111	35	9	0	0	0	0	0	519	31-40	305
16:00	3	19	16	59	114	141	103	30	10	0	1	0	0	0	496	31-40	255
17:00	0	6	17	33	77	171	112	37	8	1	0	1	0	0	463	36-45	283
18:00	3	7	9	20	97	156	115	41	9	2	1	0	0	0	460	36-45	271
19:00	0	1	7	41	63	117	102	31	9	1	1	0	0	0	373	36-45	219
20:00	0	0	4	13	50	83	67	31	5	3	1	0	0	0	257	36-45	150
21:00	3	0	8	5	21	67	57	25	9	2	1	0	0	0	198	36-45	124
22:00	0	0	4	10	13	34	42	11	3	0	1	0	0	0	118	36-45	76
23:00	0	0	2	1	14	24	24	19	2	0	0	0	0	1	87	36-45	48
Total	25	58	171	436	1154	2133	1699	688	158	34	13	1	0	1	6571		
Percent	0.4%	0.9%	2.6%	6.6%	17.6%	32.5%	25.9%	10.5%	2.4%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	09:00	07:00	10:00	08:00	08:00	08:00	08:00	08:00	00:00				08:00		
Vol.	8	5	13	41	71	165	141	73	14	8	1				493		
PM Peak	16:00	16:00	15:00	16:00	15:00	17:00	18:00	12:00	13:00	20:00	16:00	17:00		23:00	15:00		
Vol.	3	19	21	59	145	171	115	42	17	3	1	1		1	519		

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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/03/19	0	0	0	2	6	21	21	9	2	0	0	0	0	0	61	36-45	42
01:00	0	0	0	1	2	8	9	2	2	0	1	0	0	0	25	36-45	17
02:00	0	0	0	0	2	4	5	3	1	0	0	0	0	0	15	36-45	9
03:00	0	0	0	1	0	6	9	2	0	1	1	0	0	0	20	36-45	15
04:00	0	0	0	1	3	12	13	11	4	1	1	0	0	0	46	36-45	25
05:00	1	0	0	2	4	23	39	14	5	4	0	0	0	0	92	36-45	62
06:00	1	2	2	14	31	78	48	22	6	0	0	0	0	0	204	36-45	126
07:00	6	5	11	16	41	98	129	36	12	6	1	0	0	0	361	36-45	227
08:00	0	0	4	19	40	120	143	76	20	1	1	0	0	0	424	36-45	263
09:00	1	0	12	23	47	142	123	49	16	3	1	0	0	0	417	36-45	265
10:00	1	3	5	17	36	105	85	59	11	8	0	0	0	0	330	36-45	190
11:00	0	3	8	16	50	100	123	34	12	0	0	0	0	0	346	36-45	223
12 PM	0	3	10	18	87	128	99	32	6	0	2	0	0	0	385	36-45	227
13:00	0	2	13	17	59	133	103	46	7	0	0	0	0	0	380	36-45	236
14:00	0	9	15	25	78	144	93	39	6	1	2	0	0	0	412	36-45	237
15:00	0	3	25	23	109	171	126	42	6	3	0	0	0	1	509	36-45	297
16:00	2	9	25	64	99	145	109	41	10	0	2	0	1	0	507	36-45	254
17:00	0	3	13	37	105	202	130	48	9	2	1	0	0	0	550	36-45	332
18:00	1	0	4	22	83	142	113	41	14	2	1	0	0	0	423	36-45	255
19:00	1	0	10	21	112	142	97	34	7	0	0	0	0	0	424	31-40	254
20:00	1	0	2	6	54	97	65	26	7	1	1	0	0	0	260	36-45	162
21:00	0	0	6	7	26	72	53	19	4	2	0	1	0	0	190	36-45	125
22:00	0	0	1	7	24	43	27	26	10	2	1	0	0	0	141	36-45	70
23:00	0	0	2	6	11	27	45	17	4	1	0	0	0	0	113	36-45	72
Total	15	42	168	365	1109	2163	1807	728	181	38	16	1	1	1	6635		
Percent	0.2%	0.6%	2.5%	5.5%	16.7%	32.6%	27.2%	11.0%	2.7%	0.6%	0.2%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	09:00	09:00	11:00	09:00	08:00	08:00	08:00	10:00	01:00				08:00		
Vol.	6	5	12	23	50	142	143	76	20	8	1				424		
PM Peak	16:00	14:00	15:00	16:00	19:00	17:00	17:00	17:00	18:00	15:00	12:00	21:00	16:00	15:00	17:00		
Vol.	2	9	25	64	112	202	130	48	14	3	2	1	1	1	550		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
 Station ID: 5061

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
04/04/19	0	0	0	1	7	18	11	7	2	1	0	0	0	0	47	36-45	29
01:00	0	0	0	1	8	12	11	4	0	0	0	1	0	0	37	36-45	23
02:00	0	0	0	2	2	10	7	3	1	0	0	0	0	0	25	36-45	17
03:00	0	0	0	0	3	5	5	6	2	0	0	0	0	0	21	39-48	11
04:00	0	0	0	0	4	8	15	7	2	0	0	0	0	0	36	36-45	23
05:00	0	0	1	4	8	28	23	13	5	0	0	0	0	0	82	36-45	51
06:00	1	2	1	11	28	59	62	29	12	3	1	1	0	0	210	36-45	121
07:00	1	2	7	14	32	106	110	47	18	0	0	0	0	0	337	36-45	216
08:00	0	1	2	17	35	125	129	76	19	2	3	0	0	0	409	36-45	254
09:00	1	12	21	34	56	121	80	29	6	3	0	0	0	0	363	36-45	201
10:00	3	1	10	25	81	118	89	21	2	1	1	0	0	0	352	36-45	207
11:00	1	5	12	24	84	150	88	40	10	2	0	0	0	0	416	36-45	238
12 PM	0	3	12	24	76	121	94	38	6	1	0	0	0	0	375	36-45	215
13:00	1	4	7	18	90	134	84	42	6	4	0	0	0	0	390	31-40	224
14:00	1	2	4	24	108	171	95	32	8	1	0	0	0	0	446	31-40	279
15:00	1	9	13	43	79	142	136	44	6	1	2	0	0	0	476	36-45	278
16:00	0	14	24	43	83	151	129	43	10	2	0	0	0	0	499	36-45	280
17:00	0	3	14	28	66	151	141	73	24	2	1	1	0	0	504	36-45	292
18:00	0	12	13	19	50	104	97	48	18	2	0	0	0	0	363	36-45	201
19:00	0	1	6	12	65	126	98	39	8	2	1	0	2	0	360	36-45	224
20:00	0	1	2	11	34	121	90	37	4	3	0	0	0	0	303	36-45	211
21:00	0	0	2	12	33	73	64	33	6	1	1	0	0	0	225	36-45	137
22:00	0	0	0	2	20	40	44	21	13	5	0	2	0	0	147	36-45	84
23:00	0	0	2	3	9	33	22	23	9	0	0	1	1	0	103	36-45	55
Total	10	72	153	372	1061	2127	1724	755	197	36	10	6	3	0	6526		
Percent	0.2%	1.1%	2.3%	5.7%	16.3%	32.6%	26.4%	11.6%	3.0%	0.6%	0.2%	0.1%	0.0%	0.0%			
AM Peak	10:00	09:00	09:00	09:00	11:00	11:00	08:00	08:00	08:00	06:00	08:00	01:00			11:00		
Vol.	3	12	21	34	84	150	129	76	19	3	3	1			416		
PM Peak	13:00	16:00	16:00	15:00	14:00	14:00	17:00	17:00	17:00	22:00	15:00	22:00	19:00		17:00		
Vol.	1	14	24	43	108	171	141	73	24	5	2	2	2		504		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
 Station ID: 5061

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
04/05/19	0	0	0	1	4	16	27	11	4	2	1	1	0	0	67	36-45	43
01:00	0	0	1	1	6	11	10	5	2	1	0	0	0	0	37	36-45	21
02:00	0	2	0	1	1	3	3	0	2	1	0	0	0	0	13	36-45	6
03:00	0	0	0	0	1	3	6	3	0	1	0	0	0	0	14	36-45	9
04:00	0	0	0	0	2	12	11	3	5	1	0	1	0	0	35	36-45	23
05:00	0	0	0	2	9	32	29	12	10	0	0	0	0	0	94	36-45	61
06:00	0	0	1	6	17	62	56	34	14	7	0	0	0	0	197	36-45	118
07:00	3	11	10	12	30	99	127	61	14	2	0	0	0	0	369	36-45	226
08:00	0	1	5	41	78	115	121	65	16	4	0	0	0	0	446	36-45	236
09:00	0	2	7	13	29	117	116	62	25	6	3	0	0	0	380	36-45	233
10:00	0	1	10	19	48	114	96	40	20	4	1	1	0	0	354	36-45	210
11:00	0	1	7	26	49	100	115	62	19	3	2	0	0	0	384	36-45	215
12 PM	2	7	11	24	69	105	112	49	16	6	0	1	0	0	402	36-45	217
13:00	0	3	15	26	48	121	118	52	15	3	2	0	0	0	403	36-45	239
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	28	67	172	391	910	947	459	162	41	9	4	0	0	3195		
Percent	0.2%	0.9%	2.1%	5.4%	12.2%	28.5%	29.6%	14.4%	5.1%	1.3%	0.3%	0.1%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	08:00	09:00	07:00	08:00	09:00	06:00	09:00	00:00					08:00
Vol.	3	11	10	41	78	117	127	65	25	7	3	1			446		
PM Peak	12:00	12:00	13:00	13:00	12:00	13:00	13:00	13:00	12:00	12:00	13:00	12:00					13:00
Vol.	2	7	15	26	69	121	118	52	16	6	2	1			403		
Total	67	245	640	1608	4375	8530	7186	3033	801	177	52	14	4	2	26734		
Percent	0.3%	0.9%	2.4%	6.0%	16.4%	31.9%	26.9%	11.3%	3.0%	0.7%	0.2%	0.1%	0.0%	0.0%			

15th Percentile : 31 MPH
 50th Percentile : 38 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH

Stats
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 15716
 Percent in Pace : 58.8%
 Number of Vehicles > 35 MPH : 19799
 Percent of Vehicles > 35 MPH : 74.1%
 Mean Speed(Average) : 39 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of I-691 Ramps
 Meriden, Connecticut

Site Code:
 Station ID: 5061

Latitude: 0' 0.0000 Undefined

Start Time	01-Apr-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	52	41	53	61	64	47	60	67	*	*	*	*	57	54
01:00	*	*	27	32	36	25	38	37	38	37	*	*	*	*	35	33
02:00	*	*	40	24	28	15	24	25	26	13	*	*	*	*	30	19
03:00	*	*	31	20	32	20	38	21	34	14	*	*	*	*	34	19
04:00	*	*	63	43	78	46	59	36	59	35	*	*	*	*	65	40
05:00	*	*	193	84	176	92	172	82	189	94	*	*	*	*	182	88
06:00	*	*	339	202	352	204	358	210	336	197	*	*	*	*	346	203
07:00	*	*	427	415	421	361	451	337	391	369	*	*	*	*	422	370
08:00	*	*	433	493	397	424	384	409	393	446	*	*	*	*	402	443
09:00	*	*	352	336	394	417	381	363	370	380	*	*	*	*	374	374
10:00	*	*	409	360	348	330	404	352	401	354	*	*	*	*	390	349
11:00	*	*	384	342	420	346	435	416	369	384	*	*	*	*	402	372
12:00 PM	*	*	413	410	443	385	440	375	446	402	*	*	*	*	436	393
01:00	413	387	373	380	465	380	461	390	441	403	*	*	*	*	431	388
02:00	458	431	447	418	417	412	423	446	*	*	*	*	*	*	436	427
03:00	459	521	483	519	503	509	473	476	*	*	*	*	*	*	480	506
04:00	497	563	480	496	422	507	434	499	*	*	*	*	*	*	458	516
05:00	455	479	457	463	466	550	464	504	*	*	*	*	*	*	460	499
06:00	412	388	445	460	420	423	395	363	*	*	*	*	*	*	418	408
07:00	382	306	326	373	392	424	364	360	*	*	*	*	*	*	366	366
08:00	273	296	292	257	321	260	316	303	*	*	*	*	*	*	300	279
09:00	186	204	197	198	222	190	234	225	*	*	*	*	*	*	210	204
10:00	155	133	132	118	144	141	166	147	*	*	*	*	*	*	149	135
11:00	82	99	85	87	106	113	103	103	*	*	*	*	*	*	94	100
Lane	3772	3807	6880	6571	7056	6635	7081	6526	3553	3195	0	0	0	0	6977	6585
Day	7579		13451		13691		13607		6748		0		0		13562	
AM Peak	-	-	08:00	08:00	07:00	08:00	07:00	11:00	10:00	08:00	-	-	-	-	07:00	08:00
Vol.	-	-	433	493	421	424	451	416	401	446	-	-	-	-	422	443
PM Peak	16:00	16:00	15:00	15:00	15:00	17:00	15:00	17:00	12:00	13:00	-	-	-	-	15:00	16:00
Vol.	497	563	483	519	503	550	473	504	446	403	-	-	-	-	480	516

Comb. Total 7579 13451 13691 13607 6748 0 0 13562

ADT ADT 13,583 AADT 13,583

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
 Station ID: 5062

Latitude: 0' 0.0000 Undefined

Northbound

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
04/01/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	2	0	0	1	5	3	3	5	1	0	0	0	0	0	20	30-39	8
13:00	0	0	0	2	19	79	100	44	14	1	0	0	0	0	259	36-45	179
14:00	0	0	1	1	11	78	107	39	14	0	0	0	0	0	251	36-45	185
15:00	0	0	0	4	11	81	131	52	16	1	0	0	0	0	296	36-45	212
16:00	0	0	0	2	19	97	99	48	12	1	2	1	0	0	281	36-45	196
17:00	0	0	0	0	14	50	106	59	13	2	1	0	0	0	245	41-50	165
18:00	0	0	1	2	11	30	90	34	12	3	0	0	0	0	183	41-50	124
19:00	0	0	0	1	11	31	53	24	4	2	1	0	0	0	127	36-45	84
20:00	0	0	0	0	5	34	49	14	6	2	0	0	0	0	110	36-45	83
21:00	0	0	1	2	10	26	42	12	4	1	1	1	0	0	100	36-45	68
22:00	0	0	1	1	2	10	30	11	5	1	1	0	0	0	62	39-48	41
23:00	0	0	0	0	1	9	13	9	6	3	0	0	0	0	41	41-50	22
Total	2	0	4	16	119	528	823	351	107	17	6	2	0	0	1975		
Percent	0.1%	0.0%	0.2%	0.8%	6.0%	26.7%	41.7%	17.8%	5.4%	0.9%	0.3%	0.1%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	12:00 2		14:00 1	15:00 4	13:00 19	16:00 97	15:00 131	17:00 59	15:00 16	18:00 3	16:00 2	16:00 1			15:00 296		

Connecticut Counts LLC
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Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
04/02/19	0	0	0	1	1	4	11	2	2	0	0	0	0	0	21	36-45	15
01:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	39-48	3
02:00	0	0	0	0	1	4	7	3	4	0	0	0	0	0	19	36-45	11
03:00	0	0	0	0	1	2	5	2	4	1	0	1	0	0	16	41-50	7
04:00	0	0	0	0	1	3	13	13	10	6	1	0	0	0	47	41-50	26
05:00	0	0	2	1	3	18	54	59	24	6	1	0	0	0	168	41-50	113
06:00	0	0	2	6	7	32	97	108	47	14	0	0	0	0	313	41-50	205
07:00	0	0	3	5	15	117	161	68	15	1	0	0	0	0	385	36-45	278
08:00	2	0	0	3	15	76	143	61	7	1	0	0	0	0	308	36-45	219
09:00	0	0	7	3	14	70	90	48	6	1	1	0	0	0	240	36-45	160
10:00	0	0	2	2	7	56	82	38	12	2	0	0	0	0	201	36-45	138
11:00	1	0	0	3	28	64	70	34	8	4	1	0	0	0	213	36-45	134
12 PM	0	0	1	1	10	67	76	41	11	0	0	1	0	0	208	36-45	143
13:00	0	0	1	4	9	49	102	49	14	1	2	0	0	0	231	41-50	151
14:00	0	0	0	4	10	44	113	51	5	0	0	0	0	0	227	41-50	164
15:00	0	0	0	3	33	87	111	52	6	1	0	0	0	0	293	36-45	198
16:00	0	0	1	12	35	89	103	32	8	1	0	0	0	0	281	36-45	192
17:00	0	0	1	4	13	76	121	45	13	0	0	0	0	0	273	36-45	197
18:00	0	0	0	1	11	67	72	56	7	2	1	0	0	0	217	36-45	139
19:00	0	0	2	2	18	40	51	32	8	2	0	0	0	0	155	36-45	91
20:00	0	0	1	2	9	29	43	13	7	2	1	0	0	0	107	36-45	72
21:00	0	0	1	1	7	26	40	11	7	0	0	0	0	0	93	36-45	66
22:00	0	0	0	1	7	13	27	4	5	1	1	0	0	0	59	36-45	40
23:00	0	0	0	1	0	7	12	8	4	2	0	0	0	0	34	39-48	20
Total	3	0	24	60	255	1040	1606	831	234	48	9	2	0	0	4112		
Percent	0.1%	0.0%	0.6%	1.5%	6.2%	25.3%	39.1%	20.2%	5.7%	1.2%	0.2%	0.0%	0.0%	0.0%			
AM Peak	08:00		09:00	06:00	11:00	07:00	07:00	06:00	06:00	06:00	04:00	03:00			07:00		
Vol.	2		7	6	28	117	161	108	47	14	1	1			385		
PM Peak			19:00	16:00	16:00	16:00	17:00	18:00	13:00	18:00	13:00	12:00			15:00		
Vol.			2	12	35	89	121	56	14	2	2	1			293		

Connecticut Counts LLC
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Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Northbound

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
04/03/19	0	0	0	1	3	6	1	2	2	0	0	0	0	0	15	31-40	9
01:00	0	0	0	0	0	2	5	4	1	0	1	0	0	0	13	41-50	9
02:00	0	0	1	0	1	1	3	3	1	1	0	0	0	0	11	41-50	6
03:00	0	0	0	0	0	2	10	4	1	1	0	0	0	1	19	40-49	14
04:00	0	0	1	0	1	8	22	11	4	1	0	0	0	0	48	41-50	33
05:00	0	0	1	1	9	20	61	48	10	4	2	0	0	0	156	41-50	109
06:00	0	0	1	4	13	38	119	109	26	8	1	0	0	0	319	41-50	228
07:00	1	0	0	7	34	123	127	45	9	2	0	0	0	0	348	36-45	250
08:00	0	0	1	2	13	99	130	55	13	2	1	0	0	0	316	36-45	229
09:00	0	0	1	0	11	72	93	41	4	1	0	0	0	0	223	36-45	165
10:00	0	0	0	4	14	73	79	36	6	2	0	0	0	0	214	36-45	152
11:00	2	0	0	2	15	80	86	34	6	1	0	0	0	0	226	36-45	166
12 PM	1	0	1	4	29	62	125	49	10	1	0	0	0	0	282	36-45	187
13:00	0	0	2	4	14	87	87	43	9	2	2	0	0	0	250	36-45	174
14:00	0	0	0	3	16	82	106	37	18	3	1	1	0	0	267	36-45	188
15:00	2	0	0	2	25	66	106	52	10	0	0	0	0	0	263	36-45	172
16:00	0	0	0	1	22	92	105	52	16	3	2	0	0	0	293	36-45	197
17:00	0	0	0	4	26	72	99	57	12	2	1	0	0	0	273	36-45	171
18:00	1	0	1	5	14	45	81	51	11	3	3	1	0	0	216	41-50	132
19:00	0	0	0	4	10	41	59	31	4	3	0	0	0	0	152	36-45	100
20:00	0	0	0	1	17	47	40	16	3	0	0	0	0	0	124	36-45	87
21:00	0	0	0	2	3	29	30	21	1	1	1	0	0	0	88	36-45	59
22:00	0	0	1	4	7	13	14	13	3	3	1	0	0	0	59	41-50	27
23:00	0	0	0	1	0	4	11	12	1	2	0	0	0	0	31	41-50	23
Total	7	0	11	56	297	1164	1599	826	181	46	16	2	0	1	4206		
Percent	0.2%	0.0%	0.3%	1.3%	7.1%	27.7%	38.0%	19.6%	4.3%	1.1%	0.4%	0.0%	0.0%	0.0%			
AM Peak	11:00		02:00	07:00	07:00	07:00	08:00	06:00	06:00	06:00	05:00				03:00	07:00	
Vol.	2		1	7	34	123	130	109	26	8	2				1	348	
PM Peak	15:00		13:00	18:00	12:00	16:00	12:00	17:00	14:00	14:00	18:00	14:00			16:00		
Vol.	2		2	5	29	92	125	57	18	3	3	1			293		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
 Station ID: 5062

Latitude: 0' 0.0000 Undefined

Northbound

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
04/04/19	0	1	0	0	0	3	6	4	1	0	2	0	0	0	17	41-50	10
01:00	0	0	0	0	1	2	3	3	3	1	0	0	0	0	13	39-48	6
02:00	0	0	0	0	0	3	7	3	0	0	0	0	0	0	13	36-45	10
03:00	0	0	0	0	0	5	6	6	0	0	0	0	1	0	18	39-48	12
04:00	0	0	0	0	2	6	13	9	11	2	0	0	0	0	43	41-50	22
05:00	0	0	0	3	4	10	47	55	23	7	0	0	0	0	149	41-50	102
06:00	0	0	0	3	12	36	104	142	52	6	0	0	0	0	355	41-50	246
07:00	0	0	0	5	22	97	138	73	15	3	1	1	0	0	355	36-45	235
08:00	0	0	0	5	8	55	124	69	20	2	0	0	0	0	283	41-50	193
09:00	0	1	0	5	18	94	87	58	8	1	0	0	0	0	272	36-45	181
10:00	0	0	0	2	13	55	89	34	10	5	0	0	0	0	208	36-45	144
11:00	0	0	1	0	23	83	95	34	9	1	0	0	0	0	246	36-45	178
12 PM	0	0	0	3	22	89	100	44	8	3	0	1	0	0	270	36-45	189
13:00	0	2	3	4	12	85	97	44	6	4	0	0	0	0	257	36-45	182
14:00	0	0	0	2	15	54	120	45	8	0	0	1	0	0	245	36-45	174
15:00	0	0	2	7	24	84	121	49	12	2	0	0	0	0	301	36-45	205
16:00	0	0	2	3	18	80	101	58	12	1	1	0	0	0	276	36-45	181
17:00	0	0	0	4	12	58	122	60	8	1	1	0	0	0	266	40-49	182
18:00	0	0	1	4	7	50	101	44	12	2	1	1	0	1	224	36-45	151
19:00	0	0	1	0	9	48	57	26	5	2	0	0	0	0	148	36-45	105
20:00	0	0	0	1	10	48	43	20	10	1	2	1	0	0	136	36-45	91
21:00	0	0	0	2	9	27	34	21	5	1	0	0	0	0	99	36-45	61
22:00	0	0	0	1	5	13	25	13	3	1	0	0	0	0	61	41-50	38
23:00	0	0	0	0	4	10	11	9	3	3	0	0	0	0	40	36-45	21
Total	0	4	10	54	250	1095	1651	923	244	49	8	5	1	1	4295		
Percent	0.0%	0.1%	0.2%	1.3%	5.8%	25.5%	38.4%	21.5%	5.7%	1.1%	0.2%	0.1%	0.0%	0.0%			
AM Peak		00:00	11:00	07:00	11:00	07:00	07:00	06:00	06:00	05:00	00:00	07:00	03:00		06:00		
Vol.		1	1	5	23	97	138	142	52	7	2	1	1		355		
PM Peak		13:00	13:00	15:00	15:00	12:00	17:00	17:00	15:00	13:00	20:00	12:00		18:00	15:00		
Vol.		2	3	7	24	89	122	60	12	4	2	1		1	301		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
 Station ID: 5062

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/05/19	0	0	0	0	1	5	6	6	1	0	0	0	0	0	19	39-48	12
01:00	0	0	0	0	0	3	2	2	2	0	0	0	0	0	9	36-45	5
02:00	0	0	0	0	0	2	0	6	2	0	0	0	0	0	10	46-55	8
03:00	0	0	0	0	1	2	7	9	3	1	0	0	0	0	23	41-50	16
04:00	0	0	0	0	2	7	10	11	6	1	5	0	0	0	42	41-50	21
05:00	0	0	0	4	1	20	40	63	16	6	1	0	0	0	151	41-50	103
06:00	0	0	0	4	7	47	118	106	39	10	4	1	0	0	336	41-50	224
07:00	0	0	1	4	23	78	160	54	18	0	0	1	0	1	340	36-45	238
08:00	0	0	1	5	25	70	124	43	12	2	0	0	0	0	282	36-45	194
09:00	0	0	0	2	18	59	91	28	9	3	1	0	0	0	211	36-45	150
10:00	0	0	1	2	23	64	94	38	10	1	0	0	0	0	233	36-45	158
11:00	0	0	1	1	7	50	104	39	11	6	0	0	0	0	219	36-45	154
12 PM	0	0	1	2	21	88	121	39	9	3	0	0	0	0	284	36-45	209
13:00	0	0	0	3	21	80	100	60	10	1	0	0	0	1	276	36-45	180
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	5	27	150	575	977	504	148	34	11	2	0	2	2435		
Percent	0.0%	0.0%	0.2%	1.1%	6.2%	23.6%	40.1%	20.7%	6.1%	1.4%	0.5%	0.1%	0.0%	0.1%			
AM Peak			07:00	08:00	08:00	07:00	07:00	06:00	06:00	06:00	04:00	06:00		07:00	07:00		
Vol.			1	5	25	78	160	106	39	10	5	1		1	340		
PM Peak			12:00	13:00	12:00	12:00	12:00	13:00	13:00	12:00				13:00	12:00		
Vol.			1	3	21	88	121	60	10	3				1	284		
Total	12	4	54	213	1071	4402	6656	3435	914	194	50	13	1	4	17023		
Percent	0.1%	0.0%	0.3%	1.3%	6.3%	25.9%	39.1%	20.2%	5.4%	1.1%	0.3%	0.1%	0.0%	0.0%			

15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 47 MPH
 95th Percentile : 51 MPH

Stats
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 11058
 Percent in Pace : 65.0%
 Number of Vehicles > 35 MPH : 15669
 Percent of Vehicles > 35 MPH : 92.0%
 Mean Speed(Average) : 43 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
 Station ID: 5062

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/01/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	1	0	1	2	10	7	2	0	0	0	0	0	1	27	36-45	17
13:00	0	0	2	14	35	101	105	40	10	2	0	0	0	0	309	36-45	206
14:00	0	0	2	13	50	84	94	47	9	0	0	1	0	0	300	36-45	178
15:00	5	7	9	29	56	124	102	49	11	4	0	1	0	0	397	36-45	226
16:00	6	3	7	21	69	109	131	61	16	1	1	0	0	0	425	36-45	240
17:00	4	10	10	23	67	94	84	62	12	1	0	1	0	0	368	36-45	178
18:00	0	1	5	5	35	70	80	46	23	5	3	0	1	0	274	36-45	150
19:00	0	0	0	7	16	61	58	27	11	2	0	0	0	0	182	36-45	119
20:00	0	0	0	6	29	41	41	24	14	0	1	0	0	0	156	36-45	82
21:00	0	0	2	8	15	35	35	31	5	1	0	0	0	0	132	36-45	70
22:00	0	0	2	4	7	29	20	16	6	0	2	2	0	0	88	36-45	49
23:00	0	0	0	1	4	13	19	8	5	1	0	1	0	0	52	36-45	32
Total	18	22	39	132	385	771	776	413	122	17	7	6	1	1	2710		
Percent	0.7%	0.8%	1.4%	4.9%	14.2%	28.5%	28.6%	15.2%	4.5%	0.6%	0.3%	0.2%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00	17:00	17:00	15:00	16:00	15:00	16:00	17:00	18:00	18:00	18:00	22:00	18:00	12:00	16:00		
	6	10	10	29	69	124	131	62	23	5	3	2	1	1	425		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
 Station ID: 5062

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/02/19	0	0	0	1	5	10	12	6	3	1	1	1	0	0	40	36-45	22
01:00	0	0	1	1	1	5	5	2	8	2	1	1	1	0	28	36-45	10
02:00	0	0	0	0	1	4	5	6	4	2	0	0	0	0	22	41-50	11
03:00	0	0	0	1	3	5	5	4	0	0	2	0	0	0	20	36-45	10
04:00	0	0	0	0	2	6	11	8	6	3	1	1	0	0	38	40-49	19
05:00	0	0	0	0	2	14	16	14	11	2	0	0	0	0	59	36-45	30
06:00	0	2	2	5	17	56	56	41	23	12	1	1	0	0	216	36-45	112
07:00	0	0	0	4	29	59	95	46	13	4	0	1	0	0	251	36-45	154
08:00	4	1	6	11	40	63	89	33	10	3	1	0	0	0	261	36-45	152
09:00	0	0	1	6	26	63	77	50	17	4	1	0	0	0	245	36-45	140
10:00	0	1	2	5	15	55	75	40	12	1	0	1	0	0	207	36-45	130
11:00	1	0	4	6	35	72	73	39	7	0	0	0	0	0	237	36-45	145
12 PM	0	0	0	4	25	72	77	32	9	6	0	0	0	0	225	36-45	149
13:00	0	0	1	8	45	101	73	38	11	1	0	0	0	0	278	36-45	174
14:00	0	0	7	32	53	61	93	36	10	1	0	0	0	0	293	36-45	154
15:00	7	3	12	36	78	106	96	43	8	0	1	0	0	0	390	36-45	202
16:00	1	3	23	44	83	149	115	51	8	1	0	0	0	0	478	36-45	264
17:00	20	3	12	30	75	135	114	45	9	1	0	0	0	0	444	36-45	249
18:00	0	0	3	20	47	86	102	51	17	3	0	0	0	0	329	36-45	188
19:00	0	0	4	7	27	63	81	33	11	3	0	0	0	0	229	36-45	144
20:00	0	0	0	4	20	52	41	21	5	4	1	0	0	0	148	36-45	93
21:00	0	0	0	3	18	35	47	27	3	4	1	0	0	0	138	36-45	82
22:00	0	0	1	5	6	18	25	14	5	0	0	0	0	0	74	36-45	43
23:00	0	0	0	2	4	9	19	11	4	1	0	0	0	0	50	40-49	30
Total	33	13	79	235	657	1299	1402	691	214	59	11	6	1	0	4700		
Percent	0.7%	0.3%	1.7%	5.0%	14.0%	27.6%	29.8%	14.7%	4.6%	1.3%	0.2%	0.1%	0.0%	0.0%			
AM Peak	08:00	06:00	08:00	08:00	08:00	11:00	07:00	09:00	06:00	08:00	03:00	00:00	01:00		08:00		
Vol.	4	2	6	11	40	72	95	50	23	12	2	1	1		261		
PM Peak	17:00	15:00	16:00	16:00	16:00	16:00	16:00	16:00	18:00	12:00	15:00				16:00		
Vol.	20	3	23	44	83	149	115	51	17	6	1				478		

Connecticut Counts LLC
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Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/03/19	0	0	0	1	0	6	9	6	1	0	0	0	0	0	23	36-45	15
01:00	0	0	0	1	2	5	5	2	1	1	0	0	0	0	17	36-45	10
02:00	0	0	1	1	0	4	1	5	4	1	1	0	0	0	18	46-55	9
03:00	0	0	0	0	2	3	5	3	1	0	0	0	0	0	14	36-45	8
04:00	0	0	0	0	2	6	8	10	2	5	1	0	0	0	34	41-50	18
05:00	0	0	0	0	2	12	26	18	8	2	1	0	0	0	69	41-50	44
06:00	1	3	1	7	24	42	42	37	18	8	2	0	0	0	185	36-45	84
07:00	1	1	5	11	35	67	92	33	15	4	3	0	0	0	267	36-45	159
08:00	0	0	2	18	46	74	97	34	11	1	2	0	0	0	285	36-45	171
09:00	0	0	0	10	16	69	80	42	19	3	0	0	0	0	239	36-45	149
10:00	0	0	2	7	23	48	64	43	19	2	0	0	0	0	208	36-45	112
11:00	1	0	0	5	15	65	63	35	15	5	2	0	0	0	206	36-45	128
12 PM	4	3	2	20	47	78	76	36	13	2	1	0	0	0	282	36-45	154
13:00	0	0	4	21	51	96	88	37	9	0	1	0	0	0	307	36-45	184
14:00	0	0	4	22	45	92	71	42	15	3	0	0	0	0	294	36-45	163
15:00	3	15	11	16	69	123	92	41	13	7	1	0	0	0	391	36-45	215
16:00	1	0	7	19	96	151	106	50	12	1	0	0	1	0	444	36-45	257
17:00	0	2	17	30	71	127	116	44	14	2	0	1	0	0	424	36-45	243
18:00	1	0	0	11	40	91	79	47	8	1	0	0	0	0	278	36-45	170
19:00	0	0	1	10	30	59	66	37	13	4	0	1	0	0	221	36-45	125
20:00	0	1	6	5	29	54	45	27	3	2	0	0	0	0	172	36-45	99
21:00	0	0	2	9	26	38	37	16	7	1	0	0	0	0	136	36-45	75
22:00	0	0	1	3	11	29	28	11	3	1	0	0	0	0	87	36-45	57
23:00	0	0	0	0	4	11	16	8	3	0	0	0	0	0	42	36-45	27
Total	12	25	66	227	686	1350	1312	664	227	56	15	2	1	0	4643		
Percent	0.3%	0.5%	1.4%	4.9%	14.8%	29.1%	28.3%	14.3%	4.9%	1.2%	0.3%	0.0%	0.0%	0.0%			
AM Peak	06:00	06:00	07:00	08:00	08:00	08:00	08:00	10:00	09:00	06:00	07:00				08:00		
Vol.	1	3	5	18	46	74	97	43	19	8	3				285		
PM Peak	12:00	15:00	17:00	17:00	16:00	16:00	17:00	16:00	14:00	15:00	12:00	17:00	16:00		16:00		
Vol.	4	15	17	30	96	151	116	50	15	7	1	1	1		444		

Connecticut Counts LLC
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Route 5 South of Berlin Turnpike
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/04/19	0	1	1	0	0	6	9	7	2	0	0	0	0	0	26	39-48	16
01:00	1	0	0	0	0	6	9	5	1	1	0	0	0	0	23	36-45	15
02:00	0	0	1	0	2	4	4	0	1	0	0	0	0	0	12	35-44	8
03:00	0	0	0	1	1	5	2	6	2	0	0	0	0	0	17	46-55	8
04:00	0	0	0	1	1	7	9	5	7	2	1	1	0	0	34	36-45	16
05:00	0	0	0	0	2	11	17	17	5	3	0	0	0	0	55	41-50	34
06:00	1	1	1	8	20	33	50	42	28	11	3	0	0	0	198	41-50	92
07:00	0	2	6	5	27	71	76	49	13	3	2	0	0	0	254	36-45	147
08:00	0	0	1	10	42	72	80	39	12	0	2	0	0	0	258	36-45	152
09:00	0	0	1	3	24	68	65	44	20	8	1	0	0	0	234	36-45	133
10:00	0	0	3	6	21	49	75	45	16	3	2	1	0	0	221	36-45	124
11:00	0	0	1	13	62	82	77	51	15	3	0	0	0	0	304	36-45	159
12 PM	2	0	1	10	43	89	80	42	12	3	1	0	0	0	283	36-45	169
13:00	0	2	3	11	69	119	89	30	9	1	0	1	0	0	334	36-45	208
14:00	3	2	12	19	70	105	70	38	6	0	1	0	0	0	326	31-40	175
15:00	2	1	8	25	72	101	120	51	17	1	1	0	0	0	399	36-45	221
16:00	8	6	21	57	72	122	104	54	16	2	1	0	0	0	463	36-45	226
17:00	0	0	4	21	53	124	110	52	11	3	1	0	0	0	379	36-45	234
18:00	0	2	6	16	66	110	99	65	13	3	1	0	0	0	381	36-45	209
19:00	0	1	10	7	32	74	68	31	10	0	0	0	0	0	233	36-45	142
20:00	0	0	0	5	30	66	48	15	5	2	0	0	0	0	171	36-45	114
21:00	0	0	2	6	23	58	38	22	7	1	0	0	0	0	157	36-45	96
22:00	0	0	1	11	17	24	32	16	8	4	0	1	0	0	114	36-45	56
23:00	0	0	1	4	2	12	18	7	4	0	0	1	1	0	50	36-45	30
Total	17	18	84	239	751	1418	1349	733	240	54	17	5	1	0	4926		
Percent	0.3%	0.4%	1.7%	4.9%	15.2%	28.8%	27.4%	14.9%	4.9%	1.1%	0.3%	0.1%	0.0%	0.0%			
AM Peak	01:00	07:00	07:00	11:00	11:00	11:00	08:00	11:00	06:00	06:00	06:00	04:00			11:00		
Vol.	1	2	6	13	62	82	80	51	28	11	3	1			304		
PM Peak	16:00	16:00	16:00	16:00	15:00	17:00	15:00	18:00	15:00	22:00	12:00	13:00	23:00		16:00		
Vol.	8	6	21	57	72	124	120	65	17	4	1	1	1		463		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
 Station ID: 5062

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/05/19	0	0	0	1	3	2	13	10	0	3	0	0	0	0	32	41-50	23
01:00	0	0	0	0	3	5	6	6	1	1	0	1	0	0	23	39-48	12
02:00	0	0	0	1	1	1	7	3	2	3	0	0	0	0	18	40-49	10
03:00	0	0	0	0	1	1	4	2	2	0	0	0	0	0	10	41-50	6
04:00	0	0	0	0	0	5	7	8	4	3	1	0	0	0	28	41-50	15
05:00	0	0	1	2	2	11	15	16	10	1	0	0	0	0	58	41-50	31
06:00	1	6	3	3	17	38	44	45	18	11	3	0	0	0	189	41-50	89
07:00	0	0	1	6	29	67	82	41	18	5	1	0	0	0	250	36-45	149
08:00	0	0	1	15	35	76	66	42	22	2	0	0	0	0	259	36-45	142
09:00	0	0	1	10	38	70	74	38	15	1	2	0	0	0	249	36-45	144
10:00	0	0	1	1	39	75	74	27	6	2	0	0	0	0	225	36-45	149
11:00	0	0	0	12	30	93	75	39	12	5	1	1	0	0	268	36-45	168
12 PM	0	1	6	8	36	81	93	47	7	2	0	0	0	0	281	36-45	174
13:00	0	0	0	10	53	82	73	43	12	5	1	0	0	0	279	36-45	155
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	7	14	69	287	607	633	367	129	44	9	2	0	0	2169		
Percent	0.0%	0.3%	0.6%	3.2%	13.2%	28.0%	29.2%	16.9%	5.9%	2.0%	0.4%	0.1%	0.0%	0.0%			
AM Peak	06:00	06:00	06:00	08:00	10:00	11:00	07:00	06:00	08:00	06:00	06:00	01:00			11:00		
Vol.	1	6	3	15	39	93	82	45	22	11	3	1			268		
PM Peak		12:00	12:00	13:00	13:00	13:00	12:00	12:00	13:00	13:00	13:00				12:00		
Vol.		1	6	10	53	82	93	47	12	5	1				281		
Total	81	85	282	902	2766	5445	5472	2868	932	230	59	21	4	1	19148		
Percent	0.4%	0.4%	1.5%	4.7%	14.4%	28.4%	28.6%	15.0%	4.9%	1.2%	0.3%	0.1%	0.0%	0.0%			

15th Percentile : 32 MPH
 50th Percentile : 40 MPH
 85th Percentile : 47 MPH
 95th Percentile : 51 MPH

Stats
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 10917
 Percent in Pace : 57.0%
 Number of Vehicles > 35 MPH : 15032
 Percent of Vehicles > 35 MPH : 78.5%
 Mean Speed(Average) : 40 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 5 South of Berlin Turnpike
 Meriden, Connecticut

Site Code:
 Station ID: 5062

Latitude: 0' 0.0000 Undefined

Start Time	01-Apr-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	21	40	15	23	17	26	19	32	*	*	*	*	18	30
01:00	*	*	3	28	13	17	13	23	9	23	*	*	*	*	10	23
02:00	*	*	19	22	11	18	13	12	10	18	*	*	*	*	13	18
03:00	*	*	16	20	19	14	18	17	23	10	*	*	*	*	19	15
04:00	*	*	47	38	48	34	43	34	42	28	*	*	*	*	45	34
05:00	*	*	168	59	156	69	149	55	151	58	*	*	*	*	156	60
06:00	*	*	313	216	319	185	355	198	336	189	*	*	*	*	331	197
07:00	*	*	385	251	348	267	355	254	340	250	*	*	*	*	357	256
08:00	*	*	308	261	316	285	283	258	282	259	*	*	*	*	297	266
09:00	*	*	240	245	223	239	272	234	211	249	*	*	*	*	236	242
10:00	*	*	201	207	214	208	208	221	233	225	*	*	*	*	214	215
11:00	*	*	213	237	226	206	246	304	219	268	*	*	*	*	226	254
12:00 PM	20	27	208	225	282	282	270	283	284	281	*	*	*	*	213	220
01:00	259	309	231	278	250	307	257	334	276	279	*	*	*	*	255	301
02:00	251	300	227	293	267	294	245	326	*	*	*	*	*	*	248	303
03:00	296	397	293	390	263	391	301	399	*	*	*	*	*	*	288	394
04:00	281	425	281	478	293	444	276	463	*	*	*	*	*	*	283	452
05:00	245	368	273	444	273	424	266	379	*	*	*	*	*	*	264	404
06:00	183	274	217	329	216	278	224	381	*	*	*	*	*	*	210	316
07:00	127	182	155	229	152	221	148	233	*	*	*	*	*	*	146	216
08:00	110	156	107	148	124	172	136	171	*	*	*	*	*	*	119	162
09:00	100	132	93	138	88	136	99	157	*	*	*	*	*	*	95	141
10:00	62	88	59	74	59	87	61	114	*	*	*	*	*	*	60	91
11:00	41	52	34	50	31	42	40	50	*	*	*	*	*	*	36	48
Lane	1975	2710	4112	4700	4206	4643	4295	4926	2435	2169	0	0	0	0	4139	4658
Day	4685		8812		8849		9221		4604		0	0	0		8797	
AM Peak	-	-	07:00	08:00	07:00	08:00	06:00	11:00	07:00	11:00	-	-	-	-	07:00	08:00
Vol.	-	-	385	261	348	285	355	304	340	268	-	-	-	-	357	266
PM Peak	15:00	16:00	15:00	16:00	16:00	16:00	15:00	16:00	12:00	12:00	-	-	-	-	15:00	16:00
Vol.	296	425	293	478	293	444	301	463	284	281	-	-	-	-	288	452

Comb. Total 4685 8812 8849 9221 4604 0 0 8797

ADT ADT 8,961 AADT 8,961

Appendix D: Speed Data

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:56:19

Site

Name 10790019
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790019
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 09:00
 End date 06/14/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	735	11	682	27	15
06:00-09:00	2088	28	1955	86	19
15:00-19:00	4452	119	4234	82	17
06:00-22:00	15502	287	14607	516	92
00:00-24:00	16806	301	15847	550	108

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	52	22	14	22	29	2.0

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:56:19

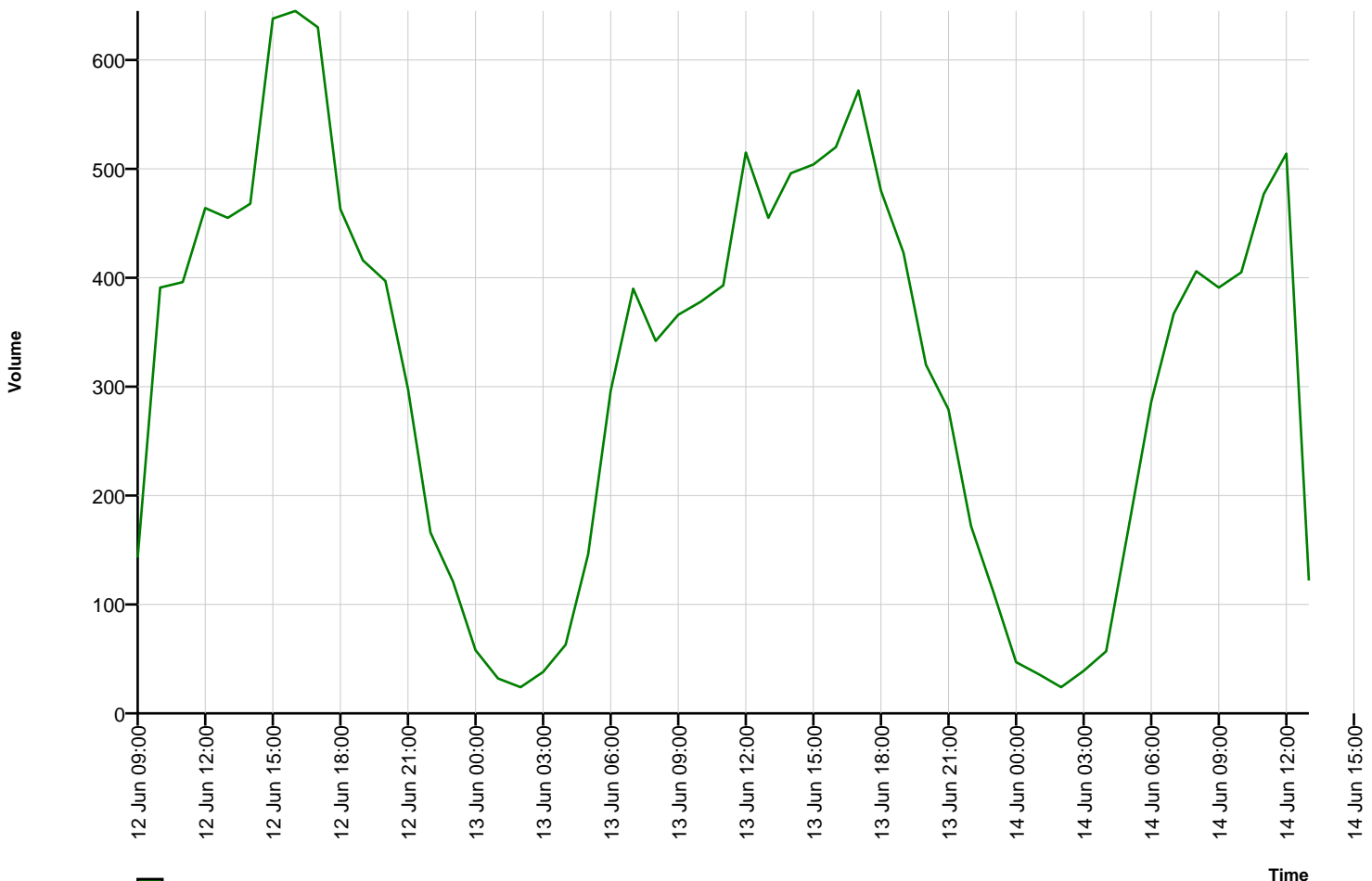
Site

Name 10790019
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790019
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 09:00
 End date 06/14/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

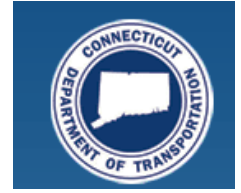
Time / Volume graph



1

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:56:19

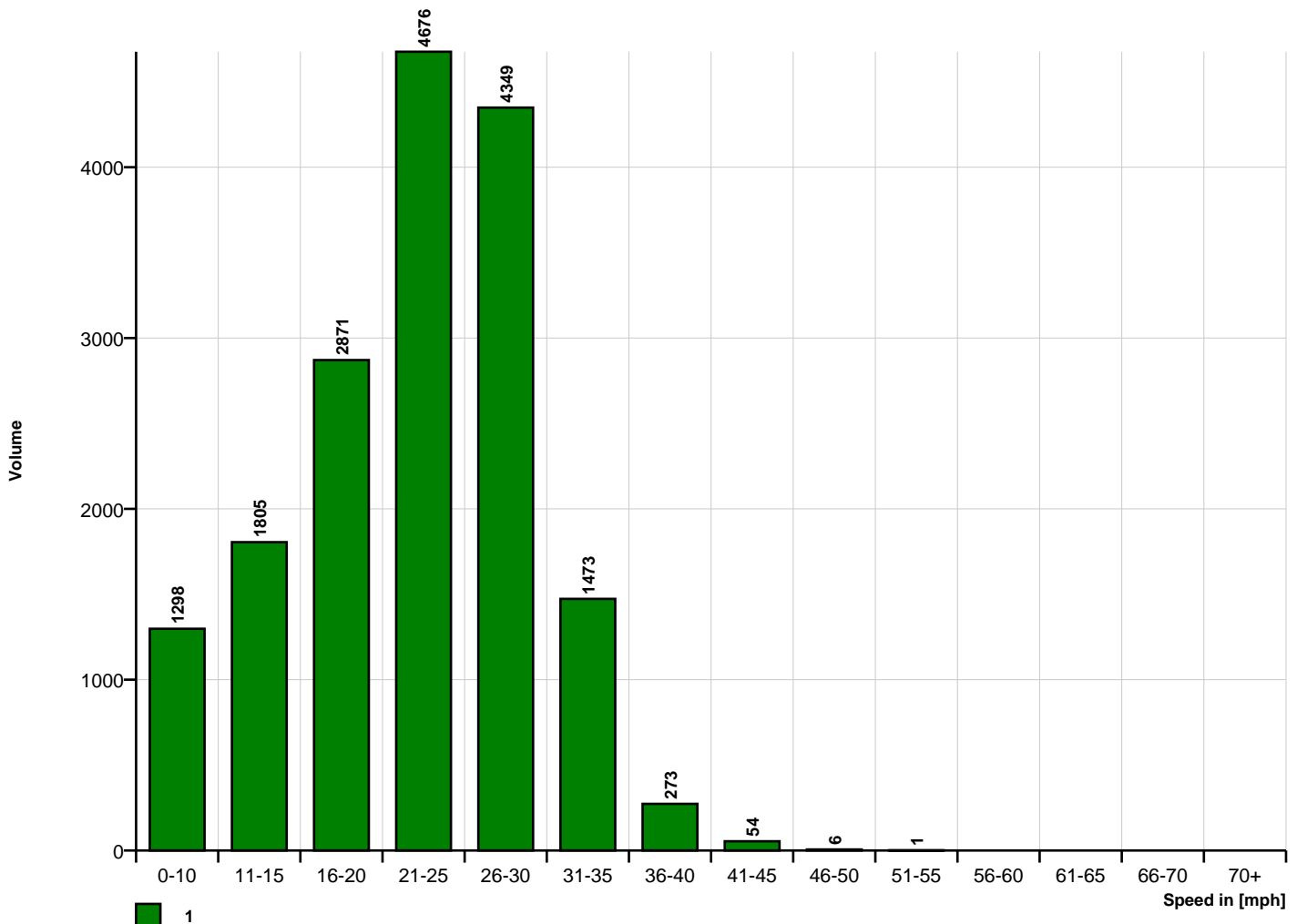
Site

Name 10790019
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790019
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 09:00
 End date 06/14/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:56:19

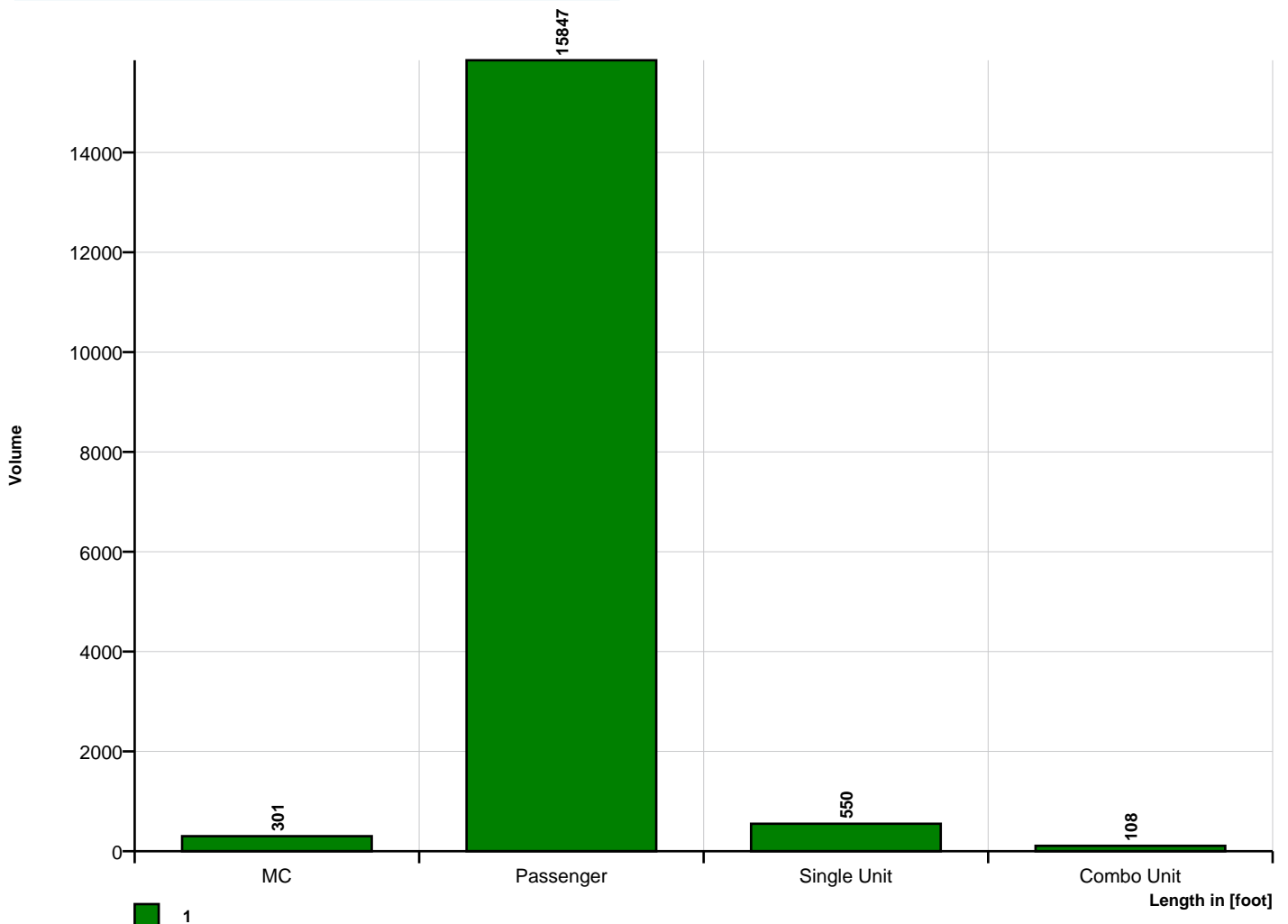
Site

Name 10790019
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790019
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 09:00
 End date 06/14/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 09:00	143	17	108	17	1	9	10	15	36	55	18	0	0	0	0	0	0	0	0	3	24	34	16	26	29
06/12/2019 10:00	391	14	355	21	1	34	39	70	95	118	28	5	2	0	0	0	0	0	0	3	22	41	14	24	29
06/12/2019 11:00	396	7	365	18	6	33	36	74	117	102	28	5	1	0	0	0	0	0	0	3	22	44	14	21	27
06/12/2019 12:00	464	6	434	22	2	38	68	84	145	98	28	3	0	0	0	0	0	0	0	3	21	37	13	21	26
06/12/2019 13:00	455	4	420	25	6	71	81	87	134	66	16	0	0	0	0	0	0	0	0	3	19	34	9	19	26
06/12/2019 14:00	468	10	435	20	3	33	48	64	135	145	40	3	0	0	0	0	0	0	0	3	23	39	14	24	29
06/12/2019 15:00	638	36	574	25	3	110	175	216	88	41	8	0	0	0	0	0	0	0	0	3	16	34	9	16	21
06/12/2019 16:00	645	45	580	15	5	102	192	187	103	57	4	0	0	0	0	0	0	0	0	3	16	32	9	16	22
06/12/2019 17:00	630	9	612	7	2	68	91	151	210	99	10	1	0	0	0	0	0	0	0	3	19	37	13	21	26
06/12/2019 18:00	463	8	446	7	2	46	66	96	125	110	19	1	0	0	0	0	0	0	0	3	20	36	11	21	26
06/12/2019 19:00	416	4	403	6	3	38	49	79	102	113	28	6	1	0	0	0	0	0	0	4	22	42	13	21	29
06/12/2019 20:00	397	5	383	8	1	28	36	55	135	114	25	4	0	0	0	0	0	0	0	3	22	39	14	24	27
06/12/2019 21:00	298	1	289	7	1	8	31	55	110	72	20	2	0	0	0	0	0	0	0	3	22	37	16	22	27
06/12/2019 22:00	166	0	165	1	0	2	1	7	55	67	27	7	0	0	0	0	0	0	0	3	26	39	21	26	31
06/12/2019 23:00	121	0	120	0	1	1	1	6	42	41	23	7	0	0	0	0	0	0	0	8	27	39	21	26	31

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2376	98	2212	54	12	326	524	650	526	307	41	2	0	0	0	0	0	0	0	3	18	37	11	18	24
06:00-22:00	5805	166	5405	198	36	618	922	1234	1535	1190	272	30	4	0	0	0	0	0	0	3	20	44	11	21	26
00:00-24:00	6091	166	5689	199	37	621	924	1246	1632	1298	322	44	4	0	0	0	0	0	0	3	20	44	13	21	26

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	58	1	56	1	0	1	1	3	16	29	8	0	0	0	0	0	0	0	0	6	26	34	21	26	29
06/13/2019 01:00	32	0	32	0	0	0	0	1	4	17	8	1	1	0	0	0	0	0	0	19	29	41	24	27	32
06/13/2019 02:00	24	0	21	3	0	0	1	0	5	9	4	3	2	0	0	0	0	0	0	14	30	44	24	29	37
06/13/2019 03:00	38	1	29	5	3	3	1	6	5	11	7	3	2	0	0	0	0	0	0	3	26	44	16	26	34
06/13/2019 04:00	63	1	61	0	1	1	0	1	5	19	28	7	1	1	0	0	0	0	0	6	31	47	26	31	34
06/13/2019 05:00	146	1	139	3	3	1	1	7	18	48	45	23	3	0	0	0	0	0	0	8	30	42	24	29	36
06/13/2019 06:00	296	3	281	8	4	8	6	15	55	125	68	13	6	0	0	0	0	0	0	3	27	44	21	27	31
06/13/2019 07:00	390	3	364	21	2	23	25	49	104	118	61	9	1	0	0	0	0	0	0	3	24	42	16	24	31
06/13/2019 08:00	342	5	313	18	6	15	16	23	101	124	55	8	0	0	0	0	0	0	0	3	25	37	19	26	31
06/13/2019 09:00	366	4	341	18	3	28	31	46	125	106	26	4	0	0	0	0	0	0	0	3	22	37	14	24	29
06/13/2019 10:00	378	8	346	19	5	17	24	54	137	108	36	2	0	0	0	0	0	0	0	4	23	39	16	24	29
06/13/2019 11:00	393	3	376	10	4	25	30	61	130	118	26	2	1	0	0	0	0	0	0	4	22	41	16	22	27
06/13/2019 12:00	515	6	487	20	2	47	79	107	149	112	20	0	1	0	0	0	0	0	0	3	20	42	13	21	26
06/13/2019 13:00	455	3	429	18	5	31	45	71	163	115	26	4	0	0	0	0	0	0	0	3	22	39	14	22	27
06/13/2019 14:00	496	5	470	20	1	27	59	103	162	110	35	0	0	0	0	0	0	0	0	3	22	34	14	21	26
06/13/2019 15:00	504	4	490	8	2	22	55	128	148	120	31	0	0	0	0	0	0	0	0	3	22	34	14	21	27
06/13/2019 16:00	520	7	505	7	1	37	44	108	180	121	23	6	1	0	0	0	0	0	0	3	22	42	14	21	27
06/13/2019 17:00	572	7	553	11	1	40	92	127	174	114	21	3	1	0	0	0	0	0	0	3	20	44	13	21	26
06/13/2019 18:00	480	3	474	2	1	12	43	92	161	141	25	6	0	0	0	0	0	0	0	4	23	37	16	22	27
06/13/2019 19:00	423	8	407	7	1	30	45	65	100	139	39	5	0	0	0	0	0	0	0	3	22	37	14	24	29
06/13/2019 20:00	320	4	315	1	0	13	18	45	101	100	38	5	0	0	0	0	0	0	0	3	24	39	18	24	29
06/13/2019 21:00	279	0	274	5	0	13	15	46	94	91	18	2	0	0	0	0	0	0	0	3	23	36	18	24	27
06/13/2019 22:00	172	2	166	4	0	6	6	11	46	73	27	3	0	0	0	0	0	0	0	4	26	39	21	26	31
06/13/2019 23:00	111	1	108	2	0	4	3	6	26	43	22	6	1	0	0	0	0	0	0	3	27	41	22	26	31

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	361	4	338	12	7	6	4	18	53	133	100	37	9	1	0	0	0	0	0	3	29	47	24	29	34
06:00-09:00	1029	11	959	47	12	46	47	87	260	368	184	30	7	0	0	0	0	0	0	3	25	44	19	26	31
15:00-19:00	2076	21	2022	28	5	111	234	455	663	496	100	15	2	0	0	0	0	0	0	3	22	44	14	21	27
06:00-22:00	6729	73	6425	193	38	388	627	1140	2084	1862	548	69	11	0	0	0	0	0	0	3	22	44	14	22	29
00:00-24:00	7373	80	7037	211	45	404	640	1175	2209	2111	697	115	21	1	0	0	0	0	0	3	23	47	16	24	29

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	47	0	45	2	0	0	0	2	6	24	12	3	0	0	0	0	0	0	0	18	29	37	24	29	31
06/14/2019 01:00	36	0	34	1	1	0	2	3	8	12	9	1	1	0	0	0	0	0	0	13	27	42	21	26	31
06/14/2019 02:00	24	0	20	4	0	0	0	2	1	13	5	2	0	0	1	0	0	0	0	18	30	52	26	27	34
06/14/2019 03:00	39	1	34	2	2	1	0	3	7	11	9	3	4	1	0	0	0	0	0	6	30	47	22	29	37
06/14/2019 04:00	57	1	52	2	2	1	2	2	10	16	20	4	1	1	0	0	0	0	0	6	29	45	22	29	34
06/14/2019 05:00	171	5	159	4	3	5	0	3	33	60	39	22	8	1	0	0	0	0	0	3	29	47	24	29	36
06/14/2019 06:00	286	8	268	7	3	15	7	6	31	105	90	29	3	0	0	0	0	0	0	3	28	42	24	29	34
06/14/2019 07:00	367	4	348	14	1	13	11	29	62	114	103	27	7	1	0	0	0	0	0	3	27	49	21	27	32
06/14/2019 08:00	406	5	380	18	3	19	14	33	100	167	64	6	3	0	0	0	0	0	0	3	25	44	19	26	31
06/14/2019 09:00	391	6	358	25	2	31	29	39	129	123	33	5	1	1	0	0	0	0	0	4	23	49	14	24	29
06/14/2019 10:00	405	6	381	14	4	21	22	47	141	131	33	9	1	0	0	0	0	0	0	3	24	42	18	24	29
06/14/2019 11:00	477	8	446	21	2	63	65	129	127	77	15	1	0	0	0	0	0	0	0	3	19	37	11	19	26
06/14/2019 12:00	514	10	480	21	3	94	75	134	134	63	12	2	0	0	0	0	0	0	0	3	18	37	8	19	24
06/14/2019 13:00	122	1	116	5	0	10	14	18	46	24	10	0	0	0	0	0	0	0	0	3	22	34	13	22	26

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	374	7	344	15	8	7	4	15	65	136	94	35	14	3	1	0	0	0	0	3	29	52	22	29	34
06:00-09:00	1059	17	996	39	7	47	32	68	193	386	257	62	13	1	0	0	0	0	0	3	27	49	21	26	31
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	2968	48	2777	125	18	266	237	435	770	804	360	79	15	2	0	0	0	0	0	3	23	49	14	24	31
00:00-24:00	3342	55	3121	140	26	273	241	450	835	940	454	114	29	5	1	0	0	0	0	3	24	52	14	24	31

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/08/2019 19:12:41

Site

Name 10790055
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 10790055
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	378	1	341	24	12
06:00-09:00	1212	8	1076	113	15
15:00-19:00	4026	109	3795	89	33
06:00-22:00	12482	217	11709	415	141
00:00-24:00	13323	219	12507	442	155

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	8	82	40	34	39	45	49.8

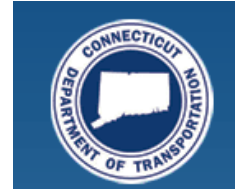
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
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 Contact Bradley Overturf
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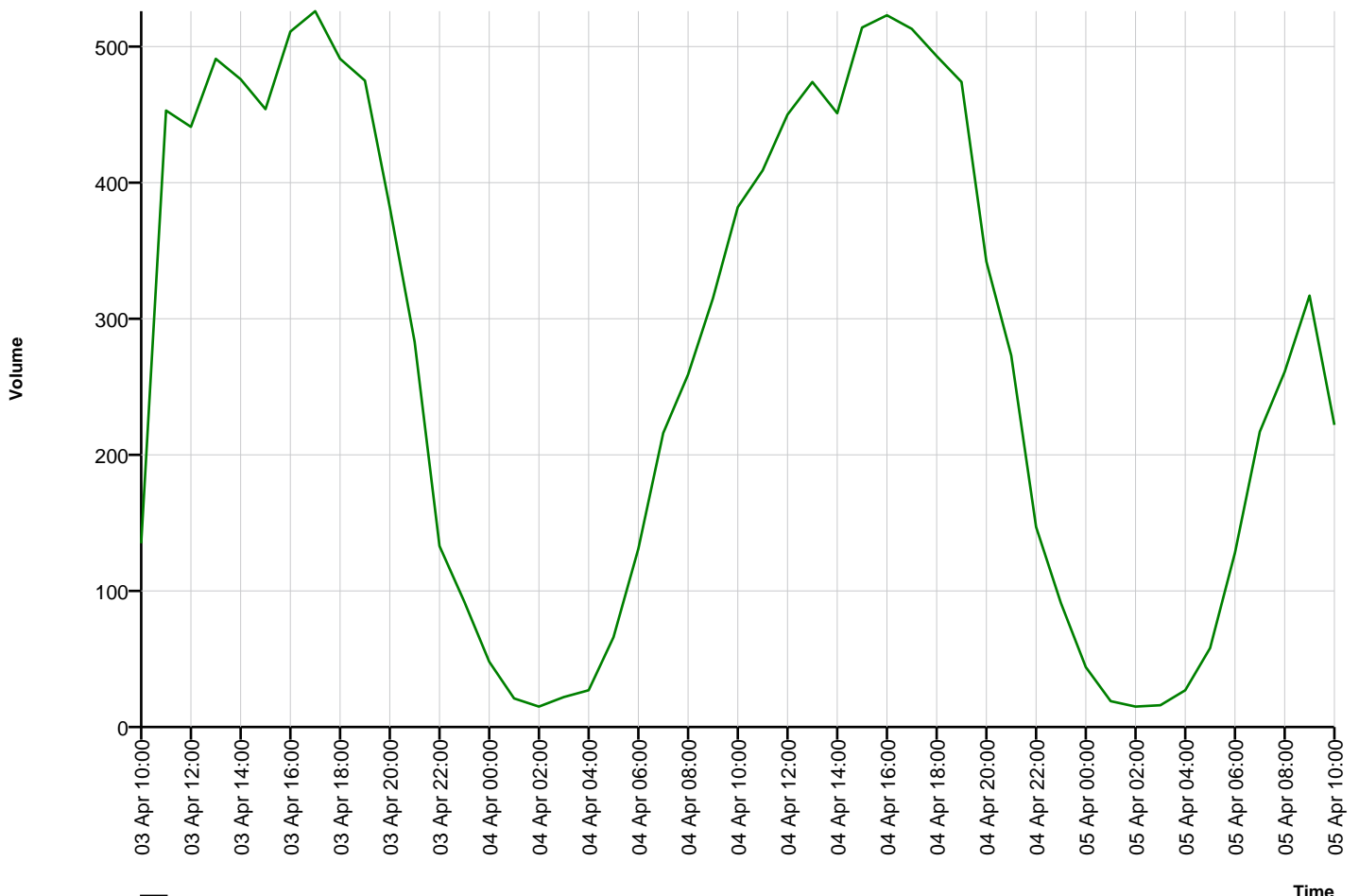
Site

Name 10790055
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 10790055
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 Email bradley.overturf@ct.gov



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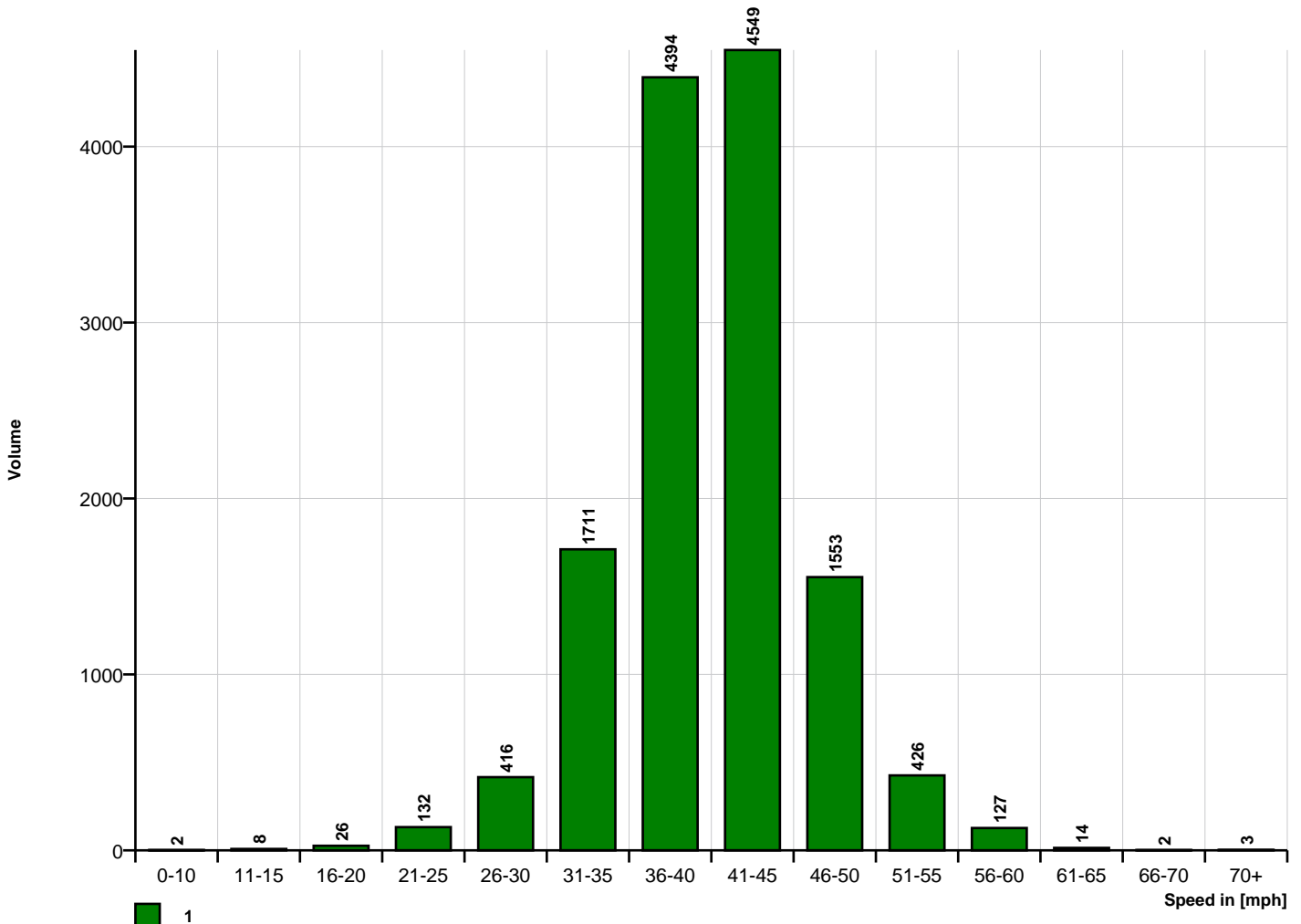
Site

Name 10790055
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 10790055
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

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 Postal code 06111
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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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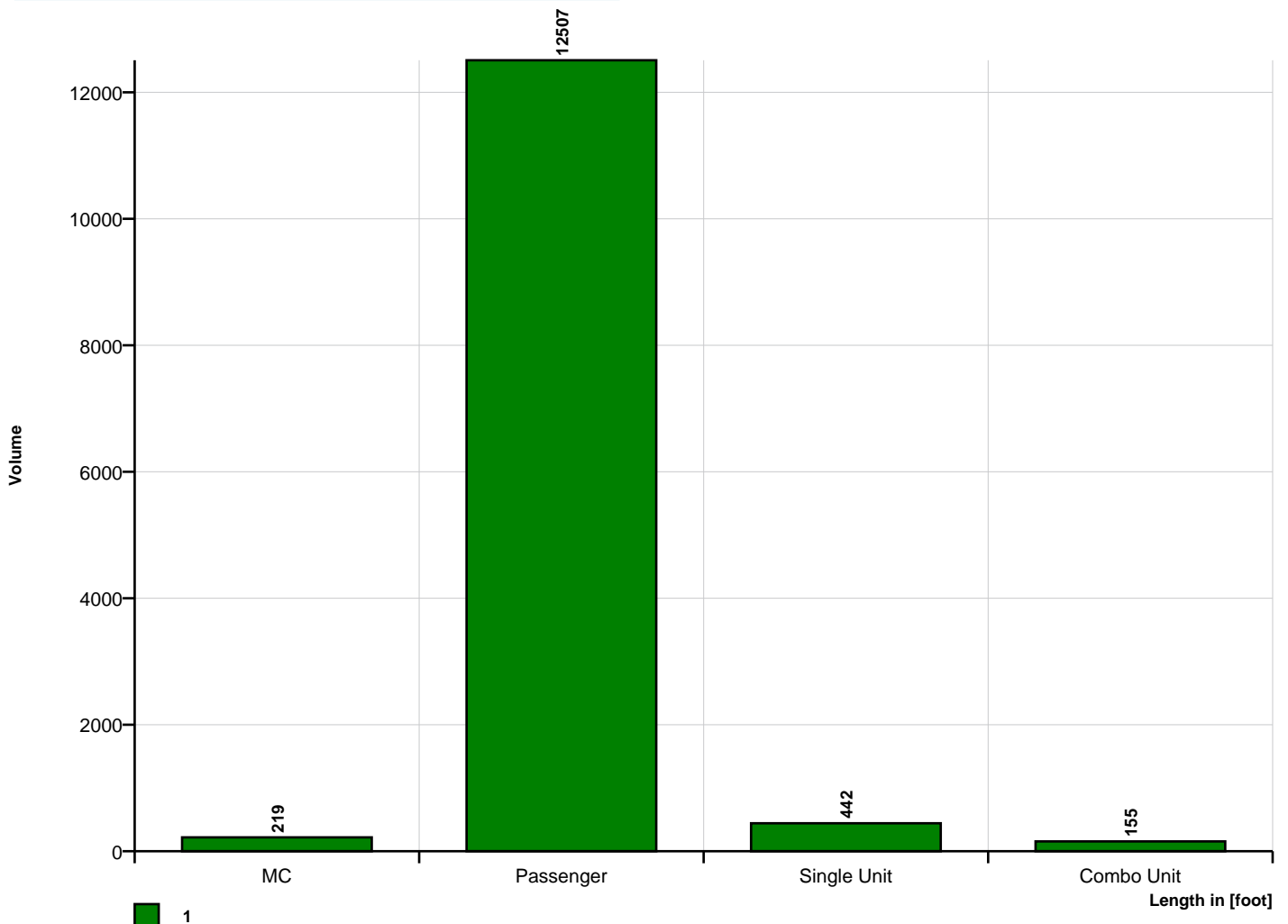
Site

Name 10790055
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 10790055
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/03/2019 10:00	135	4	123	6	2	0	0	0	0	9	24	54	38	6	4	1	0	0	0	29	39	55	32	39	44
04/03/2019 11:00	453	14	416	19	4	0	0	0	4	18	78	173	137	36	5	2	0	0	0	21	39	60	34	39	44
04/03/2019 12:00	441	3	421	11	6	0	1	0	6	7	61	172	151	27	12	7	0	0	0	13	40	57	34	39	44
04/03/2019 13:00	491	4	467	11	9	0	0	0	3	32	77	196	133	41	8	1	0	0	0	21	39	57	34	39	44
04/03/2019 14:00	476	5	448	17	6	0	2	0	4	24	67	156	170	41	11	1	1	0	0	11	39	62	34	39	44
04/03/2019 15:00	454	20	420	10	4	0	0	2	12	19	77	146	143	45	9	2	1	0	0	16	39	64	31	39	44
04/03/2019 16:00	511	25	465	16	5	0	0	0	5	20	73	178	165	51	16	3	1	0	1	21	40	73	34	39	44
04/03/2019 17:00	526	6	507	10	3	0	1	1	3	14	55	173	212	59	6	3	0	0	0	14	40	59	36	41	44
04/03/2019 18:00	491	21	463	3	4	0	0	0	4	17	41	164	189	56	16	4	0	0	0	21	41	57	36	41	45
04/03/2019 19:00	475	7	460	6	2	0	0	5	7	12	63	190	157	36	4	1	0	0	0	18	39	59	34	39	44
04/03/2019 20:00	382	2	374	3	3	0	0	4	6	12	50	151	113	36	8	2	0	0	0	18	40	55	34	39	44
04/03/2019 21:00	283	2	274	3	4	0	0	0	4	12	28	99	104	25	11	1	0	0	0	21	40	55	34	39	44
04/03/2019 22:00	133	1	131	0	1	0	0	0	1	2	4	24	52	28	18	6	0	0	0	24	44	59	39	44	50
04/03/2019 23:00	92	0	91	0	1	0	0	0	0	2	6	6	28	35	11	6	0	0	0	29	46	59	39	45	50

[Wed, 3 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1983	72	1856	39	16	0	1	3	24	70	246	661	710	211	47	12	2	0	1	14	40	73	34	39	44
06:00-22:00	5118	113	4838	115	52	0	4	12	58	196	694	1852	1712	459	110	28	3	0	1	11	40	73	34	39	44
00:00-24:00	5343	114	5060	115	54	0	4	12	59	200	704	1882	1792	522	139	40	3	0	1	11	40	73	34	39	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/04/2019 00:00	48	1	47	0	0	0	0	0	0	1	3	7	14	12	3	7	1	1	0	26	46	68	37	44	55
04/04/2019 01:00	21	0	20	1	0	0	0	0	0	1	0	2	8	5	2	3	0	0	0	26	46	60	41	44	54
04/04/2019 02:00	15	0	12	1	2	0	0	0	0	0	1	6	7	1	0	0	0	0	31	41	47	37	41	44	
04/04/2019 03:00	22	0	17	5	0	0	0	0	0	0	4	4	8	4	1	1	0	0	31	42	57	34	42	47	
04/04/2019 04:00	27	0	24	2	1	0	0	0	0	0	0	2	9	4	8	4	1	0	37	49	60	44	47	55	
04/04/2019 05:00	66	0	58	6	2	0	0	0	0	0	5	11	24	15	8	2	0	1	32	44	70	37	44	52	
04/04/2019 06:00	131	0	119	11	1	0	0	0	1	3	8	29	37	36	11	8	0	0	1	24	44	82	37	44	49
04/04/2019 07:00	216	3	181	28	4	0	0	1	5	6	13	37	77	58	16	3	1	0	19	43	62	37	44	49	
04/04/2019 08:00	259	2	236	19	2	0	1	0	1	10	20	59	81	62	24	4	0	0	13	43	55	37	42	49	
04/04/2019 09:00	315	1	294	9	11	0	0	1	4	3	33	117	103	43	9	2	0	0	19	41	57	36	39	45	
04/04/2019 10:00	382	3	351	23	5	0	0	1	2	9	61	132	125	44	6	3	0	0	19	40	57	34	39	44	
04/04/2019 11:00	409	8	380	16	5	0	0	0	1	4	52	166	137	40	9	0	0	0	24	40	52	36	39	44	
04/04/2019 12:00	450	16	415	15	4	0	0	0	3	19	103	169	113	33	9	2	0	0	22	39	59	34	39	44	
04/04/2019 13:00	474	15	431	23	5	0	1	0	2	26	82	135	176	40	9	3	1	0	11	39	62	34	39	44	
04/04/2019 14:00	451	3	429	11	8	0	1	0	2	9	67	171	148	43	8	3	0	0	14	40	57	34	39	44	
04/04/2019 15:00	514	7	488	12	7	0	1	3	4	20	90	166	173	50	6	0	1	0	14	39	65	34	39	44	
04/04/2019 16:00	523	1	501	17	4	0	0	2	6	16	79	186	168	45	16	5	0	0	19	40	57	34	39	44	
04/04/2019 17:00	513	2	496	11	4	0	0	0	4	7	51	164	220	55	12	0	0	0	21	41	54	36	41	44	
04/04/2019 18:00	493	27	454	10	2	0	0	0	2	12	45	199	182	40	12	2	0	0	22	40	55	36	39	44	
04/04/2019 19:00	474	3	464	4	3	0	0	2	6	12	108	168	128	38	9	3	0	0	16	39	59	34	37	44	
04/04/2019 20:00	342	1	336	4	1	0	0	1	6	12	55	125	108	32	3	0	0	0	19	39	54	34	39	44	
04/04/2019 21:00	273	4	264	4	1	0	0	0	6	13	37	82	96	34	4	1	0	0	21	40	55	34	39	44	
04/04/2019 22:00	147	0	144	3	0	0	0	0	0	3	9	24	67	28	15	1	0	0	26	44	60	37	44	49	
04/04/2019 23:00	91	0	91	0	0	0	0	0	0	0	3	12	39	23	10	4	1	0	34	45	64	39	44	50	

[Thu, 4 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	199	1	178	15	5	0	0	0	0	2	13	32	70	41	22	17	2	2	0	26	45	70	37	44	52
06:00-09:00	606	5	536	58	7	0	1	1	7	19	41	125	195	156	51	15	1	0	1	13	43	82	37	44	49
15:00-19:00	2043	37	1939	50	17	0	1	5	16	55	265	715	743	190	46	7	1	0	14	40	65	34	39	44	
06:00-22:00	6219	96	5839	217	67	0	4	11	55	181	904	2105	2072	693	163	39	3	0	1	11	40	82	34	39	44
00:00-24:00	6656	97	6252	235	72	0	4	11	55	186	929	2173	2248	785	210	61	6	2	1	11	40	82	34	39	45

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/05/2019 00:00	44	0	41	1	2	0	0	0	0	1	0	4	16	16	4	2	2	0	0	26	47	62	41	47	50
04/05/2019 01:00	19	0	16	1	2	0	0	0	1	2	0	7	4	4	1	1	0	0	0	22	40	55	26	39	47
04/05/2019 02:00	15	0	11	3	1	0	0	0	0	0	1	2	9	2	1	0	0	0	0	32	43	50	39	42	47
04/05/2019 03:00	16	0	14	0	2	0	0	0	0	0	0	2	8	3	3	1	0	0	0	37	45	55	41	44	52
04/05/2019 04:00	27	0	25	2	0	0	0	0	0	0	1	3	11	7	3	3	0	0	0	31	46	59	41	44	52
04/05/2019 05:00	58	0	56	2	0	0	0	0	1	0	4	11	25	9	6	1	0	0	1	21	44	75	37	44	49
04/05/2019 06:00	128	0	112	14	2	0	0	0	1	6	7	25	51	27	9	3	0	0	0	24	43	57	37	42	49
04/05/2019 07:00	217	0	190	26	1	1	0	1	6	7	6	43	84	50	16	4	0	0	0	9	43	59	37	44	49
04/05/2019 08:00	261	3	238	15	5	1	0	1	1	7	20	72	86	53	14	6	2	0	0	8	42	64	36	42	49
04/05/2019 09:00	317	4	286	19	8	0	0	0	1	3	18	112	119	46	15	3	1	0	0	24	42	64	37	41	47
04/05/2019 10:00	222	1	206	9	6	0	0	1	7	4	21	58	96	29	5	2	0	0	0	19	41	57	36	41	45

[Fri, 5 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	179	0	163	9	7	0	0	0	2	3	6	29	73	41	18	8	2	0	1	21	44	75	39	44	49
06:00-09:00	606	3	540	55	8	2	0	2	8	20	33	140	221	130	39	13	2	0	0	8	42	64	37	42	49
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1145	8	1032	83	22	2	0	3	16	27	72	310	436	205	59	18	3	0	0	8	42	64	37	42	47
00:00-24:00	1324	8	1195	92	29	2	0	3	18	30	78	339	509	246	77	26	5	0	1	8	42	75	37	42	49

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:21:10

Site

Name 10790081
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790081
 Device type **SDR Traffic+**

Time Range

Start date 08/05/2019 10:00
 End date 08/13/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	2588	4	2442	101	41
06:00-09:00	7348	13	6735	517	83
15:00-19:00	17489	43	16227	1108	111
06:00-22:00	56368	116	52135	3686	431
00:00-24:00	61351	127	56896	3848	480

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	72	29	24	29	34	12.6

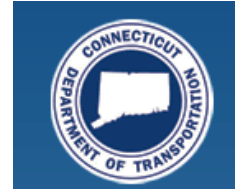
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:21:10

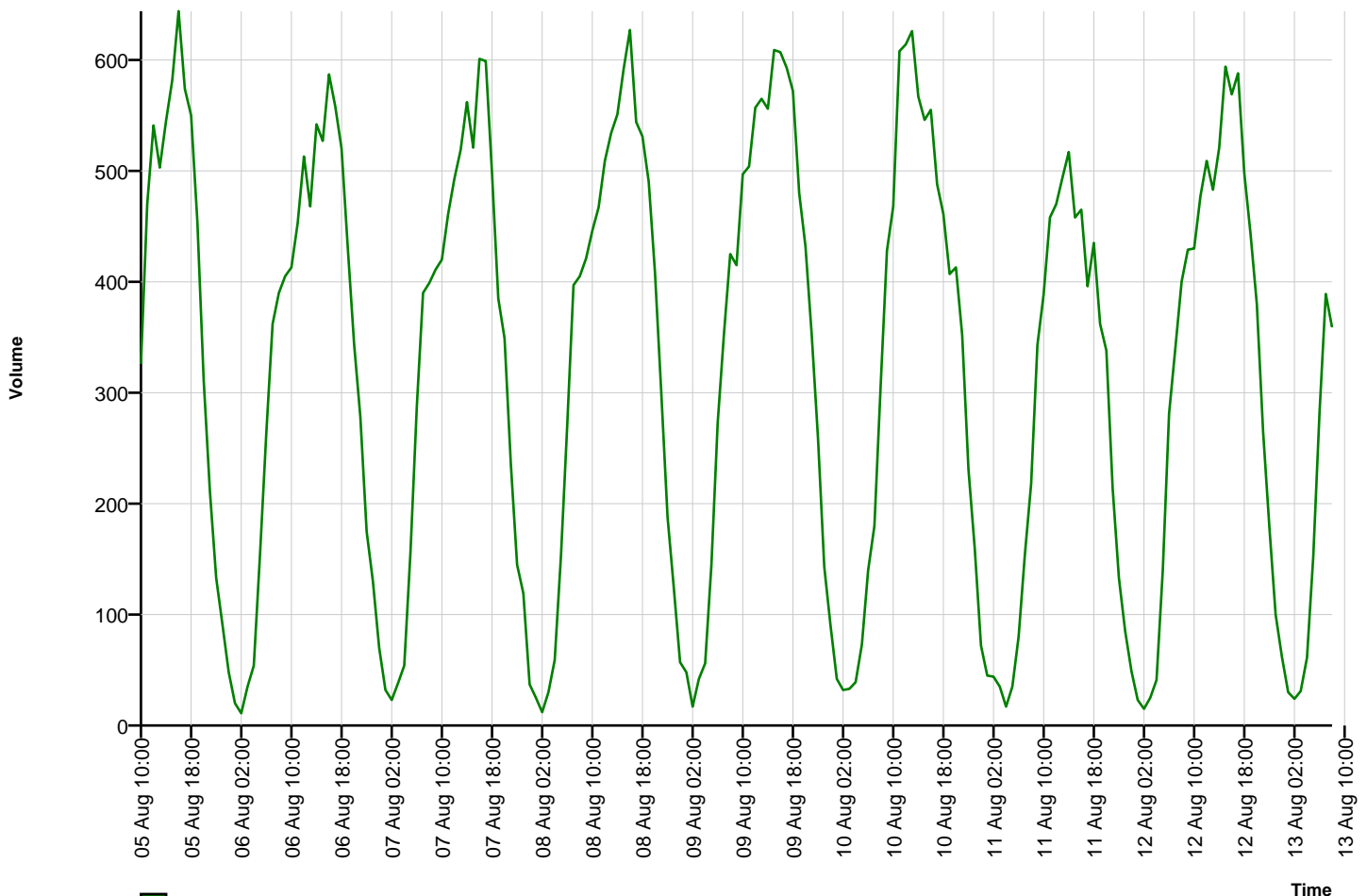
Site

Name 10790081
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790081
 Device type **SDR Traffic+**

Time Range

Start date 08/05/2019 10:00
 End date 08/13/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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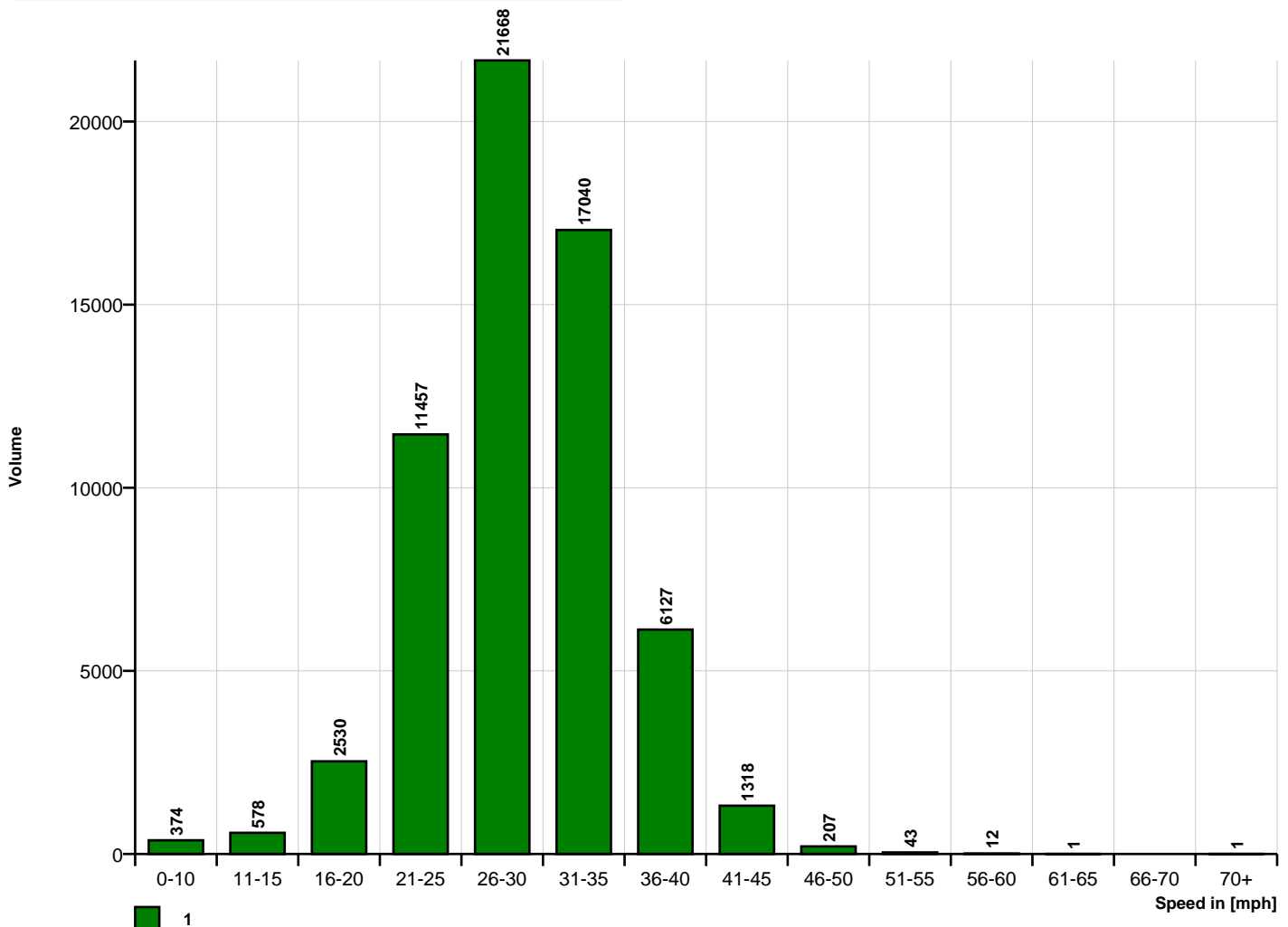
Site

Name 10790081
 Dir. Oncoming (name)
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Time Range

Start date 08/05/2019 10:00
 End date 08/13/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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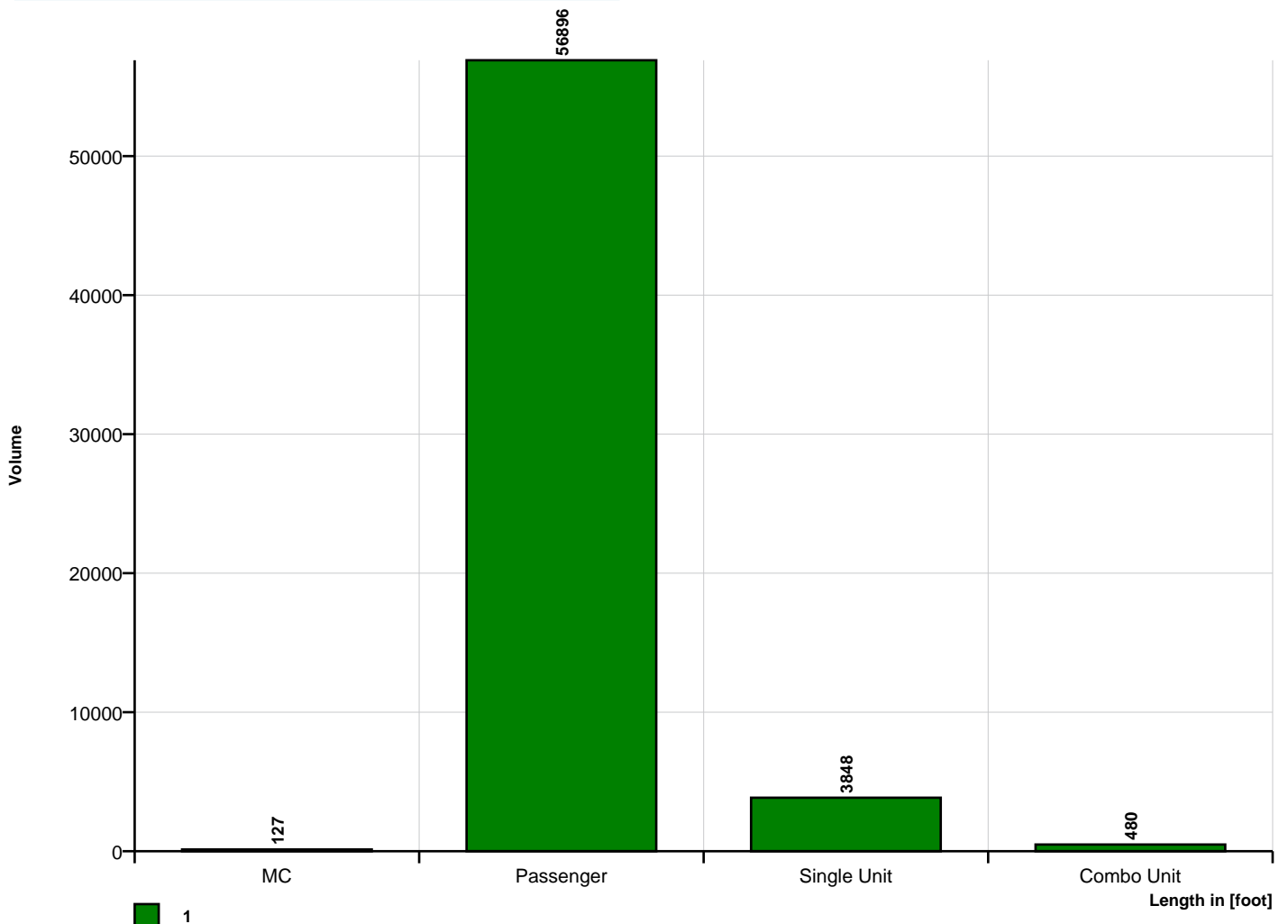
Site

Name 10790081
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790081
 Device type **SDR Traffic+**

Time Range

Start date 08/05/2019 10:00
 End date 08/13/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/05/2019 10:00	326	1	287	33	5	0	3	15	72	102	93	35	6	0	0	0	0	0	0	11	29	44	24	29	34
08/05/2019 11:00	470	0	420	45	5	0	0	7	88	171	156	38	8	2	0	0	0	0	0	19	29	49	24	29	34
08/05/2019 12:00	541	0	494	43	4	0	0	14	90	223	153	51	10	0	0	0	0	0	0	16	29	44	24	29	34
08/05/2019 13:00	503	0	462	37	4	0	0	23	106	175	154	41	4	0	0	0	0	0	0	16	29	42	21	29	34
08/05/2019 14:00	545	3	495	42	5	2	8	27	112	205	143	37	11	0	0	0	0	0	0	8	28	44	22	27	34
08/05/2019 15:00	582	0	533	42	7	6	8	28	122	231	144	37	6	0	0	0	0	0	0	6	28	44	22	27	34
08/05/2019 16:00	644	2	593	47	2	1	9	48	134	263	154	31	4	0	0	0	0	0	0	9	28	42	22	27	31
08/05/2019 17:00	574	0	545	25	4	2	3	29	108	220	157	50	4	1	0	0	0	0	0	3	28	49	22	29	34
08/05/2019 18:00	550	3	518	27	2	5	4	19	72	193	187	52	15	2	1	0	0	0	0	3	30	50	24	29	34
08/05/2019 19:00	454	0	434	20	0	2	4	21	107	142	133	37	7	1	0	0	0	0	0	6	28	45	21	27	34
08/05/2019 20:00	312	2	305	5	0	50	58	98	76	25	5	0	0	0	0	0	0	0	0	3	17	34	9	18	24
08/05/2019 21:00	211	7	202	2	0	40	30	55	54	25	6	1	0	0	0	0	0	0	0	3	18	39	8	19	26
08/05/2019 22:00	133	3	124	6	0	4	17	41	44	17	9	0	1	0	0	0	0	0	0	4	21	42	14	21	26
08/05/2019 23:00	91	2	89	0	0	1	3	15	45	24	3	0	0	0	0	0	0	0	0	9	23	34	19	22	26

[Mon, 5 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2350	5	2189	141	15	14	24	124	436	907	642	170	29	3	1	0	0	0	0	3	28	50	22	29	34
06:00-22:00	5712	18	5288	368	38	108	127	384	1141	1975	1485	410	75	6	1	0	0	0	0	3	28	50	21	27	34
00:00-24:00	5936	23	5501	374	38	113	147	440	1230	2016	1497	410	76	6	1	0	0	0	0	3	27	50	21	27	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/06/2019 00:00	48	0	48	0	0	0	2	5	18	16	5	2	0	0	0	0	0	0	0	11	25	39	21	24	29
08/06/2019 01:00	20	0	18	1	1	0	1	1	5	9	3	0	1	0	0	0	0	0	0	14	27	42	21	27	31
08/06/2019 02:00	11	0	11	0	0	0	0	0	1	7	3	0	0	0	0	0	0	0	0	21	28	34	26	26	34
08/06/2019 03:00	35	0	29	3	3	0	2	0	13	8	4	6	1	1	0	0	0	0	0	13	29	49	21	26	37
08/06/2019 04:00	54	0	51	3	0	2	0	2	5	10	14	14	4	3	0	0	0	0	0	6	32	49	24	34	39
08/06/2019 05:00	155	1	144	8	2	0	0	2	5	26	47	49	20	4	1	1	0	0	0	18	35	57	29	34	41
08/06/2019 06:00	264	1	243	14	6	0	0	1	13	56	109	57	24	4	0	0	0	0	0	19	33	47	27	32	39
08/06/2019 07:00	362	0	319	36	7	4	7	12	38	89	126	70	15	1	0	0	0	0	0	6	31	47	24	31	37
08/06/2019 08:00	390	0	361	25	4	0	2	9	61	131	119	58	7	3	0	0	0	0	0	13	30	47	24	29	36
08/06/2019 09:00	405	1	365	32	7	1	2	7	69	163	112	41	8	2	0	0	0	0	0	6	29	47	24	29	34
08/06/2019 10:00	413	1	368	39	5	0	5	5	89	175	103	32	3	1	0	0	0	0	0	13	28	49	24	27	32
08/06/2019 11:00	453	0	396	48	9	0	6	19	88	169	131	28	11	1	0	0	0	0	0	13	29	49	22	29	34
08/06/2019 12:00	513	0	459	50	4	1	13	46	136	178	103	32	4	0	0	0	0	0	0	8	27	44	21	26	31
08/06/2019 13:00	468	0	422	40	6	0	6	28	104	168	127	33	2	0	0	0	0	0	0	11	28	42	21	27	32
08/06/2019 14:00	542	1	482	55	4	0	5	16	114	221	148	30	7	1	0	0	0	0	0	11	28	49	24	29	32
08/06/2019 15:00	527	1	472	44	10	16	11	29	132	195	113	24	6	1	0	0	0	0	0	4	27	47	21	26	31
08/06/2019 16:00	587	3	535	47	2	1	4	39	142	212	150	36	3	0	0	0	0	0	0	4	28	44	21	26	32
08/06/2019 17:00	558	2	520	29	7	2	1	30	162	198	121	38	5	1	0	0	0	0	0	6	28	49	21	26	32
08/06/2019 18:00	520	0	491	28	1	0	1	17	87	199	167	42	6	1	0	0	0	0	0	14	29	45	24	29	34
08/06/2019 19:00	430	0	411	19	0	0	1	9	71	146	134	56	10	2	0	0	1	0	0	14	30	62	24	29	36
08/06/2019 20:00	344	1	332	9	2	0	1	5	43	131	105	48	11	0	0	0	0	0	0	13	30	44	26	29	36
08/06/2019 21:00	278	1	263	10	4	0	0	6	34	92	100	38	6	1	1	0	0	0	0	16	31	52	26	31	36
08/06/2019 22:00	175	0	168	6	1	0	0	5	15	48	65	35	6	1	0	0	0	0	0	18	32	45	26	31	37
08/06/2019 23:00	130	0	129	1	0	0	0	1	8	29	50	28	12	2	0	0	0	0	0	19	33	47	26	31	39

[Tue, 6 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	323	1	301	15	6	2	5	10	47	76	76	71	26	8	1	1	0	0	0	6	32	57	24	31	39
06:00-09:00	1016	1	923	75	17	4	9	22	112	276	354	185	46	8	0	0	0	0	0	6	31	47	26	31	37
15:00-19:00	2192	6	2018	148	20	19	17	115	523	804	551	140	20	3	0	0	0	0	0	4	28	49	21	26	32
06:00-22:00	7054	12	6439	525	78	25	65	278	1383	2523	1968	663	128	19	1	0	1	0	0	4	29	62	24	29	34
00:00-24:00	7682	13	7037	547	85	27	70	294	1453	2676	2159	797	172	30	2	1	1	0	0	4	29	62	24	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/07/2019 00:00	70	0	70	0	0	0	1	0	5	14	24	16	4	4	1	1	0	0	0	14	34	60	29	34	39
08/07/2019 01:00	32	0	32	0	0	0	0	0	1	8	10	9	4	0	0	0	0	0	0	24	34	44	29	34	39
08/07/2019 02:00	23	0	21	2	0	0	0	0	1	3	13	3	3	0	0	0	0	0	0	24	34	44	29	34	39
08/07/2019 03:00	38	0	33	3	2	0	0	0	4	3	17	8	5	1	0	0	0	0	0	22	35	47	29	34	41
08/07/2019 04:00	54	0	49	3	2	0	1	3	0	6	18	19	5	1	1	1	0	0	0	14	35	55	29	34	39
08/07/2019 05:00	157	1	150	3	3	0	0	3	3	24	58	42	21	4	2	0	0	0	0	19	35	54	29	34	41
08/07/2019 06:00	287	1	267	14	5	0	0	5	15	56	109	82	17	3	0	0	0	0	0	16	33	49	27	34	37
08/07/2019 07:00	390	0	356	29	5	1	0	9	43	102	141	78	15	0	1	0	0	0	0	8	31	50	26	31	37
08/07/2019 08:00	399	0	366	27	6	0	0	6	54	140	140	49	10	0	0	0	0	0	0	16	30	44	24	29	34
08/07/2019 09:00	411	0	370	39	2	0	0	7	71	155	131	41	5	1	0	0	0	0	0	18	30	49	24	29	34
08/07/2019 10:00	420	0	378	34	8	0	3	10	72	169	132	28	5	1	0	0	0	0	0	14	29	47	24	29	34
08/07/2019 11:00	461	0	420	36	5	0	0	10	73	166	140	59	12	1	0	0	0	0	0	16	30	45	24	29	36
08/07/2019 12:00	493	0	436	49	8	0	8	24	110	189	118	38	6	0	0	0	0	0	0	11	28	44	22	27	34
08/07/2019 13:00	519	0	465	50	4	1	3	22	156	178	115	35	8	1	0	0	0	0	0	9	28	49	21	26	32
08/07/2019 14:00	562	2	521	32	7	15	15	48	146	193	101	38	4	2	0	0	0	0	0	6	27	49	21	26	32
08/07/2019 15:00	521	0	458	56	7	0	2	26	150	177	122	39	5	0	0	0	0	0	0	13	28	44	21	26	34
08/07/2019 16:00	601	0	544	53	4	6	5	31	163	233	123	33	7	0	0	0	0	0	0	6	27	44	21	26	31
08/07/2019 17:00	599	1	576	21	1	2	4	31	150	250	132	26	4	0	0	0	0	0	0	6	27	42	22	26	31
08/07/2019 18:00	498	0	477	18	3	7	9	25	140	179	119	16	2	1	0	0	0	0	0	6	27	49	21	26	31
08/07/2019 19:00	385	0	366	18	1	7	3	23	87	133	105	26	1	0	0	0	0	0	0	6	28	42	21	27	32
08/07/2019 20:00	349	0	340	9	0	6	9	13	67	135	84	28	4	3	0	0	0	0	0	8	28	49	21	27	34
08/07/2019 21:00	236	0	233	3	0	0	1	4	29	92	72	31	7	0	0	0	0	0	0	14	30	44	26	29	36
08/07/2019 22:00	145	0	142	3	0	1	1	5	21	37	57	19	4	0	0	0	0	0	0	8	30	41	24	31	36
08/07/2019 23:00	119	0	118	1	0	0	0	0	13	37	38	22	6	3	0	0	0	0	0	21	32	47	26	31	37

[Wed, 7 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	374	1	355	11	7	0	2	6	14	58	140	97	42	10	4	2	0	0	0	14	35	60	29	34	41
06:00-09:00	1076	1	989	70	16	1	0	20	112	298	390	209	42	3	1	0	0	0	0	8	31	50	26	31	37
15:00-19:00	2219	1	2055	148	15	15	20	113	603	839	496	114	18	1	0	0	0	0	0	6	27	49	21	26	31
06:00-22:00	7131	4	6573	488	66	45	62	294	1526	2547	1884	647	112	13	1	0	0	0	0	6	29	50	22	29	34
00:00-24:00	7769	5	7188	503	73	46	65	305	1574	2679	2119	785	164	26	5	2	0	0	0	6	29	60	22	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/08/2019 00:00	37	0	37	0	0	0	1	0	4	9	16	6	0	1	0	0	0	0	0	14	31	49	26	31	36
08/08/2019 01:00	25	0	23	2	0	0	0	1	2	4	7	7	4	0	0	0	0	0	0	18	34	44	27	32	41
08/08/2019 02:00	12	0	11	1	0	0	0	0	2	2	3	3	1	0	1	0	0	0	0	22	34	52	24	34	42
08/08/2019 03:00	30	0	24	4	2	0	1	1	1	4	9	10	4	0	0	0	0	0	0	14	34	44	26	34	39
08/08/2019 04:00	59	0	56	2	1	0	0	1	3	8	17	15	12	2	0	1	0	0	0	19	35	57	29	36	42
08/08/2019 05:00	153	0	142	8	3	0	0	2	4	28	55	43	19	1	1	0	0	0	0	18	34	52	29	34	39
08/08/2019 06:00	271	1	250	18	2	0	0	5	13	80	78	66	21	7	1	0	0	0	0	18	33	54	26	31	39
08/08/2019 07:00	397	1	354	38	4	0	3	14	56	121	118	68	14	2	1	1	0	0	0	13	31	55	24	31	36
08/08/2019 08:00	405	0	366	36	3	0	2	5	55	140	144	43	14	2	0	0	0	0	0	14	30	47	24	31	34
08/08/2019 09:00	421	0	379	35	7	0	1	7	89	135	131	48	7	3	0	0	0	0	0	11	29	47	24	29	34
08/08/2019 10:00	446	0	404	35	7	0	0	18	80	168	144	31	4	1	0	0	0	0	0	16	29	49	24	29	34
08/08/2019 11:00	467	1	426	32	8	1	2	26	95	169	130	35	9	0	0	0	0	0	0	8	29	44	22	29	34
08/08/2019 12:00	509	0	450	56	3	1	6	31	117	180	137	33	4	0	0	0	0	0	0	8	28	42	21	27	32
08/08/2019 13:00	534	1	480	48	5	0	2	42	97	225	131	28	8	1	0	0	0	0	0	13	28	47	22	27	31
08/08/2019 14:00	551	1	499	42	9	2	10	21	125	219	128	44	2	0	0	0	0	0	0	6	28	42	22	27	32
08/08/2019 15:00	592	1	531	55	5	8	17	69	175	182	109	25	7	0	0	0	0	0	0	6	26	44	19	26	31
08/08/2019 16:00	627	4	587	32	4	15	15	50	171	232	111	26	7	0	0	0	0	0	0	4	26	44	21	26	31
08/08/2019 17:00	544	3	506	31	4	0	3	23	130	228	129	26	3	2	0	0	0	0	0	11	28	49	22	27	32
08/08/2019 18:00	531	0	485	43	3	1	6	25	101	197	154	41	5	0	1	0	0	0	0	9	28	50	22	29	34
08/08/2019 19:00	490	1	466	21	2	0	1	14	87	188	143	49	6	2	0	0	0	0	0	14	29	49	24	29	34
08/08/2019 20:00	408	0	395	12	1	0	1	15	68	157	127	31	9	0	0	0	0	0	0	11	29	44	24	29	34
08/08/2019 21:00	300	0	295	3	2	0	0	4	32	108	102	43	10	1	0	0	0	0	0	16	31	49	26	31	36
08/08/2019 22:00	188	0	180	7	1	0	0	7	24	66	62	22	6	1	0	0	0	0	0	16	30	47	24	29	36
08/08/2019 23:00	124	0	123	0	1	0	0	3	13	24	41	30	11	0	1	1	0	0	0	19	33	59	26	32	39

[Thu, 8 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	316	0	293	17	6	0	2	5	16	55	107	84	40	4	2	1	0	0	0	14	34	57	27	34	39
06:00-09:00	1073	2	970	92	9	0	5	24	124	341	340	177	49	11	2	1	0	0	0	13	31	55	26	31	37
15:00-19:00	2294	8	2109	161	16	24	41	167	577	839	503	118	22	2	1	0	0	0	0	4	27	50	21	26	31
06:00-22:00	7493	14	6873	537	69	28	69	369	1491	2729	2016	637	130	21	3	1	0	0	0	4	29	55	22	29	34
00:00-24:00	8121	14	7469	561	77	28	71	384	1544	2874	2226	773	187	26	6	3	0	0	0	4	29	59	22	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/09/2019 00:00	57	1	56	0	0	0	0	0	4	9	23	14	4	3	0	0	0	0	0	21	34	49	27	34	39
08/09/2019 01:00	48	0	46	0	2	0	0	1	3	9	19	12	4	0	0	0	0	0	0	19	33	44	29	31	37
08/09/2019 02:00	17	0	13	3	1	0	0	0	1	5	4	3	3	1	0	0	0	0	0	21	33	45	26	31	41
08/09/2019 03:00	42	0	37	3	2	0	0	0	2	5	12	15	5	2	1	0	0	0	0	24	36	50	29	36	41
08/09/2019 04:00	56	0	54	1	1	0	0	1	3	7	16	11	14	2	2	1	0	0	0	19	36	55	26	37	44
08/09/2019 05:00	145	1	137	6	1	0	0	1	4	22	53	44	13	6	2	1	0	0	0	16	35	55	29	34	39
08/09/2019 06:00	273	1	256	13	3	0	0	1	9	58	101	73	25	6	0	0	0	0	0	19	34	49	29	34	39
08/09/2019 07:00	353	0	323	27	3	0	1	5	32	99	134	65	15	2	0	0	0	0	0	13	32	47	26	31	37
08/09/2019 08:00	425	1	388	30	6	0	1	9	68	138	128	66	12	1	1	1	0	0	0	11	30	57	24	29	36
08/09/2019 09:00	415	0	376	33	6	0	3	13	97	165	100	34	2	1	0	0	0	0	0	14	28	47	22	27	32
08/09/2019 10:00	497	0	446	49	2	1	5	30	120	191	124	19	7	0	0	0	0	0	0	9	28	44	21	26	31
08/09/2019 11:00	504	0	462	28	14	0	3	22	91	216	131	34	5	1	1	0	0	0	0	13	29	50	24	27	34
08/09/2019 12:00	557	1	516	36	4	1	4	20	114	211	158	43	6	0	0	0	0	0	0	6	29	44	24	29	34
08/09/2019 13:00	565	1	509	49	6	4	2	31	121	217	152	30	7	1	0	0	0	0	0	8	28	45	22	27	32
08/09/2019 14:00	556	1	509	43	3	0	1	27	143	224	134	27	0	0	0	0	0	0	0	14	28	39	22	27	31
08/09/2019 15:00	609	0	548	57	4	0	3	34	174	258	116	20	4	0	0	0	0	0	0	13	27	41	22	26	31
08/09/2019 16:00	607	9	547	41	10	84	64	82	138	161	63	15	0	0	0	0	0	0	0	3	22	39	11	22	29
08/09/2019 17:00	593	2	557	30	4	2	5	42	150	224	138	25	7	0	0	0	0	0	0	6	27	44	21	26	31
08/09/2019 18:00	572	1	533	35	3	1	2	16	126	214	156	48	8	0	1	0	0	0	0	6	29	50	22	29	34
08/09/2019 19:00	480	1	457	20	2	0	0	23	85	166	160	43	3	0	0	0	0	0	0	16	29	44	24	29	34
08/09/2019 20:00	432	0	413	17	2	0	5	16	68	158	134	38	11	2	0	0	0	0	0	11	29	47	24	29	34
08/09/2019 21:00	352	2	337	13	0	1	1	11	35	119	135	40	8	1	1	0	0	0	0	9	30	52	26	31	34
08/09/2019 22:00	259	0	250	9	0	1	1	10	28	93	81	26	12	5	1	0	0	0	1	8	31	72	24	29	36
08/09/2019 23:00	143	0	136	7	0	0	2	6	27	59	39	10	0	0	0	0	0	0	0	14	28	39	24	29	32

[Fri, 9 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	365	2	343	13	7	0	0	3	17	57	127	99	43	14	5	2	0	0	0	16	35	55	29	34	41
06:00-09:00	1052	2	967	70	13	0	2	15	110	295	363	204	52	9	1	1	0	0	0	11	32	57	26	31	37
15:00-19:00	2381	12	2185	163	21	87	74	174	588	857	473	108	19	0	1	0	0	0	0	3	26	50	21	26	31
06:00-22:00	7790	20	7177	521	72	94	100	382	1571	2819	2064	620	120	15	4	1	0	0	0	3	28	57	22	29	34
00:00-24:00	8557	22	7906	550	79	95	103	401	1643	3028	2311	755	175	34	10	3	0	0	1	3	29	72	22	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/10/2019 00:00	90	0	89	1	0	0	1	1	5	40	28	13	1	1	0	0	0	0	0	14	31	49	26	29	36
08/10/2019 01:00	42	0	39	3	0	0	0	2	2	12	11	13	1	1	0	0	0	0	0	16	32	47	26	34	37
08/10/2019 02:00	32	0	29	2	1	0	0	1	2	5	14	8	2	0	0	0	0	0	0	19	33	42	29	31	37
08/10/2019 03:00	33	0	28	3	2	0	1	2	1	8	11	7	2	1	0	0	0	0	0	14	32	49	26	31	39
08/10/2019 04:00	39	0	37	2	0	0	0	1	3	6	18	4	4	3	0	0	0	0	0	16	34	47	27	31	41
08/10/2019 05:00	73	0	72	0	1	0	0	0	2	15	19	28	6	2	1	0	0	0	0	21	35	54	26	36	39
08/10/2019 06:00	140	1	131	5	3	0	0	0	9	25	41	43	15	5	2	0	0	0	0	21	35	52	29	34	41
08/10/2019 07:00	180	0	169	9	2	0	1	1	10	38	72	46	10	2	0	0	0	0	0	13	33	49	26	32	39
08/10/2019 08:00	307	2	282	21	2	0	0	17	49	88	91	45	15	2	0	0	0	0	0	16	30	47	24	29	36
08/10/2019 09:00	428	1	411	16	0	0	1	3	58	157	152	46	10	0	1	0	0	0	0	13	30	52	26	29	34
08/10/2019 10:00	468	1	431	35	1	0	1	7	65	191	142	48	12	2	0	0	0	0	0	13	30	47	24	29	34
08/10/2019 11:00	608	1	561	40	6	3	1	37	155	241	130	38	3	0	0	0	0	0	0	8	28	44	21	26	32
08/10/2019 12:00	614	4	577	30	3	12	22	39	139	216	135	42	9	0	0	0	0	0	0	4	27	44	21	26	34
08/10/2019 13:00	626	3	577	42	4	10	13	39	155	246	123	38	2	0	0	0	0	0	0	3	27	42	21	26	31
08/10/2019 14:00	567	4	524	36	3	0	2	15	113	223	169	37	8	0	0	0	0	0	0	11	29	44	24	29	34
08/10/2019 15:00	546	0	504	38	4	6	2	31	145	192	130	36	4	0	0	0	0	0	0	6	28	42	21	26	32
08/10/2019 16:00	555	0	518	36	1	0	2	12	92	236	158	49	6	0	0	0	0	0	0	14	29	44	24	29	34
08/10/2019 17:00	488	0	461	25	2	0	0	19	88	174	140	57	8	2	0	0	0	0	0	16	29	47	24	29	34
08/10/2019 18:00	461	1	440	20	0	0	1	6	59	181	152	51	8	1	2	1	0	0	0	14	30	55	26	29	34
08/10/2019 19:00	407	1	394	11	1	0	0	4	42	155	146	50	9	0	1	0	0	0	0	18	31	54	26	31	34
08/10/2019 20:00	413	2	397	14	0	1	1	7	83	170	108	37	6	0	0	0	0	0	0	6	29	44	24	29	34
08/10/2019 21:00	352	0	334	18	0	0	1	2	38	142	122	37	10	0	0	0	0	0	0	14	30	44	26	29	34
08/10/2019 22:00	231	0	222	9	0	0	0	7	23	81	74	35	9	1	1	0	0	0	0	16	31	52	26	31	36
08/10/2019 23:00	160	1	157	2	0	0	0	3	8	46	58	41	4	0	0	0	0	0	0	16	32	44	26	31	37

[Sat, 10 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	309	0	294	11	4	0	2	7	15	86	101	73	16	8	1	0	0	0	0	14	32	54	26	31	37
06:00-09:00	628	3	583	35	7	0	1	18	69	151	204	134	40	9	2	0	0	0	0	13	32	52	26	31	39
15:00-19:00	2050	1	1923	119	7	6	5	68	384	783	580	193	26	3	2	1	0	0	0	6	29	55	24	29	34
06:00-22:00	7160	21	6711	396	32	32	48	239	1300	2675	2011	700	135	14	6	1	0	0	0	3	29	55	24	29	34
00:00-24:00	7860	22	7384	418	36	32	50	256	1346	2888	2244	849	164	23	8	1	0	0	0	3	29	55	24	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/11/2019 00:00	72	0	70	2	0	0	1	3	1	19	19	21	7	1	0	0	0	0	0	11	33	49	26	34	39
08/11/2019 01:00	45	0	43	2	0	0	0	0	5	12	10	13	4	1	0	0	0	0	0	21	33	47	26	34	39
08/11/2019 02:00	44	0	43	1	0	0	2	1	4	11	13	9	2	1	0	1	0	0	0	13	32	55	24	31	37
08/11/2019 03:00	35	0	34	1	0	0	0	2	3	3	14	7	5	1	0	0	0	0	0	18	33	49	26	32	41
08/11/2019 04:00	17	0	15	1	1	0	0	0	1	3	6	5	1	1	0	0	0	0	0	24	35	47	29	34	39
08/11/2019 05:00	35	0	33	1	1	0	0	1	1	6	14	8	4	1	0	0	0	0	0	16	34	47	27	32	39
08/11/2019 06:00	80	0	75	5	0	0	0	0	4	11	29	19	12	2	3	0	0	0	0	24	35	50	29	34	42
08/11/2019 07:00	154	0	147	6	1	0	0	1	8	31	62	37	14	1	0	0	0	0	0	19	33	47	29	32	39
08/11/2019 08:00	218	0	203	14	1	1	1	3	24	61	72	39	16	1	0	0	0	0	0	9	32	47	26	31	37
08/11/2019 09:00	343	0	326	17	0	0	1	3	58	127	110	36	8	0	0	0	0	0	0	14	30	44	24	29	34
08/11/2019 10:00	389	0	375	12	2	0	1	11	57	128	132	53	7	0	0	0	0	0	0	14	30	44	24	29	36
08/11/2019 11:00	458	0	434	24	0	2	1	18	75	192	120	40	10	0	0	0	0	0	0	8	29	44	24	29	34
08/11/2019 12:00	470	1	443	26	0	0	1	6	103	205	112	33	8	1	1	0	0	0	0	13	29	50	24	29	34
08/11/2019 13:00	494	1	465	26	2	1	0	19	114	199	128	25	7	1	0	0	0	0	0	6	28	45	24	27	32
08/11/2019 14:00	517	1	481	35	0	0	0	23	95	211	136	47	5	0	0	0	0	0	0	16	29	42	24	29	34
08/11/2019 15:00	458	1	426	29	2	0	0	17	102	145	131	55	7	1	0	0	0	0	0	16	29	49	22	29	34
08/11/2019 16:00	465	2	439	22	2	0	1	14	74	166	135	63	9	3	0	0	0	0	0	14	30	47	24	29	36
08/11/2019 17:00	396	1	379	16	0	0	1	8	55	132	135	57	8	0	0	0	0	0	0	14	30	42	24	31	36
08/11/2019 18:00	435	2	409	23	1	2	2	10	105	151	135	25	5	0	0	0	0	0	0	6	29	44	24	29	34
08/11/2019 19:00	362	1	353	8	0	0	0	6	39	125	138	45	5	3	1	0	0	0	0	16	31	52	26	31	34
08/11/2019 20:00	338	0	331	6	1	0	2	10	70	136	99	19	2	0	0	0	0	0	0	11	28	42	24	29	32
08/11/2019 21:00	214	0	204	8	2	0	1	7	33	71	71	27	3	1	0	0	0	0	0	11	30	49	24	29	34
08/11/2019 22:00	133	0	132	1	0	2	0	5	20	55	40	8	2	0	1	0	0	0	0	8	29	52	24	29	34
08/11/2019 23:00	85	0	80	2	3	2	2	9	25	28	13	5	0	1	0	0	0	0	0	6	26	47	19	26	31

[Sun, 11 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	248	0	238	8	2	0	3	7	15	54	76	63	23	6	0	1	0	0	0	11	33	55	26	34	39
06:00-09:00	452	0	425	25	2	1	1	4	36	103	163	95	42	4	3	0	0	0	0	9	33	50	26	31	39
15:00-19:00	1754	6	1653	90	5	2	4	49	336	594	536	200	29	4	0	0	0	0	0	6	29	49	24	29	34
06:00-22:00	5791	10	5490	277	14	6	12	156	1016	2091	1745	620	126	14	5	0	0	0	0	6	30	52	24	29	34
00:00-24:00	6257	10	5940	288	19	10	17	177	1076	2228	1874	696	151	21	6	1	0	0	0	6	30	55	24	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/12/2019 00:00	49	0	47	2	0	0	0	2	8	16	17	3	2	0	1	0	0	0	0	16	30	50	24	29	34
08/12/2019 01:00	23	0	21	1	1	0	0	1	5	6	8	3	0	0	0	0	0	0	0	18	29	39	22	29	34
08/12/2019 02:00	15	0	15	0	0	0	0	3	1	7	3	1	0	0	0	0	0	0	0	16	27	37	19	29	31
08/12/2019 03:00	25	0	23	2	0	0	1	2	4	11	6	1	0	0	0	0	0	0	0	13	28	36	21	29	34
08/12/2019 04:00	41	0	39	2	0	1	0	3	7	12	13	4	1	0	0	0	0	0	0	8	28	44	21	29	34
08/12/2019 05:00	140	0	135	1	4	0	0	0	7	25	52	37	14	3	1	1	0	0	0	21	34	57	29	34	39
08/12/2019 06:00	281	2	258	16	5	0	0	2	24	68	94	75	12	5	1	0	0	0	0	19	33	54	26	32	37
08/12/2019 07:00	340	0	320	19	1	0	0	7	21	74	153	64	17	3	1	0	0	0	0	16	32	50	26	31	37
08/12/2019 08:00	400	0	359	37	4	1	2	17	63	160	116	33	6	2	0	0	0	0	0	9	29	47	24	29	34
08/12/2019 09:00	429	1	389	35	4	0	3	9	78	174	128	33	4	0	0	0	0	0	0	11	29	44	24	29	34
08/12/2019 10:00	430	0	388	36	6	0	0	10	92	168	116	43	1	0	0	0	0	0	0	18	29	42	24	29	34
08/12/2019 11:00	477	1	428	44	4	0	2	19	116	210	96	26	7	1	0	0	0	0	0	11	28	47	24	26	32
08/12/2019 12:00	509	2	458	44	5	8	5	18	111	199	131	30	6	1	0	0	0	0	0	3	28	45	22	27	31
08/12/2019 13:00	483	2	432	47	2	2	5	21	81	198	124	46	6	0	0	0	0	0	0	9	29	44	24	29	34
08/12/2019 14:00	521	2	475	39	5	2	7	22	118	219	116	36	1	0	0	0	0	0	0	8	28	44	22	26	32
08/12/2019 15:00	594	1	544	43	6	0	9	30	142	239	125	37	9	3	0	0	0	0	0	11	28	47	21	26	34
08/12/2019 16:00	569	2	517	48	2	5	6	24	151	206	135	35	7	0	0	0	0	0	0	6	28	44	21	26	32
08/12/2019 17:00	588	1	558	28	1	1	1	16	125	239	154	47	5	0	0	0	0	0	0	8	29	44	22	29	34
08/12/2019 18:00	498	0	476	19	3	2	1	16	114	206	114	35	9	0	1	0	0	0	0	6	28	52	22	27	34
08/12/2019 19:00	443	0	422	19	2	0	4	12	71	164	130	56	6	0	0	0	0	0	0	13	29	44	24	29	34
08/12/2019 20:00	380	0	365	13	2	1	0	8	78	166	94	29	4	0	0	0	0	0	0	9	29	44	24	29	34
08/12/2019 21:00	265	1	254	9	1	0	0	6	40	94	86	32	4	3	0	0	0	0	0	16	30	47	24	29	34
08/12/2019 22:00	179	1	171	5	2	0	1	3	17	53	67	28	10	0	0	0	0	0	0	14	31	44	26	31	36
08/12/2019 23:00	100	0	98	2	0	0	0	1	4	21	40	28	5	1	0	0	0	0	0	16	33	49	27	32	39

[Mon, 12 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	293	0	280	8	5	1	1	11	32	77	99	49	17	3	2	1	0	0	0	8	31	57	24	31	37
06:00-09:00	1021	2	937	72	10	1	2	26	108	302	363	172	35	10	2	0	0	0	0	9	31	54	26	31	36
15:00-19:00	2249	4	2095	138	12	8	17	86	532	890	528	154	30	3	1	0	0	0	0	6	28	52	22	27	34
06:00-22:00	7207	15	6643	496	53	22	45	237	1425	2784	1912	657	104	18	3	0	0	0	0	3	29	54	24	29	34
00:00-24:00	7779	16	7192	511	60	23	47	252	1478	2935	2118	762	136	22	5	1	0	0	0	3	29	57	24	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/13/2019 00:00	62	0	59	3	0	0	2	0	5	15	21	13	6	0	0	0	0	0	0	14	32	42	26	31	39
08/13/2019 01:00	30	0	29	1	0	0	1	1	3	4	12	6	2	1	0	0	0	0	0	14	32	49	24	34	37
08/13/2019 02:00	24	0	20	4	0	0	1	1	2	3	6	9	1	1	0	0	0	0	0	11	32	47	24	34	39
08/13/2019 03:00	31	0	26	3	2	0	0	0	1	7	8	7	7	1	0	0	0	0	0	21	35	47	29	34	42
08/13/2019 04:00	61	0	58	2	1	0	0	1	2	7	15	18	14	4	0	0	0	0	0	16	36	49	29	36	42
08/13/2019 05:00	152	0	146	5	1	0	0	0	7	26	51	45	18	5	0	0	0	0	0	21	34	49	29	34	41
08/13/2019 06:00	282	1	256	22	3	0	0	5	11	44	113	83	22	4	0	0	0	0	0	16	33	49	27	34	37
08/13/2019 07:00	389	0	347	38	4	0	3	6	30	111	144	73	19	3	0	0	0	0	0	14	32	49	26	31	37
08/13/2019 08:00	359	1	338	18	2	0	1	7	52	127	122	46	4	0	0	0	0	0	0	13	30	44	24	29	34

[Tue, 13 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	360	0	338	18	4	0	4	3	20	62	113	98	48	12	0	0	0	0	0	11	34	49	29	34	41
06:00-09:00	1030	2	941	78	9	0	4	18	93	282	379	202	45	7	0	0	0	0	0	13	32	49	26	31	37
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1030	2	941	78	9	0	4	18	93	282	379	202	45	7	0	0	0	0	0	13	32	49	26	31	37
00:00-24:00	1390	2	1279	96	13	0	8	21	113	344	492	300	93	19	0	0	0	0	0	11	32	49	26	31	37

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:07:46

Site

Name 10790123
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790123
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	844	2	797	31	14
06:00-09:00	2168	16	2058	81	13
15:00-19:00	3468	74	3326	58	10
06:00-22:00	11826	172	11243	363	48
00:00-24:00	13231	176	12595	398	62

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	54	24	16	24	31	6.4

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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Institution State of Connecticut
 Department Department of Transportation
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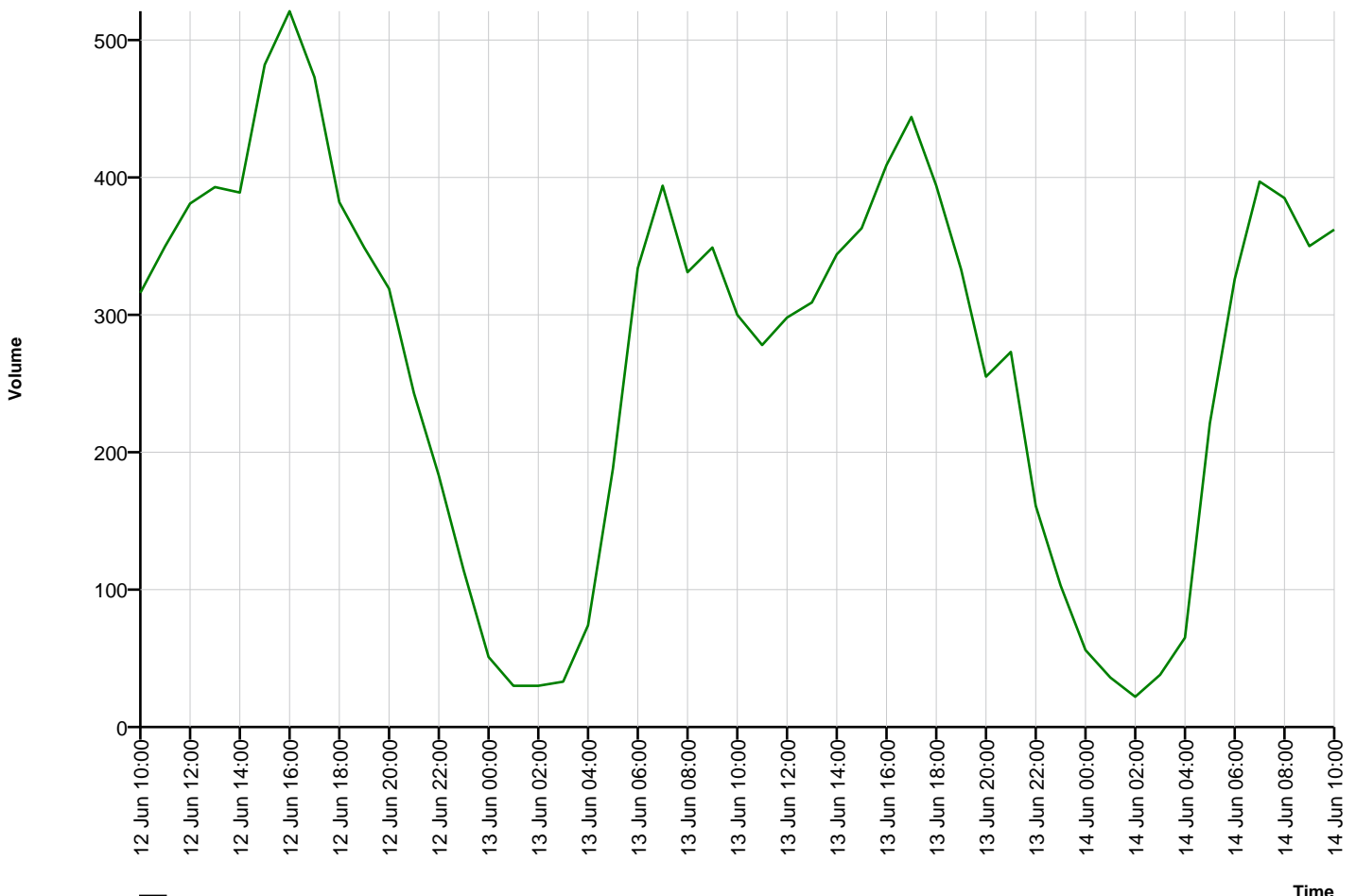
Site

Name 10790123
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790123
 Device type **SDR Traffic+**

Time Range

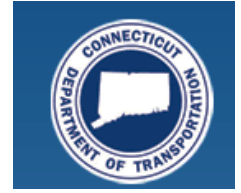
Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
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Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



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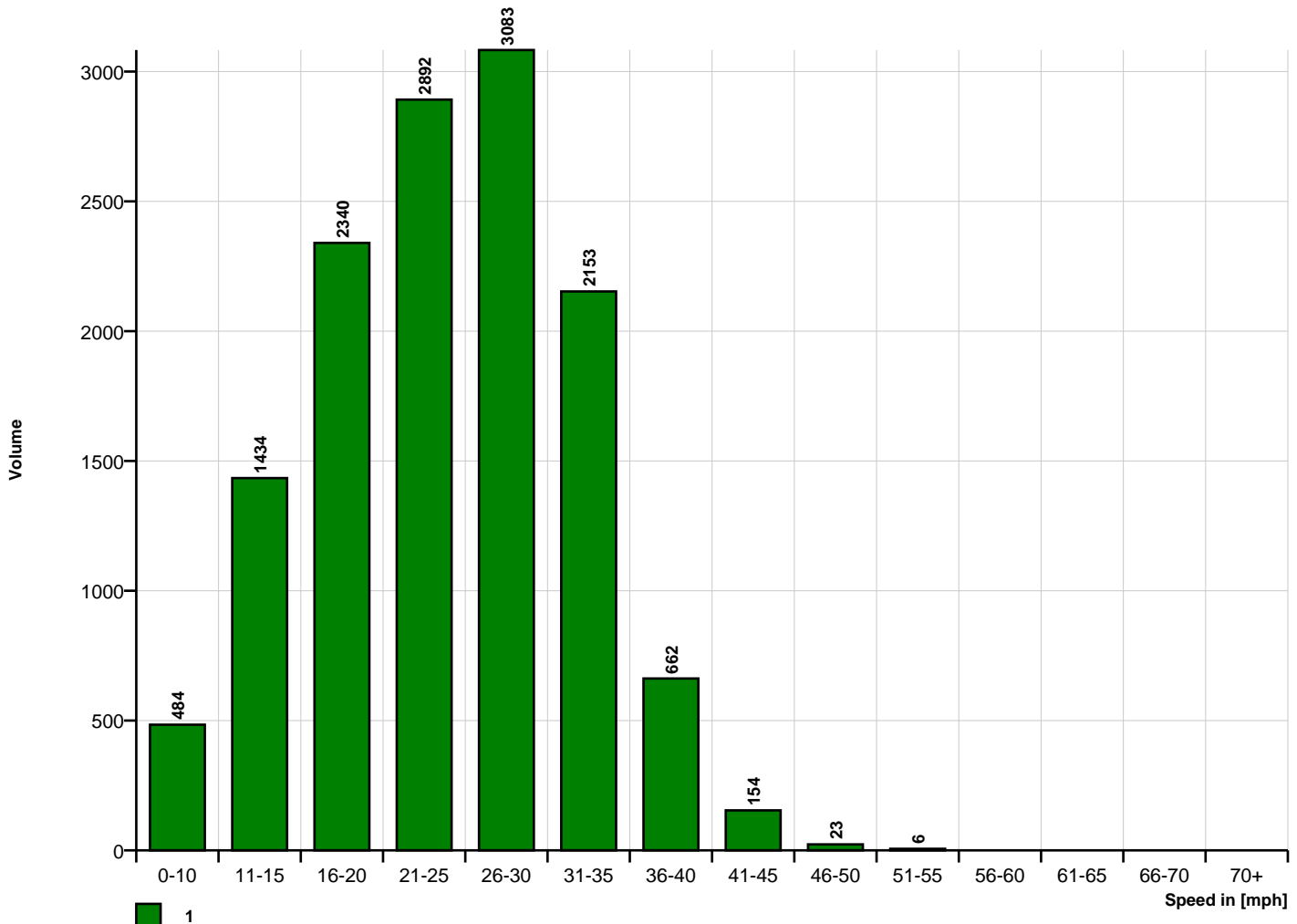
Site

Name 10790123
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790123
 Device type **SDR Traffic+**

Time Range

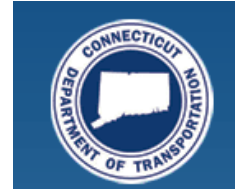
Start date 06/12/2019 10:00
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 Days Mo, Tu, We, Th, Fr, Sa, Su
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Speed histogram



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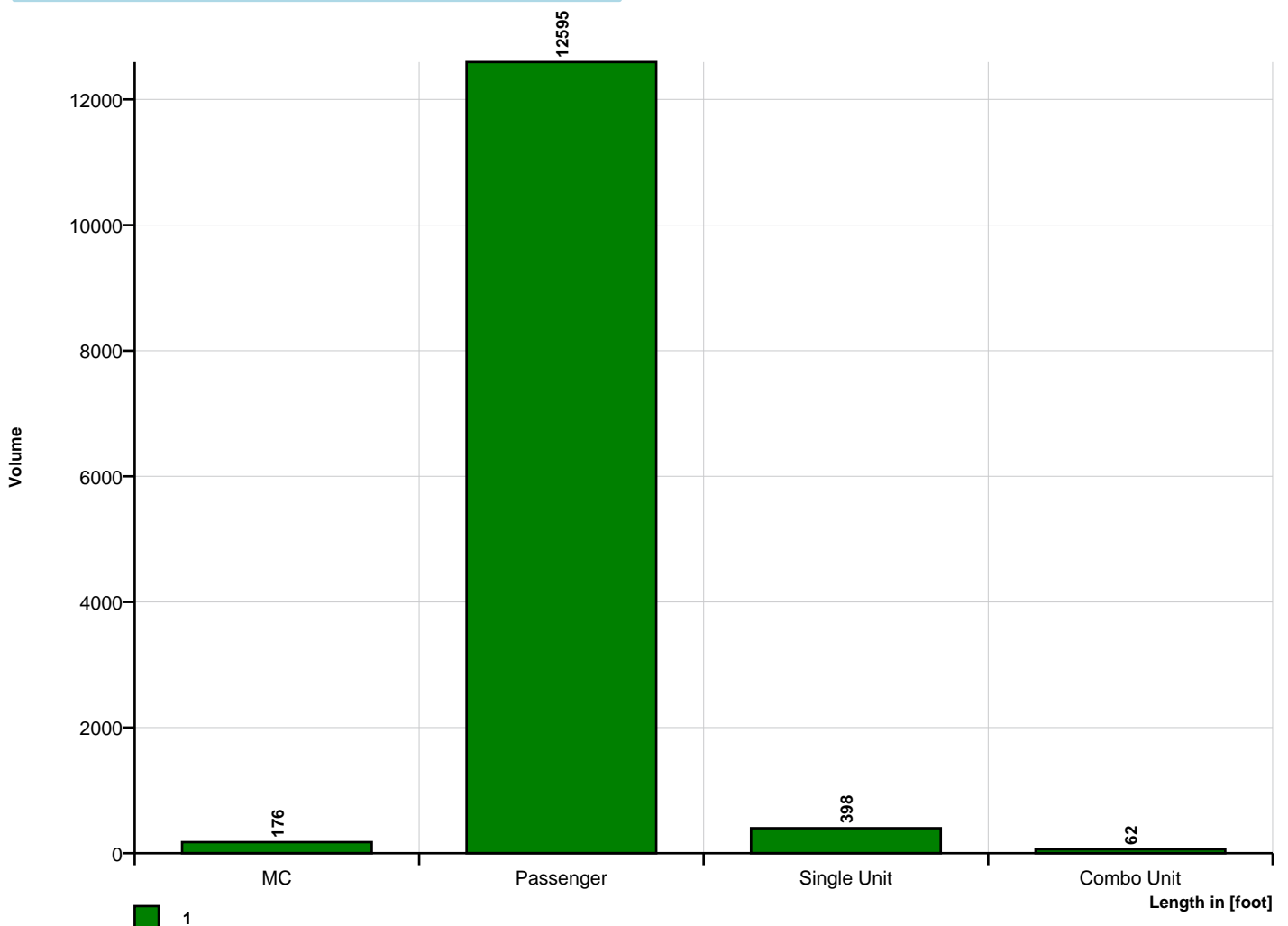
Site

Name 10790123
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790123
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 10:00	316	1	295	18	2	13	42	55	72	66	55	12	1	0	0	0	0	0	0	4	23	41	14	24	31
06/12/2019 11:00	350	7	325	17	1	14	35	51	82	100	58	8	2	0	0	0	0	0	0	4	24	42	16	24	31
06/12/2019 12:00	381	7	356	15	3	22	82	93	79	66	34	4	1	0	0	0	0	0	0	6	20	42	13	19	29
06/12/2019 13:00	393	3	370	19	1	32	63	110	90	62	26	9	1	0	0	0	0	0	0	3	20	42	13	19	27
06/12/2019 14:00	389	4	370	14	1	18	60	78	83	82	52	13	3	0	0	0	0	0	0	4	23	42	13	21	31
06/12/2019 15:00	482	7	450	24	1	24	89	142	151	49	22	4	1	0	0	0	0	0	0	6	20	42	14	19	26
06/12/2019 16:00	521	10	500	9	2	27	93	157	134	76	29	5	0	0	0	0	0	0	0	3	20	39	13	19	26
06/12/2019 17:00	473	11	454	7	1	27	93	126	119	75	25	8	0	0	0	0	0	0	0	6	20	39	13	19	27
06/12/2019 18:00	382	5	373	3	1	12	56	75	79	73	62	20	4	1	0	0	0	0	0	6	24	45	14	22	31
06/12/2019 19:00	349	3	343	2	1	8	27	43	71	113	72	12	2	1	0	0	0	0	0	6	26	45	18	26	31
06/12/2019 20:00	319	4	313	2	0	11	14	55	60	88	66	19	6	0	0	0	0	0	0	6	26	44	18	26	32
06/12/2019 21:00	243	1	239	3	0	1	13	10	48	85	66	17	3	0	0	0	0	0	0	9	28	44	21	27	34
06/12/2019 22:00	183	1	181	1	0	0	2	9	28	78	43	15	7	1	0	0	0	0	0	14	29	49	24	29	34
06/12/2019 23:00	114	0	113	1	0	0	0	4	12	41	45	10	2	0	0	0	0	0	0	16	30	44	26	31	34

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1858	33	1777	43	5	90	331	500	483	273	138	37	5	1	0	0	0	0	0	3	21	45	14	21	27
06:00-22:00	4598	63	4388	133	14	209	667	995	1068	935	567	131	24	2	0	0	0	0	0	3	22	45	14	21	31
00:00-24:00	4895	64	4682	135	14	209	669	1008	1108	1054	655	156	33	3	0	0	0	0	0	3	23	49	14	21	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	51	0	49	2	0	0	0	2	8	10	23	8	0	0	0	0	0	0	0	19	30	39	21	31	36
06/13/2019 01:00	30	0	30	0	0	0	0	1	2	5	13	6	2	1	0	0	0	0	0	16	33	47	26	32	37
06/13/2019 02:00	30	0	26	4	0	0	0	0	3	5	15	4	2	1	0	0	0	0	0	22	33	49	27	31	37
06/13/2019 03:00	33	0	29	1	3	1	1	1	1	12	8	7	2	0	0	0	0	0	0	8	31	42	26	31	37
06/13/2019 04:00	74	0	72	1	1	0	0	0	5	22	26	12	5	1	3	0	0	0	0	21	33	54	27	31	39
06/13/2019 05:00	188	1	180	4	3	0	2	8	22	52	67	28	8	1	0	0	0	0	0	13	30	45	24	31	36
06/13/2019 06:00	334	0	319	13	2	3	7	41	74	97	84	25	3	0	0	0	0	0	0	8	27	44	19	26	34
06/13/2019 07:00	394	5	370	16	3	12	46	55	93	95	73	15	4	1	0	0	0	0	0	6	24	47	16	24	31
06/13/2019 08:00	331	3	310	15	3	16	36	49	75	87	51	15	2	0	0	0	0	0	0	6	24	42	14	24	31
06/13/2019 09:00	349	0	330	18	1	11	30	67	91	90	44	14	2	0	0	0	0	0	0	6	24	44	16	24	31
06/13/2019 10:00	300	5	277	15	3	19	39	55	76	66	35	10	0	0	0	0	0	0	0	4	22	39	14	22	31
06/13/2019 11:00	278	6	258	12	2	7	24	60	90	67	22	7	1	0	0	0	0	0	0	6	23	44	16	24	29
06/13/2019 12:00	298	6	279	13	0	22	62	75	66	52	18	3	0	0	0	0	0	0	0	6	20	37	13	19	26
06/13/2019 13:00	309	11	281	13	4	16	39	79	66	81	27	1	0	0	0	0	0	0	0	6	22	39	14	21	29
06/13/2019 14:00	344	13	314	16	1	8	38	80	86	76	45	7	4	0	0	0	0	0	0	4	23	42	16	21	31
06/13/2019 15:00	363	10	346	6	1	11	34	78	90	92	45	13	0	0	0	0	0	0	0	6	23	37	16	24	31
06/13/2019 16:00	409	7	396	4	2	17	48	112	113	76	31	10	1	1	0	0	0	0	0	6	22	45	14	21	29
06/13/2019 17:00	444	12	428	2	2	23	100	113	107	65	27	5	4	0	0	0	0	0	0	6	20	44	13	19	26
06/13/2019 18:00	394	12	379	3	0	28	61	90	71	78	54	9	2	1	0	0	0	0	0	4	22	47	13	21	31
06/13/2019 19:00	333	2	327	3	1	13	28	34	74	89	67	26	2	0	0	0	0	0	0	6	25	44	16	26	32
06/13/2019 20:00	255	0	253	2	0	4	14	28	48	74	64	17	6	0	0	0	0	0	0	8	27	44	19	27	34
06/13/2019 21:00	273	2	267	4	0	5	8	32	69	77	51	24	5	2	0	0	0	0	0	6	27	49	19	26	34
06/13/2019 22:00	161	0	159	2	0	0	2	11	34	47	44	12	9	2	0	0	0	0	0	11	29	47	21	29	34
06/13/2019 23:00	103	1	102	0	0	0	0	0	17	22	33	17	11	2	1	0	0	0	0	21	32	52	24	31	39

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	406	1	386	12	7	1	3	12	41	106	152	65	19	4	3	0	0	0	0	8	31	54	26	31	37
06:00-09:00	1059	8	999	44	8	31	89	145	242	279	208	55	9	1	0	0	0	0	0	6	25	47	16	26	31
15:00-19:00	1610	41	1549	15	5	79	243	393	381	311	157	37	7	2	0	0	0	0	0	4	22	47	14	21	29
06:00-22:00	5408	94	5134	155	25	215	614	1048	1289	1262	738	201	36	5	0	0	0	0	0	4	23	49	14	24	31
00:00-24:00	6078	96	5781	169	32	216	619	1071	1381	1437	967	295	75	13	4	0	0	0	0	4	24	54	16	24	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	56	0	54	2	0	0	0	0	7	12	24	11	2	0	0	0	0	0	0	21	32	41	26	31	37
06/14/2019 01:00	36	0	34	1	1	0	0	0	6	14	9	5	1	0	1	0	0	0	0	21	31	54	24	29	36
06/14/2019 02:00	22	0	19	2	1	0	0	0	1	8	9	3	1	0	0	0	0	0	0	21	31	41	27	31	36
06/14/2019 03:00	38	0	34	2	2	0	0	0	3	8	10	12	3	2	0	0	0	0	0	22	34	47	29	34	39
06/14/2019 04:00	65	1	60	2	2	0	0	0	3	18	19	18	6	1	0	0	0	0	0	21	33	47	26	34	39
06/14/2019 05:00	221	0	210	10	1	1	3	19	29	61	69	31	6	1	1	0	0	0	0	9	29	50	21	29	36
06/14/2019 06:00	326	1	313	10	2	1	13	19	45	100	110	34	4	0	0	0	0	0	0	8	29	44	21	29	34
06/14/2019 07:00	397	2	383	10	2	14	27	62	73	75	91	46	9	0	0	0	0	0	0	4	26	44	18	26	34
06/14/2019 08:00	385	5	362	17	1	10	31	60	92	103	61	20	5	3	0	0	0	0	0	6	25	47	16	24	31
06/14/2019 09:00	350	4	320	25	1	15	43	56	59	106	57	10	4	0	0	0	0	0	0	4	24	44	14	26	31
06/14/2019 10:00	362	3	343	13	3	18	29	45	85	87	72	21	5	0	0	0	0	0	0	4	25	42	16	26	31

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	438	1	411	19	7	1	3	19	49	121	140	80	19	4	2	0	0	0	0	9	31	54	24	31	37
06:00-09:00	1109	8	1059	37	5	25	71	141	210	279	262	100	18	3	0	0	0	0	0	4	27	47	18	26	34
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1820	15	1721	75	9	58	143	242	354	471	391	131	27	3	0	0	0	0	0	4	26	47	16	26	32
00:00-24:00	2258	16	2132	94	16	59	146	261	403	592	531	211	46	7	2	0	0	0	0	4	27	54	18	26	34

Author

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 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:10:53

Site

Name 10790124
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790124
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	1126	22	1046	50	8
06:00-09:00	2446	38	2282	109	17
15:00-19:00	4903	86	4688	109	20
06:00-22:00	14916	226	14097	504	89
00:00-24:00	16838	260	15922	558	98

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	52	25	18	26	31	6.2

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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 Contact Bradley Overturf
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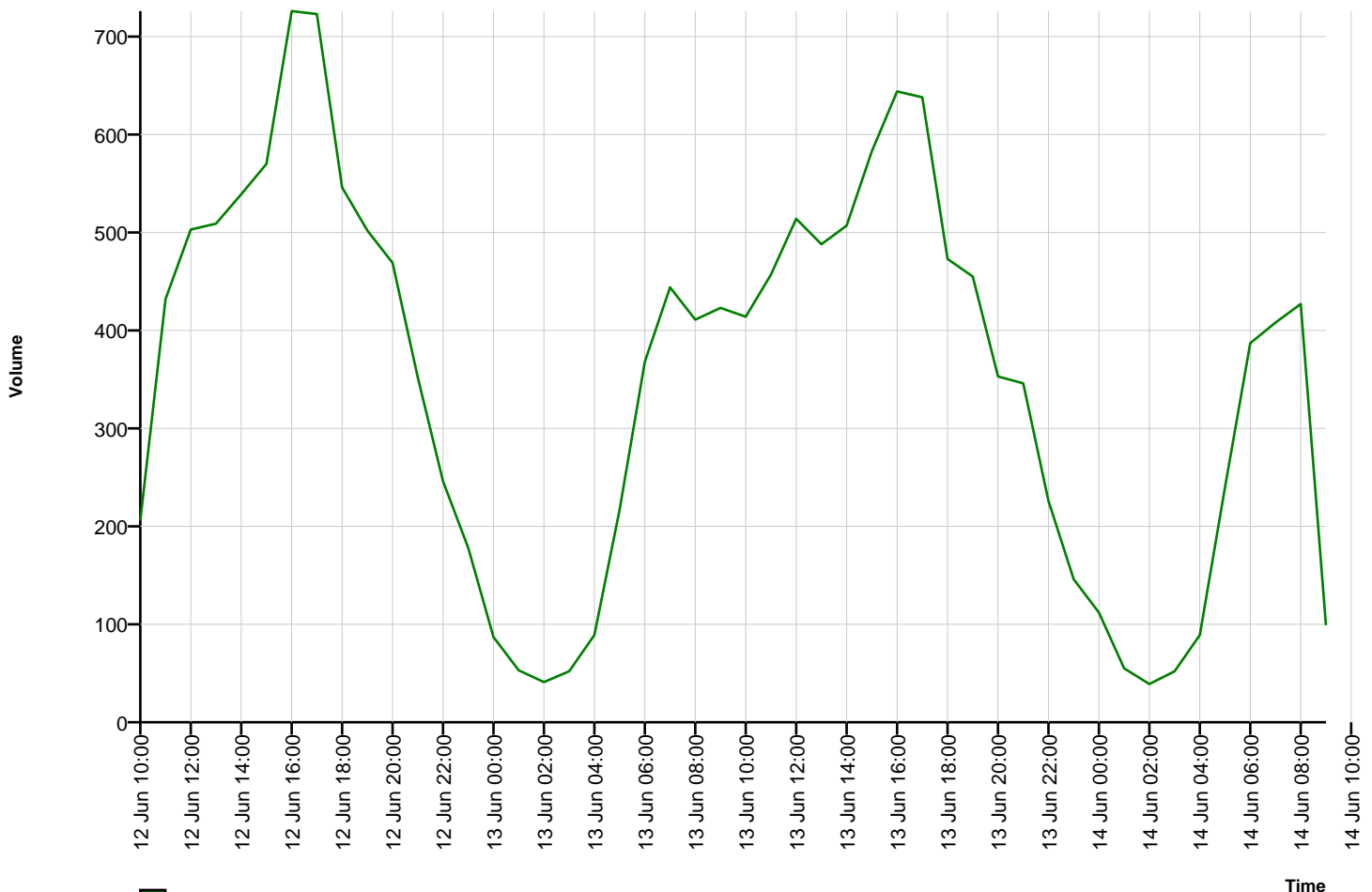
Site

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 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790124
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Time Range

Start date 06/12/2019 10:00
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Time / Volume graph



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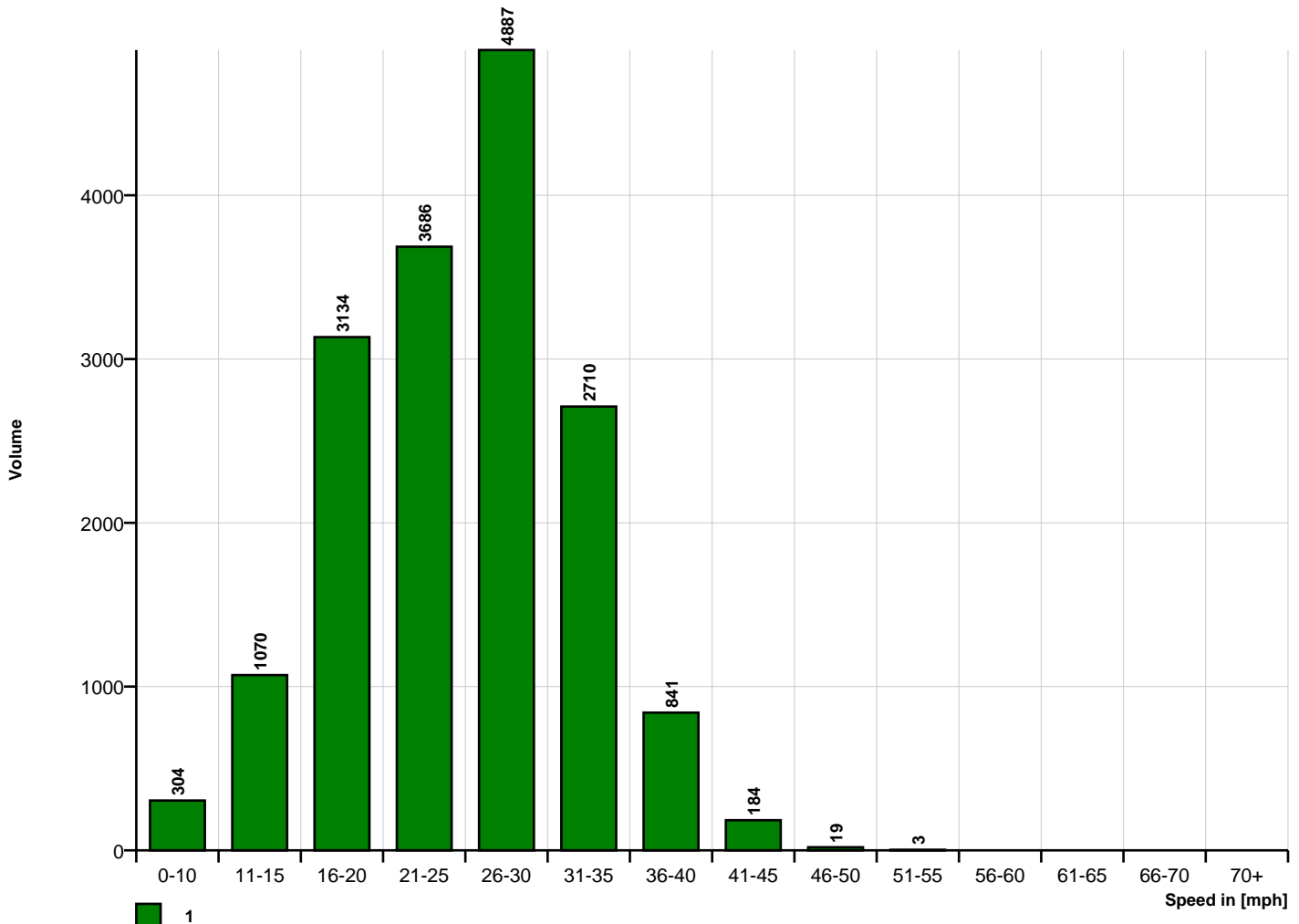
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 Device type **SDR Traffic+**

Time Range

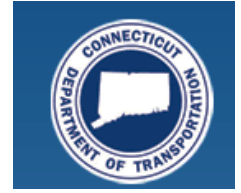
Start date 06/12/2019 10:00
 End date 06/14/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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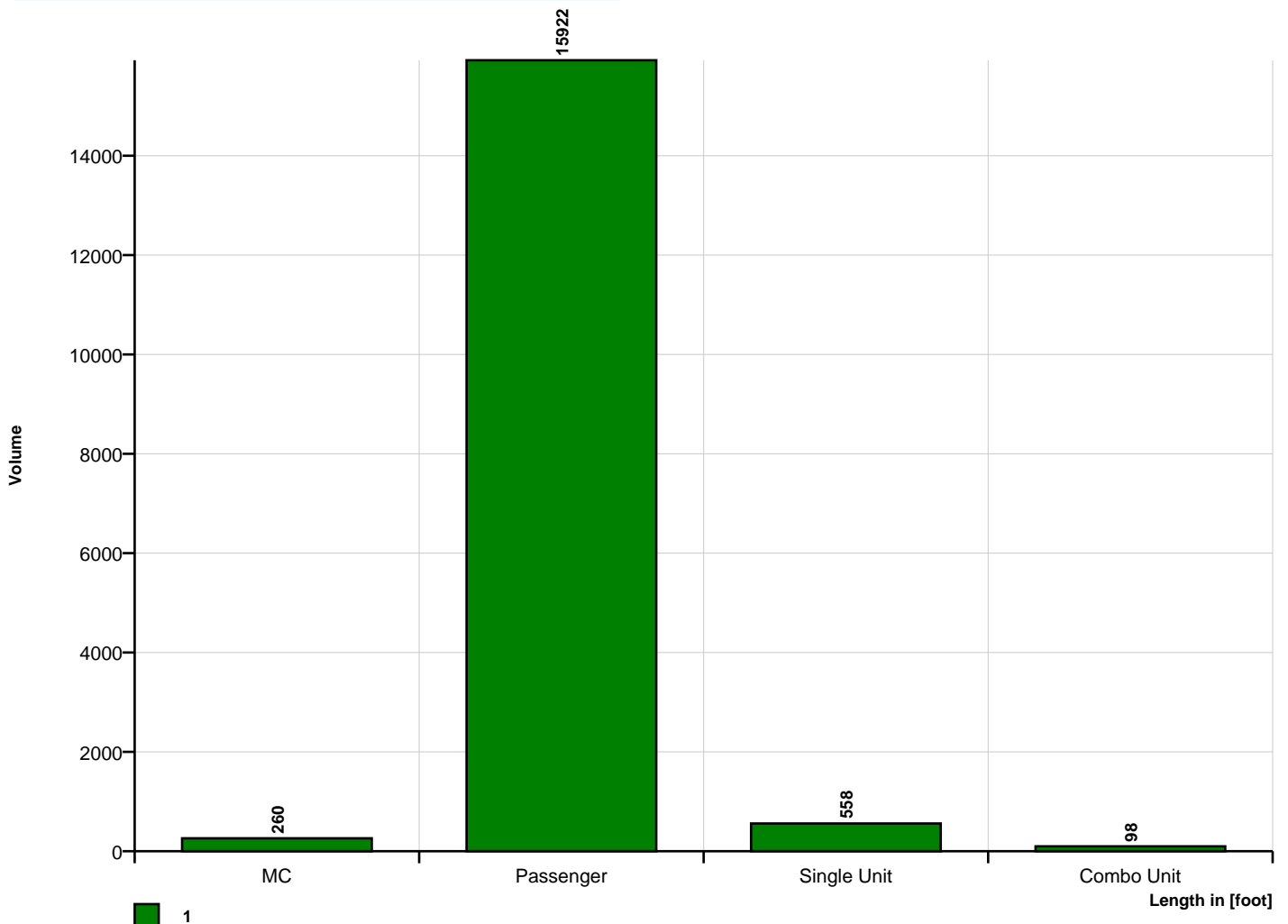
Site

Name 10790124
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790124
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 10:00	206	0	176	28	2	1	4	39	65	67	24	6	0	0	0	0	0	0	0	8	25	39	19	24	29
06/12/2019 11:00	432	5	390	32	5	4	34	89	144	113	36	11	1	0	0	0	0	0	0	6	23	41	18	24	29
06/12/2019 12:00	503	8	475	15	5	10	48	116	150	122	50	7	0	0	0	0	0	0	0	8	23	39	16	22	29
06/12/2019 13:00	509	13	460	32	4	9	26	94	134	156	72	17	1	0	0	0	0	0	0	6	25	44	18	24	31
06/12/2019 14:00	539	11	494	30	4	4	17	86	127	177	112	16	0	0	0	0	0	0	0	8	26	39	19	26	31
06/12/2019 15:00	570	10	525	31	4	16	33	139	146	155	75	6	0	0	0	0	0	0	0	6	24	39	18	24	29
06/12/2019 16:00	726	15	691	17	3	17	85	165	167	219	58	9	6	0	0	0	0	0	0	6	23	42	16	24	29
06/12/2019 17:00	723	20	685	15	3	33	48	159	205	198	61	17	2	0	0	0	0	0	0	6	23	42	16	24	29
06/12/2019 18:00	546	13	522	9	2	13	33	56	127	182	100	32	3	0	0	0	0	0	0	6	26	42	19	26	31
06/12/2019 19:00	502	2	491	9	0	9	29	75	118	165	86	18	2	0	0	0	0	0	0	6	25	42	18	26	31
06/12/2019 20:00	469	9	455	4	1	7	21	73	118	140	84	22	4	0	0	0	0	0	0	6	25	44	19	26	31
06/12/2019 21:00	352	5	341	5	1	2	17	64	70	121	61	13	4	0	0	0	0	0	0	6	26	44	19	26	31
06/12/2019 22:00	246	5	239	2	0	0	16	36	40	77	58	14	3	2	0	0	0	0	0	11	26	49	18	26	32
06/12/2019 23:00	178	2	176	0	0	2	10	24	29	35	48	22	7	0	1	0	0	0	0	6	28	52	18	27	36

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2565	58	2423	72	12	79	199	519	645	754	294	64	11	0	0	0	0	0	0	6	24	42	16	24	29
06:00-22:00	6077	111	5705	227	34	125	395	1155	1571	1815	819	174	23	0	0	0	0	0	0	6	24	44	18	24	31
00:00-24:00	6501	118	6120	229	34	127	421	1215	1640	1927	925	210	33	2	1	0	0	0	0	6	24	52	18	24	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	87	1	83	1	2	1	8	14	15	24	14	11	0	0	0	0	0	0	0	8	26	39	18	26	34
06/13/2019 01:00	53	2	49	2	0	1	3	16	6	7	8	7	4	0	1	0	0	0	0	8	27	52	18	26	37
06/13/2019 02:00	41	1	36	4	0	1	2	11	8	3	9	5	2	0	0	0	0	0	0	8	27	44	19	24	37
06/13/2019 03:00	52	1	42	8	1	1	6	11	14	4	7	6	2	1	0	0	0	0	0	8	25	47	16	21	36
06/13/2019 04:00	89	3	80	4	2	2	11	34	13	2	8	12	5	2	0	0	0	0	0	8	24	47	16	19	37
06/13/2019 05:00	217	3	207	6	1	3	8	58	29	45	34	28	12	0	0	0	0	0	0	8	27	44	18	26	36
06/13/2019 06:00	368	2	351	12	3	3	22	87	53	85	81	28	9	0	0	0	0	0	0	6	26	44	18	26	34
06/13/2019 07:00	444	5	409	29	1	9	32	96	102	95	81	23	5	1	0	0	0	0	0	6	25	45	16	24	32
06/13/2019 08:00	411	4	385	16	6	9	28	74	70	113	83	31	2	1	0	0	0	0	0	6	26	45	18	26	32
06/13/2019 09:00	423	3	389	28	3	8	21	65	83	146	70	20	9	1	0	0	0	0	0	6	26	45	18	26	31
06/13/2019 10:00	414	3	389	15	7	4	22	79	72	141	72	19	5	0	0	0	0	0	0	6	26	44	18	26	31
06/13/2019 11:00	457	6	435	13	3	6	25	62	113	152	71	22	5	1	0	0	0	0	0	8	26	47	19	26	31
06/13/2019 12:00	514	7	492	14	1	4	41	103	121	162	68	14	1	0	0	0	0	0	0	8	24	41	18	24	31
06/13/2019 13:00	488	8	450	21	9	8	27	80	105	167	82	15	4	0	0	0	0	0	0	8	25	44	18	26	31
06/13/2019 14:00	507	8	479	17	3	8	31	87	106	171	81	18	5	0	0	0	0	0	0	6	25	44	18	26	31
06/13/2019 15:00	583	3	562	16	2	7	30	122	153	170	85	15	1	0	0	0	0	0	0	6	24	41	18	24	31
06/13/2019 16:00	644	10	624	7	3	13	34	91	152	246	88	20	0	0	0	0	0	0	0	3	25	39	19	26	31
06/13/2019 17:00	638	9	616	11	2	15	36	111	194	185	84	12	1	0	0	0	0	0	0	6	24	41	18	24	31
06/13/2019 18:00	473	6	463	3	1	6	20	49	74	170	91	53	10	0	0	0	0	0	0	6	27	44	19	27	34
06/13/2019 19:00	455	9	438	8	0	5	17	49	94	137	115	31	6	1	0	0	0	0	0	8	27	49	19	26	32
06/13/2019 20:00	353	0	348	3	2	2	14	51	71	109	76	26	4	0	0	0	0	0	0	6	27	44	19	26	32
06/13/2019 21:00	346	3	341	2	0	5	21	58	55	114	74	18	1	0	0	0	0	0	0	6	26	44	18	26	31
06/13/2019 22:00	226	4	221	1	0	2	14	37	37	70	45	15	5	1	0	0	0	0	0	8	26	47	18	26	32
06/13/2019 23:00	146	1	143	1	1	0	14	22	19	30	30	27	3	1	0	0	0	0	0	11	28	49	18	27	36

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	539	11	497	25	6	9	38	144	85	85	80	69	25	3	1	0	0	0	0	8	26	52	18	24	36
06:00-09:00	1223	11	1145	57	10	21	82	257	225	293	245	82	16	2	0	0	0	0	0	6	25	45	16	26	32
15:00-19:00	2338	28	2265	37	8	41	120	373	573	771	348	100	12	0	0	0	0	0	0	3	25	44	18	26	31
06:00-22:00	7518	86	7171	215	46	112	421	1264	1618	2363	1302	365	68	5	0	0	0	0	0	3	25	49	18	26	31
00:00-24:00	8429	102	8032	242	53	123	487	1467	1759	2548	1457	476	101	10	1	0	0	0	0	3	25	52	18	26	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	112	3	106	3	0	2	7	23	22	14	25	15	4	0	0	0	0	0	0	8	26	44	18	26	36
06/14/2019 01:00	55	3	50	1	1	2	6	13	8	13	9	3	1	0	0	0	0	0	0	8	24	44	16	24	31
06/14/2019 02:00	39	1	36	2	0	0	6	11	6	4	6	5	1	0	0	0	0	0	0	11	24	41	14	21	36
06/14/2019 03:00	52	0	48	3	1	1	1	11	7	7	5	9	10	1	0	0	0	0	0	8	30	49	18	29	42
06/14/2019 04:00	89	1	86	2	0	0	5	35	12	13	5	11	7	1	0	0	0	0	0	11	25	47	16	21	39
06/14/2019 05:00	240	3	223	14	0	1	31	67	35	37	31	25	9	3	1	0	0	0	0	8	25	52	16	21	37
06/14/2019 06:00	387	9	362	14	2	13	25	86	45	87	93	29	9	0	0	0	0	0	0	6	26	44	16	26	34
06/14/2019 07:00	408	8	375	21	4	22	47	84	58	118	58	17	3	1	0	0	0	0	0	6	24	49	14	24	31
06/14/2019 08:00	427	10	399	17	1	13	30	101	74	95	76	32	5	1	0	0	0	0	0	4	25	45	16	24	32
06/14/2019 09:00	99	2	85	10	2	0	4	21	20	24	20	9	1	0	0	0	0	0	0	11	26	41	18	26	34

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	587	11	549	25	2	6	56	160	90	88	81	68	32	5	1	0	0	0	0	8	26	52	16	24	36
06:00-09:00	1223	27	1137	52	7	48	102	271	178	300	227	78	17	2	0	0	0	0	0	4	25	49	16	26	32
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1321	29	1221	62	9	48	106	292	197	324	247	87	18	2	0	0	0	0	0	4	25	49	16	26	32
00:00-24:00	1908	40	1770	87	11	54	162	452	287	412	328	155	50	7	1	0	0	0	0	4	25	52	16	24	34

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/15/2019 16:57:40

Site

Name 10790133
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790133
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 11:00
 End date 04/12/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	820	1	751	49	19
06:00-09:00	2745	9	2537	167	32
15:00-19:00	6181	33	6012	112	24
06:00-22:00	19242	72	18414	621	135
00:00-24:00	20796	74	19886	678	158

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	6	75	36	31	36	42	56.7

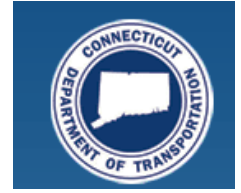
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/15/2019 16:57:40

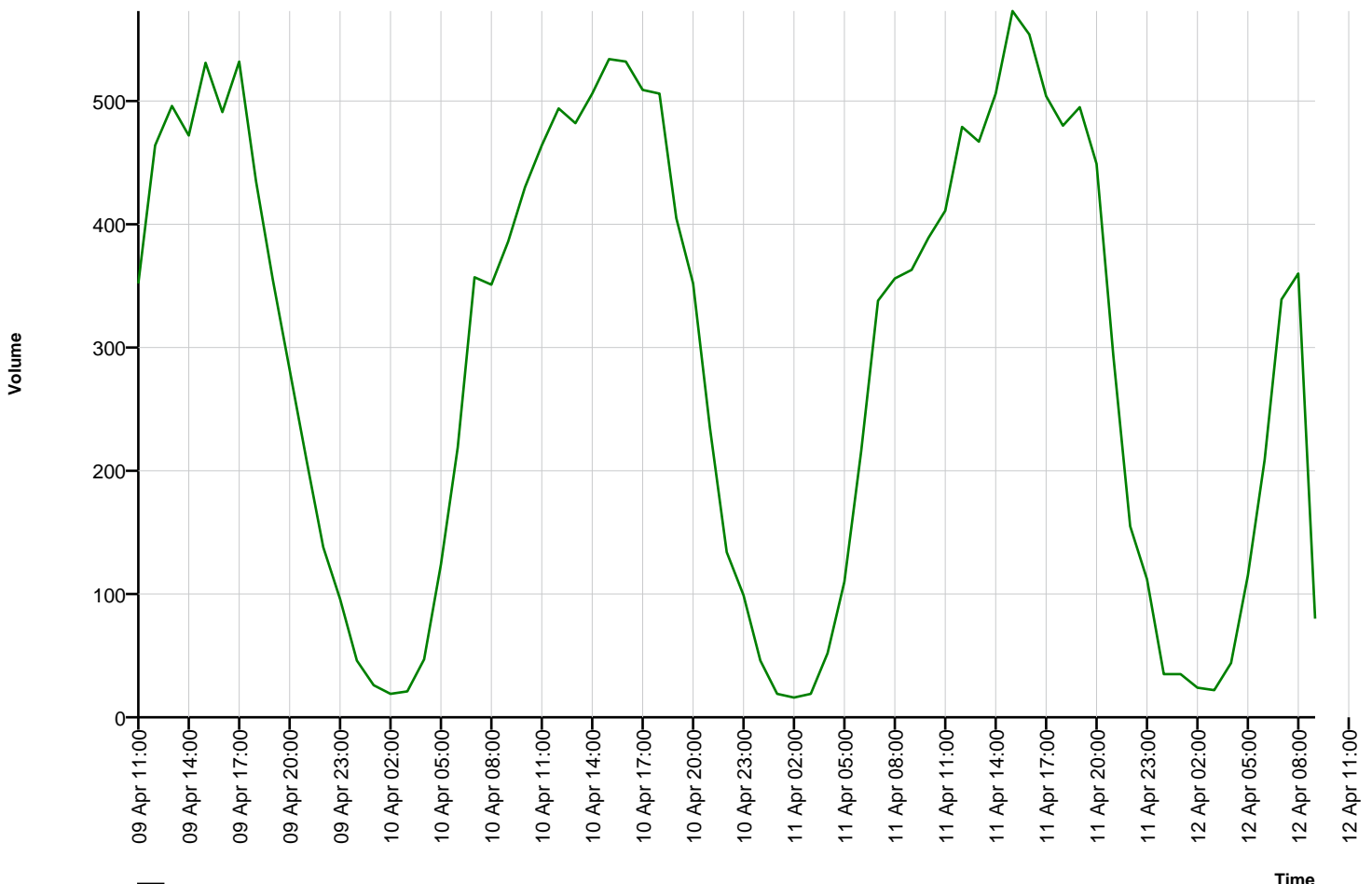
Site

Name 10790133
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790133
 Device type **SDR Traffic+**

Time Range

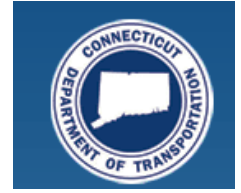
Start date 04/09/2019 11:00
 End date 04/12/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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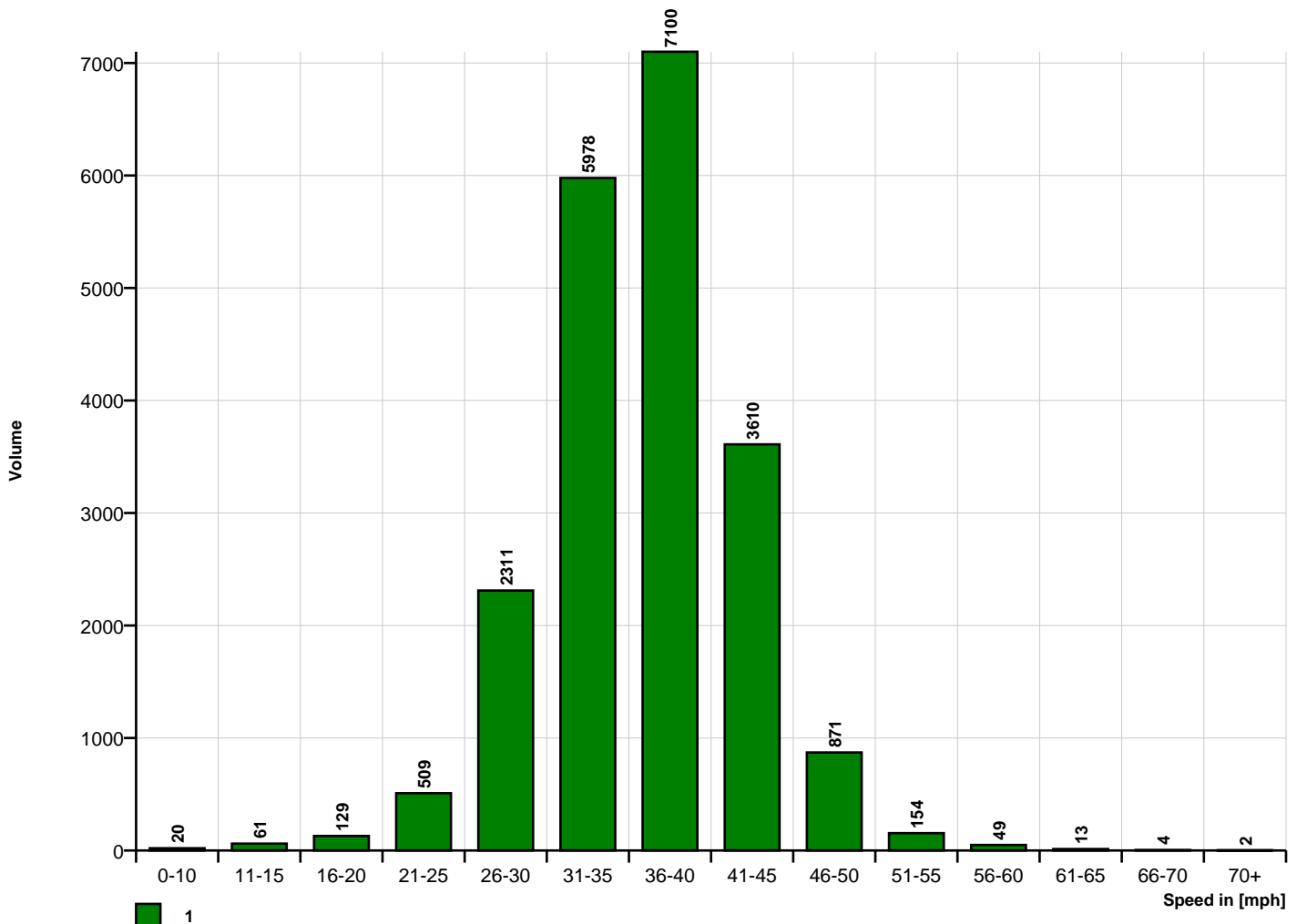
Site

Name 10790133
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790133
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 11:00
 End date 04/12/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/15/2019 16:57:40

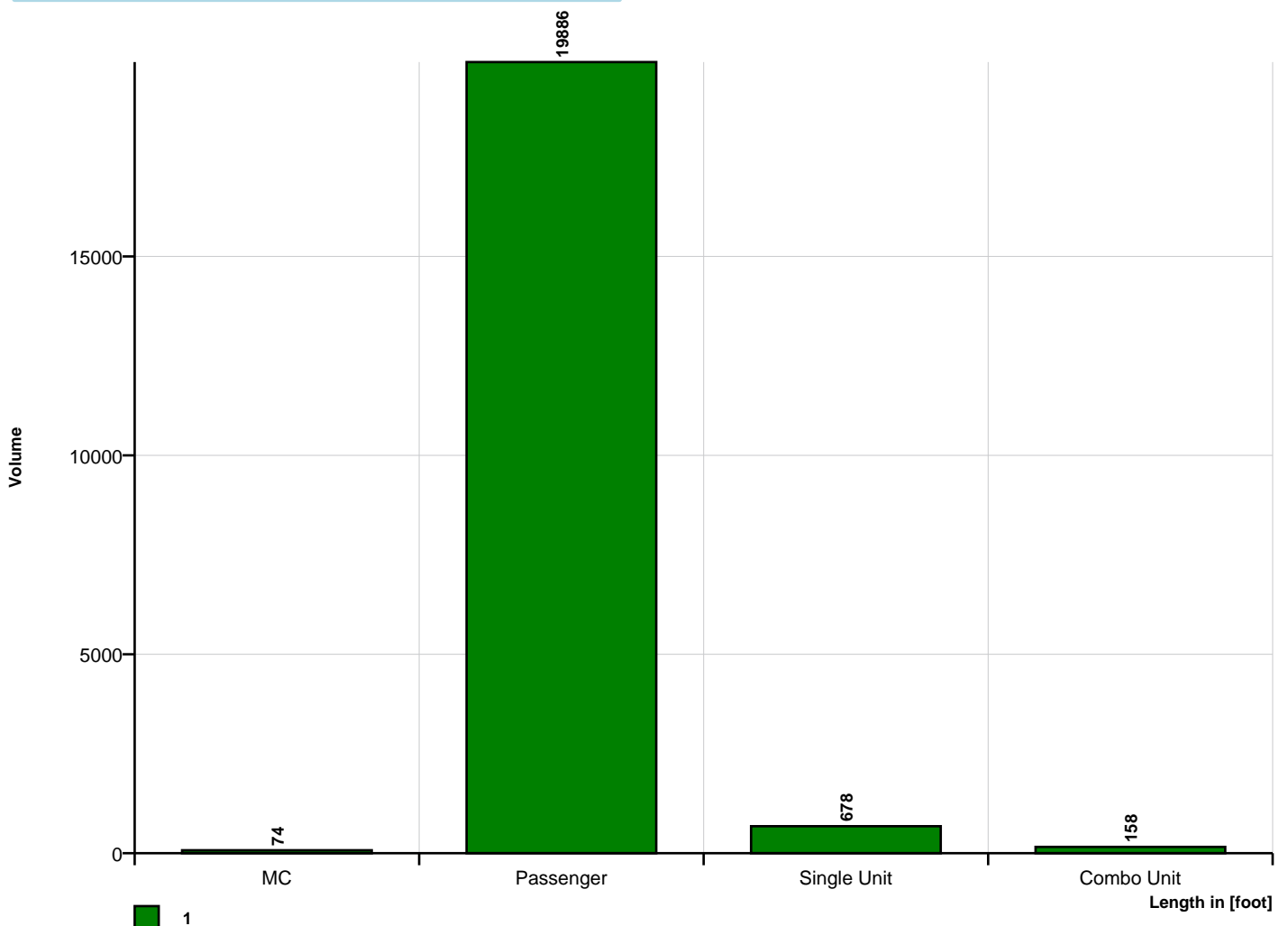
Site

Name 10790133
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790133
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 11:00
 End date 04/12/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 11:00	352	5	325	20	2	0	0	0	3	35	102	121	69	21	1	0	0	0	0	21	37	52	31	37	42
04/09/2019 12:00	464	1	441	18	4	0	1	1	4	47	150	157	84	13	6	2	0	0	0	14	36	57	31	36	42
04/09/2019 13:00	496	0	473	19	4	0	1	1	13	89	195	133	54	10	0	0	0	0	0	14	34	49	29	34	39
04/09/2019 14:00	472	2	445	18	7	1	6	1	8	57	151	153	78	15	2	0	0	0	0	6	35	52	29	36	42
04/09/2019 15:00	531	1	509	19	2	5	10	14	36	109	125	154	59	18	1	0	0	0	0	6	33	54	26	34	39
04/09/2019 16:00	491	4	474	9	4	0	0	0	18	55	139	187	78	9	4	1	0	0	0	21	36	57	31	36	41
04/09/2019 17:00	532	2	516	10	4	0	0	4	22	80	152	170	86	16	2	0	0	0	0	19	35	52	29	36	41
04/09/2019 18:00	435	4	425	4	2	1	3	6	13	53	142	150	53	14	0	0	0	0	0	8	35	49	29	34	41
04/09/2019 19:00	355	0	351	3	1	0	1	0	2	36	122	123	60	9	2	0	0	0	0	14	36	52	31	36	41
04/09/2019 20:00	282	2	279	1	0	0	0	0	9	13	82	106	58	11	3	0	0	0	0	21	37	52	31	37	42
04/09/2019 21:00	209	1	206	1	1	0	0	0	1	18	57	73	44	11	4	2	0	0	0	24	37	57	31	37	42
04/09/2019 22:00	138	1	133	4	0	0	0	1	2	13	36	44	27	9	4	0	2	0	0	19	38	62	31	37	44
04/09/2019 23:00	96	0	95	0	1	0	0	0	0	1	18	36	31	9	1	1	0	0	0	29	39	55	34	39	44

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1989	11	1924	42	12	6	13	24	89	297	558	661	276	57	7	1	0	0	0	6	35	57	29	36	41
06:00-22:00	4619	22	4444	122	31	7	22	27	129	592	1417	1527	723	147	25	5	0	0	0	6	35	57	29	36	41
00:00-24:00	4853	23	4672	126	32	7	22	28	131	606	1471	1607	781	165	30	6	2	0	0	6	36	62	29	36	42

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	46	0	44	2	0	0	0	0	0	4	10	16	8	7	1	0	0	0	0	26	39	50	31	37	47
04/10/2019 01:00	26	1	24	1	0	0	0	0	0	0	3	10	9	3	0	0	1	0	0	31	41	62	36	41	49
04/10/2019 02:00	19	0	16	2	1	0	1	0	0	0	2	9	4	2	1	0	0	0	0	13	39	52	34	39	47
04/10/2019 03:00	21	0	18	1	2	0	0	0	0	0	1	5	12	3	0	0	0	0	0	31	42	49	37	42	44
04/10/2019 04:00	47	0	42	5	0	0	0	0	0	1	5	16	16	6	1	1	0	1	0	29	42	70	36	41	47
04/10/2019 05:00	124	0	117	4	3	0	0	0	0	1	16	39	46	17	2	3	0	0	1	26	41	75	36	41	45
04/10/2019 06:00	219	1	206	8	4	0	0	0	2	6	27	76	78	18	10	5	0	0	0	21	40	60	34	39	44
04/10/2019 07:00	357	2	330	23	2	0	0	0	4	21	76	123	95	31	6	1	1	0	0	24	39	65	32	37	44
04/10/2019 08:00	351	0	321	26	4	0	0	1	9	41	78	103	86	28	4	1	0	0	0	19	37	55	31	37	44
04/10/2019 09:00	386	0	357	25	4	0	1	4	9	37	138	141	46	8	1	2	0	0	0	13	35	59	31	36	39
04/10/2019 10:00	430	0	398	26	6	0	0	2	11	53	129	146	67	19	2	1	0	0	0	16	36	59	29	36	42
04/10/2019 11:00	464	1	433	24	6	0	2	1	20	72	135	156	67	10	1	0	0	0	0	11	35	52	29	36	41
04/10/2019 12:00	494	4	472	15	3	1	2	5	9	54	135	189	81	15	3	0	0	0	0	6	36	52	31	36	42
04/10/2019 13:00	482	0	463	14	5	2	2	7	23	58	149	147	77	17	0	0	0	0	0	6	35	49	29	36	41
04/10/2019 14:00	506	2	478	21	5	2	2	0	22	75	142	173	75	11	4	1	0	0	0	6	35	55	29	36	41
04/10/2019 15:00	534	2	516	15	1	1	5	9	18	76	147	192	74	11	1	0	0	0	0	8	35	54	29	36	41
04/10/2019 16:00	532	4	516	9	3	0	0	1	4	61	171	215	67	13	0	0	0	0	0	18	36	49	31	36	41
04/10/2019 17:00	509	2	500	5	2	0	0	1	13	67	173	175	61	16	3	0	0	0	0	18	35	52	29	36	41
04/10/2019 18:00	506	2	493	10	1	0	1	0	4	56	178	175	81	11	0	0	0	0	0	11	36	49	31	36	41
04/10/2019 19:00	405	0	400	5	0	0	1	0	2	53	110	149	75	15	0	0	0	0	0	14	36	49	31	36	41
04/10/2019 20:00	352	0	349	3	0	0	0	1	6	45	119	117	47	16	1	0	0	0	0	19	36	52	31	36	41
04/10/2019 21:00	235	0	235	0	0	0	0	0	3	34	70	68	53	7	0	0	0	0	0	24	36	49	29	36	42
04/10/2019 22:00	134	0	132	2	0	0	0	0	3	11	27	48	26	10	5	1	1	2	0	21	39	70	31	37	44
04/10/2019 23:00	99	0	99	0	0	0	0	0	0	7	12	36	32	7	2	3	0	0	0	26	40	60	34	39	44

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	283	1	261	15	6	0	1	0	0	6	37	95	95	38	5	4	1	1	1	13	41	75	34	41	47
06:00-09:00	927	3	857	57	10	0	0	1	15	68	181	302	259	77	20	7	1	0	0	19	39	65	31	39	44
15:00-19:00	2081	10	2025	39	7	1	6	11	39	260	669	757	283	51	4	0	0	0	0	8	35	54	29	36	41
06:00-22:00	6762	20	6467	229	46	6	16	32	159	809	1977	2345	1130	246	36	11	1	0	0	6	36	65	29	36	42
00:00-24:00	7278	21	6959	246	52	6	17	32	162	833	2053	2524	1283	301	48	19	3	3	1	6	36	75	31	36	42

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	46	0	45	0	1	0	0	0	1	2	8	14	15	4	2	1	0	0	0	24	39	55	31	39	44
04/11/2019 01:00	19	0	17	2	0	0	0	0	0	1	5	4	4	3	2	1	0	0	0	29	40	55	32	37	47
04/11/2019 02:00	16	0	12	1	3	0	1	0	0	0	0	3	6	5	0	0	1	0	0	14	43	65	37	44	49
04/11/2019 03:00	19	0	16	2	1	0	0	1	0	0	2	3	8	3	1	0	0	1	0	19	42	67	32	42	47
04/11/2019 04:00	52	0	45	5	2	0	0	0	0	1	5	15	16	9	3	1	2	0	0	29	43	65	36	42	49
04/11/2019 05:00	110	0	104	6	0	0	0	0	1	1	11	40	31	17	9	1	0	0	0	21	42	55	36	41	49
04/11/2019 06:00	216	0	201	14	1	0	0	0	2	8	33	66	70	29	3	5	0	0	0	21	40	59	34	39	45
04/11/2019 07:00	338	1	309	24	4	1	1	3	6	18	64	125	81	33	5	2	0	0	0	6	38	60	31	39	44
04/11/2019 08:00	356	0	327	24	5	0	0	2	3	30	94	136	78	10	2	1	0	0	0	18	37	57	31	37	42
04/11/2019 09:00	363	0	341	14	8	0	0	1	1	32	104	132	66	23	2	1	1	0	0	19	37	60	31	37	42
04/11/2019 10:00	389	2	359	21	7	1	2	2	9	40	98	149	76	9	2	1	0	0	0	9	36	55	31	36	42
04/11/2019 11:00	411	0	388	18	5	0	2	11	12	42	124	133	73	10	4	0	0	0	0	11	36	54	29	36	42
04/11/2019 12:00	479	2	454	17	6	0	1	4	11	65	164	153	71	8	2	0	0	0	0	14	35	52	29	34	41
04/11/2019 13:00	467	2	447	17	1	0	0	5	10	51	150	165	64	22	0	0	0	0	0	16	36	49	31	36	41
04/11/2019 14:00	506	3	471	29	3	1	10	16	34	79	137	159	60	10	0	0	0	0	0	9	34	49	26	34	39
04/11/2019 15:00	573	3	560	10	0	0	2	6	21	80	187	187	82	8	0	0	0	0	0	11	35	49	29	34	41
04/11/2019 16:00	554	3	538	10	3	1	1	5	15	72	166	189	77	23	5	0	0	0	0	9	36	54	29	36	41
04/11/2019 17:00	504	3	495	4	2	0	1	2	16	52	150	201	65	14	3	0	0	0	0	13	36	54	31	36	41
04/11/2019 18:00	480	3	470	7	0	0	0	1	19	52	140	178	69	19	2	0	0	0	0	19	36	52	31	36	41
04/11/2019 19:00	495	1	492	2	0	0	0	2	19	61	185	171	47	8	1	0	1	0	0	19	35	64	29	34	39
04/11/2019 20:00	449	2	443	3	1	0	0	0	14	74	183	123	42	12	0	1	0	0	0	21	34	60	29	34	39
04/11/2019 21:00	293	0	291	2	0	0	0	3	6	34	99	103	41	6	1	0	0	0	0	16	36	54	31	36	41
04/11/2019 22:00	155	0	154	1	0	0	0	0	1	7	40	57	40	6	2	1	0	0	1	24	38	75	31	37	42
04/11/2019 23:00	112	0	108	1	3	0	0	0	0	5	24	43	27	10	3	0	0	0	0	26	39	54	34	37	44

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	262	0	239	16	7	0	1	1	2	5	31	79	80	41	17	4	3	1	0	14	41	67	34	41	47
06:00-09:00	910	1	837	62	10	1	1	5	11	56	191	327	229	72	10	8	0	0	0	6	38	60	31	39	44
15:00-19:00	2111	12	2063	31	5	1	4	14	71	256	643	755	293	64	10	0	0	0	0	9	35	54	29	36	41
06:00-22:00	6873	25	6586	216	46	4	20	63	198	790	2078	2370	1062	244	32	11	2	0	0	6	36	64	29	36	41
00:00-24:00	7402	25	7087	234	56	4	21	64	201	807	2173	2549	1209	301	54	16	5	1	1	6	36	75	31	36	42

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	35	0	35	0	0	0	0	0	0	0	6	17	10	2	0	0	0	0	0	31	39	49	34	39	42
04/12/2019 01:00	35	0	28	4	3	0	0	0	0	3	9	11	7	4	1	0	0	0	0	26	39	52	32	37	44
04/12/2019 02:00	24	0	21	3	0	2	1	0	0	1	5	4	8	3	0	0	0	0	0	6	36	47	29	37	44
04/12/2019 03:00	22	0	17	3	2	0	0	0	0	0	2	7	8	4	1	0	0	0	0	31	41	54	36	41	49
04/12/2019 04:00	44	0	41	2	1	0	0	0	0	3	3	12	12	9	4	1	1	0	0	26	42	65	36	42	49
04/12/2019 05:00	115	0	109	6	0	0	0	0	0	1	17	30	40	19	3	4	1	0	0	29	42	60	34	42	47
04/12/2019 06:00	209	0	199	8	2	0	0	0	1	9	28	78	64	21	5	2	1	0	0	24	40	60	34	39	44
04/12/2019 07:00	339	3	313	19	4	0	0	0	2	13	87	115	93	23	5	1	0	0	0	21	38	55	32	37	44
04/12/2019 08:00	360	2	331	21	6	0	0	5	12	30	97	119	76	18	3	0	0	0	0	16	37	52	31	37	42
04/12/2019 09:00	80	0	74	6	0	1	0	0	0	5	27	27	19	1	0	0	0	0	0	6	37	47	32	36	42

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	275	0	251	18	6	2	1	0	0	8	42	81	85	41	9	5	2	0	0	6	41	65	34	41	47
06:00-09:00	908	5	843	48	12	0	0	5	15	52	212	312	233	62	13	3	1	0	0	16	38	60	31	37	44
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	988	5	917	54	12	1	0	5	15	57	239	339	252	63	13	3	1	0	0	6	38	60	31	37	44
00:00-24:00	1263	5	1168	72	18	3	1	5	15	65	281	420	337	104	22	8	3	0	0	6	38	65	31	39	44

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/08/2019 19:23:08

Site

Name 10790153
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 10790153
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 11:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	556	0	513	30	13
06:00-09:00	1728	2	1597	108	21
15:00-19:00	5643	12	5138	473	20
06:00-22:00	16706	26	15272	1282	126
00:00-24:00	17640	26	16157	1317	140

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	8	78	37	31	37	44	30.2

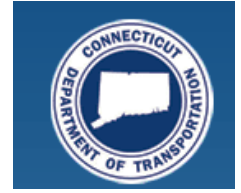
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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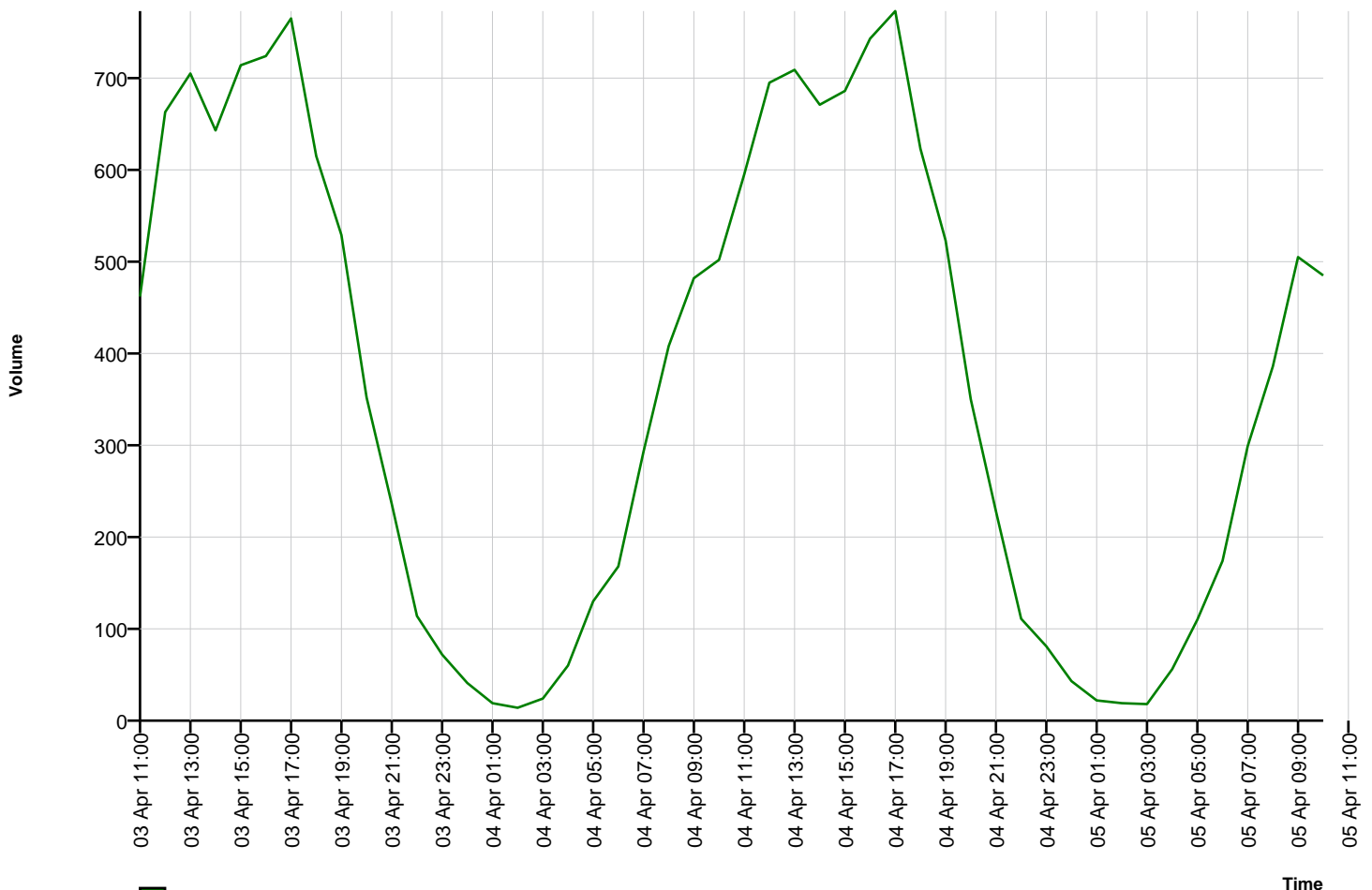
Site

Name 10790153
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 10790153
 Device type **SDR Traffic+**

Time Range

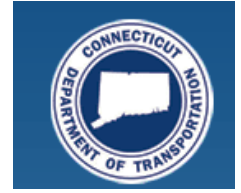
Start date 04/03/2019 11:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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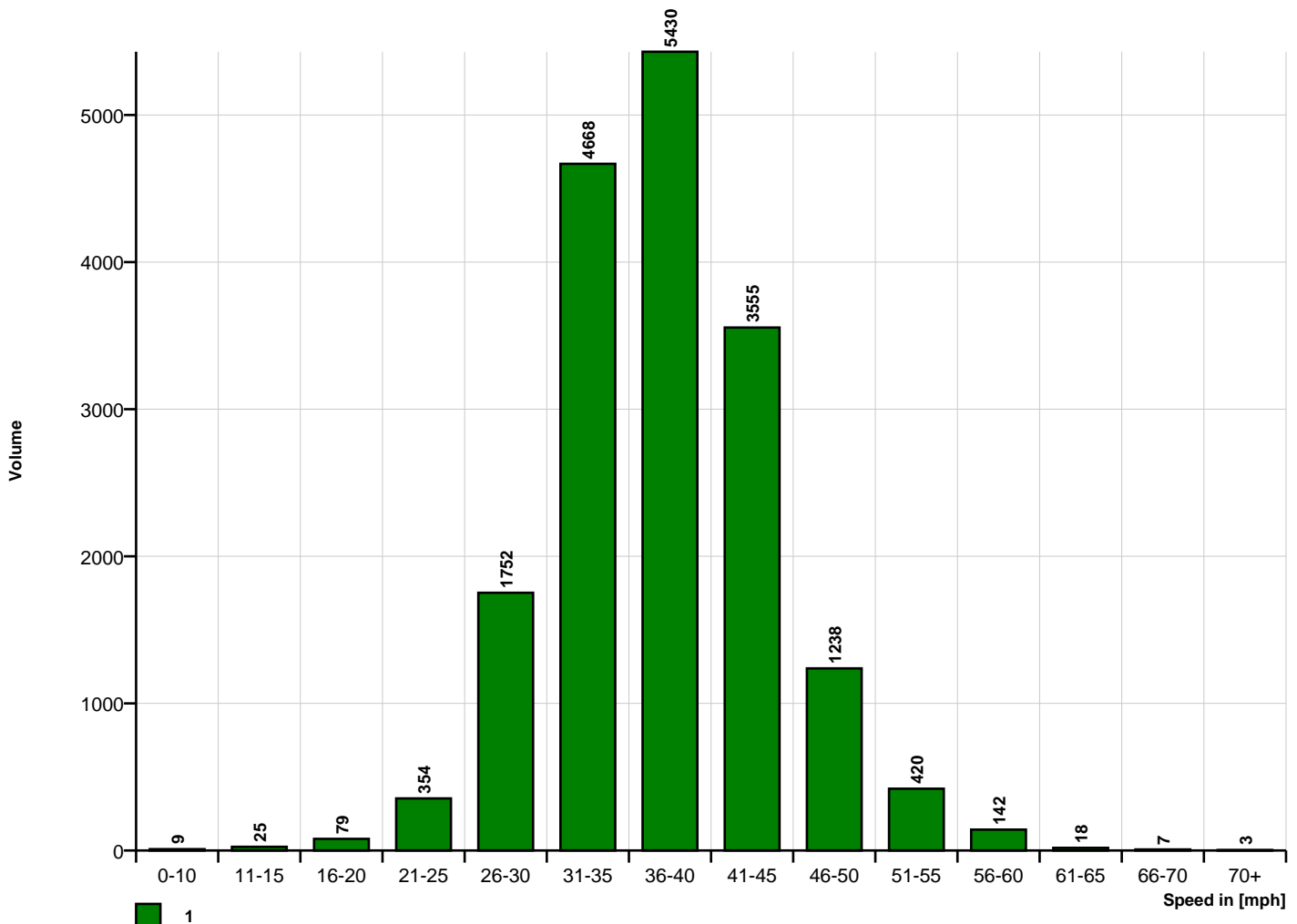
Site

Name 10790153
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 10790153
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 11:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/08/2019 19:23:08

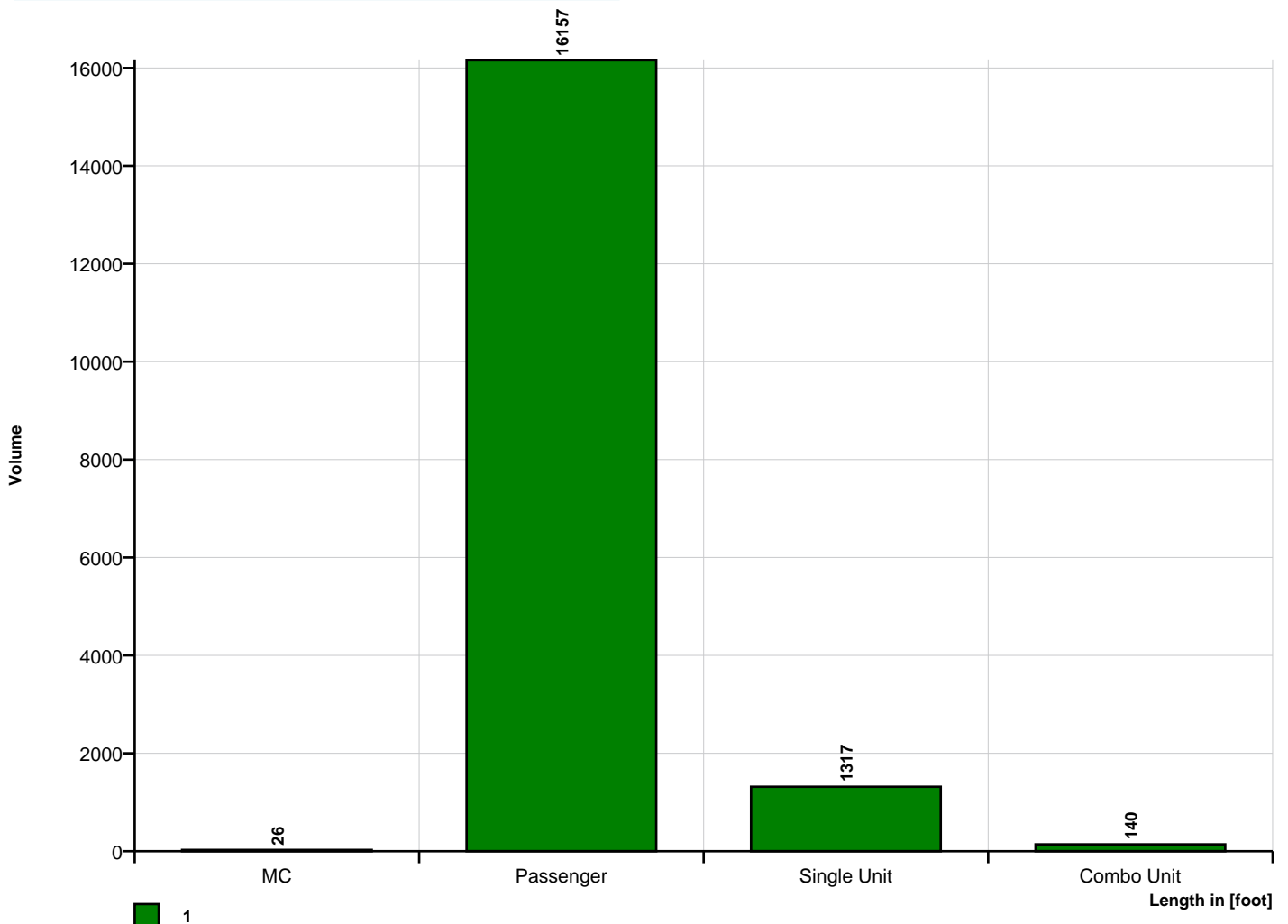
Site

Name 10790153
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 10790153
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 11:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/03/2019 11:00	462	4	405	50	3	1	0	2	10	59	160	153	59	15	3	0	0	0	0	8	35	54	29	34	41
04/03/2019 12:00	663	2	600	53	8	0	1	6	10	107	211	189	113	20	5	2	0	0	0	14	36	59	29	34	42
04/03/2019 13:00	705	0	641	55	9	0	0	7	20	119	237	213	83	19	4	3	0	0	0	16	35	57	29	34	41
04/03/2019 14:00	643	0	581	58	4	1	4	8	30	114	186	169	105	22	4	0	0	0	0	8	35	54	27	34	41
04/03/2019 15:00	714	3	647	60	4	3	4	10	26	81	235	227	99	19	8	2	0	1	0	8	35	70	29	34	41
04/03/2019 16:00	724	5	649	68	2	0	0	3	12	86	221	219	138	33	10	3	0	0	0	16	36	59	31	36	42
04/03/2019 17:00	765	3	680	80	2	0	0	2	17	76	222	264	151	29	2	2	1	0	0	16	36	65	31	36	42
04/03/2019 18:00	615	0	576	39	0	0	0	1	5	29	166	229	135	37	12	3	0	0	0	19	38	57	31	37	42
04/03/2019 19:00	529	2	498	29	0	1	3	1	6	35	164	168	114	25	8	4	0	0	0	8	37	59	31	37	42
04/03/2019 20:00	352	0	340	11	1	0	0	0	3	19	74	127	76	37	12	5	0	0	0	21	39	59	31	37	45
04/03/2019 21:00	236	0	228	6	2	0	0	0	1	16	36	82	67	25	8	1	0	1	0	21	39	67	34	39	44
04/03/2019 22:00	114	0	113	1	0	0	0	0	0	3	14	37	30	20	8	2	0	0	0	29	41	60	36	41	47
04/03/2019 23:00	72	0	70	1	1	0	0	0	0	0	4	14	27	14	9	1	2	0	1	34	45	72	37	44	52

[Wed, 3 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2818	11	2552	247	8	3	4	16	60	272	844	939	523	118	32	10	1	1	0	8	36	70	31	36	42
06:00-22:00	6408	19	5845	509	35	6	12	40	140	741	1912	2040	1140	281	76	25	1	2	0	8	36	70	31	36	42
00:00-24:00	6594	19	6028	511	36	6	12	40	140	744	1930	2091	1197	315	93	28	3	2	1	8	36	72	31	36	42

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/04/2019 00:00	41	0	40	1	0	0	1	0	0	1	0	3	17	11	5	3	0	1	0	13	45	70	41	44	52
04/04/2019 01:00	19	0	16	2	1	0	0	0	1	0	1	4	8	3	1	1	0	0	0	24	42	60	36	41	49
04/04/2019 02:00	14	0	11	0	3	0	0	0	0	0	1	7	4	1	1	0	0	0	0	31	40	50	36	37	44
04/04/2019 03:00	24	0	21	3	0	0	0	0	0	2	4	3	10	4	1	0	0	0	0	29	41	52	31	44	49
04/04/2019 04:00	60	0	55	5	0	0	0	0	0	0	1	11	25	12	7	4	1	0	0	34	45	60	39	44	52
04/04/2019 05:00	130	0	122	6	2	0	0	0	0	3	5	25	49	24	19	7	2	1	0	26	45	67	37	44	50
04/04/2019 06:00	168	0	158	7	3	0	0	0	1	3	12	26	58	45	19	7	0	0	0	24	44	59	37	44	49
04/04/2019 07:00	293	0	268	19	6	0	0	0	1	5	14	54	106	72	36	3	4	0	0	21	44	62	37	44	49
04/04/2019 08:00	408	1	378	25	4	0	0	0	2	6	26	94	141	94	33	13	2	1	0	21	43	65	37	42	49
04/04/2019 09:00	482	1	441	33	7	0	0	0	4	18	101	176	136	36	10	4	0	0	0	24	39	59	32	39	44
04/04/2019 10:00	502	0	451	45	6	0	2	0	7	51	148	159	97	27	9	3	0	0	0	14	37	57	31	37	42
04/04/2019 11:00	595	0	533	56	6	1	4	11	27	70	181	178	89	26	7	3	0	0	0	8	35	57	29	36	41
04/04/2019 12:00	695	0	638	48	9	0	0	2	22	91	244	229	93	10	4	1	0	0	0	16	35	55	29	34	41
04/04/2019 13:00	709	0	633	70	6	0	1	5	28	118	234	223	80	16	4	1	0	0	0	14	35	55	29	34	39
04/04/2019 14:00	671	1	607	58	5	1	3	1	13	87	232	222	86	22	4	0	0	0	0	8	35	54	29	34	41
04/04/2019 15:00	686	1	630	53	2	0	1	2	15	91	218	211	113	32	2	2	0	0	0	13	36	57	29	36	42
04/04/2019 16:00	743	0	676	61	6	0	0	2	17	92	213	265	115	32	7	0	0	0	0	16	36	54	31	36	42
04/04/2019 17:00	773	0	697	74	2	0	0	6	38	97	234	251	111	27	7	2	0	0	0	16	35	60	29	36	41
04/04/2019 18:00	623	0	583	38	2	0	0	1	7	69	188	224	108	19	6	2	0	0	0	19	36	57	31	36	42
04/04/2019 19:00	523	0	497	24	2	0	0	0	2	44	155	205	103	14	0	0	0	0	0	24	37	49	31	37	42
04/04/2019 20:00	350	0	335	15	0	0	0	0	7	32	83	103	90	29	4	2	0	0	0	22	38	60	31	37	44
04/04/2019 21:00	228	0	225	3	0	0	0	0	1	9	48	64	71	24	10	0	1	0	0	21	40	62	32	39	45
04/04/2019 22:00	111	0	110	1	0	0	0	0	1	2	12	29	45	12	9	1	0	0	0	21	42	60	36	42	47
04/04/2019 23:00	81	0	79	2	0	0	0	0	1	2	6	13	35	13	7	5	0	0	0	22	44	57	37	44	49

[Thu, 4 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	288	0	265	17	6	0	1	0	1	6	12	53	113	55	34	15	3	2	0	13	44	70	37	44	50
06:00-09:00	869	1	804	51	13	0	0	0	4	14	52	174	305	211	88	23	6	1	0	21	44	65	37	44	49
15:00-19:00	2825	1	2586	226	12	0	1	11	77	349	853	951	447	110	22	6	0	0	0	13	36	60	29	36	42
06:00-22:00	8449	4	7750	629	66	2	11	30	192	883	2331	2684	1597	525	162	43	7	1	0	8	37	65	31	37	42
00:00-24:00	8929	4	8204	649	72	2	12	30	195	893	2361	2779	1790	605	212	64	10	3	0	8	37	70	31	37	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/05/2019 00:00	43	0	39	3	1	0	0	0	0	0	5	6	19	8	3	3	0	0	0	32	44	60	36	44	49
04/05/2019 01:00	22	0	19	1	2	0	0	0	0	1	2	6	9	3	1	0	0	0	0	27	41	54	36	42	47
04/05/2019 02:00	19	0	15	2	2	0	0	1	0	0	5	2	7	3	1	0	0	0	0	19	40	50	34	41	47
04/05/2019 03:00	18	0	16	0	2	0	0	0	0	1	2	4	6	5	0	0	0	0	0	29	41	49	34	42	49
04/05/2019 04:00	56	0	51	5	0	0	0	0	0	1	0	11	23	19	2	1	0	0	0	26	44	55	37	44	47
04/05/2019 05:00	110	0	108	2	0	0	0	0	0	0	5	19	46	27	8	8	0	0	1	32	45	78	39	44	49
04/05/2019 06:00	174	0	159	12	3	0	0	0	0	1	13	22	63	48	22	9	1	0	0	29	45	60	39	44	50
04/05/2019 07:00	299	0	275	23	1	0	0	0	0	4	18	61	97	78	31	14	1	1	0	26	44	67	37	44	49
04/05/2019 08:00	386	1	359	22	4	0	1	2	3	11	35	93	121	76	35	9	3	1	1	13	43	70	36	42	49
04/05/2019 09:00	505	0	450	47	8	0	0	3	8	36	126	178	105	35	12	5	0	0	0	18	38	57	31	37	44
04/05/2019 10:00	485	2	434	40	9	1	0	3	8	60	166	158	72	16	0	1	0	0	0	8	36	59	31	36	41

[Fri, 5 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	268	0	248	13	7	0	0	1	0	3	19	48	110	65	15	12	0	0	1	19	44	78	37	44	49
06:00-09:00	859	1	793	57	8	0	1	2	3	16	66	176	281	202	88	32	5	2	1	13	44	70	37	44	49
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1849	3	1677	144	25	1	1	8	19	112	358	512	458	253	100	38	5	2	1	8	40	70	32	39	47
00:00-24:00	2117	3	1925	157	32	1	1	9	19	115	377	560	568	318	115	50	5	2	2	8	40	78	32	39	47

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:13:12

Site

Name 10790191
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790191
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 08:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	715	0	656	55	4
06:00-09:00	1899	12	1707	158	22
15:00-19:00	3278	112	3000	148	18
06:00-22:00	10941	201	9891	753	96
00:00-24:00	12176	201	11056	819	100

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	6	65	31	22	31	37	25.9

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:13:12

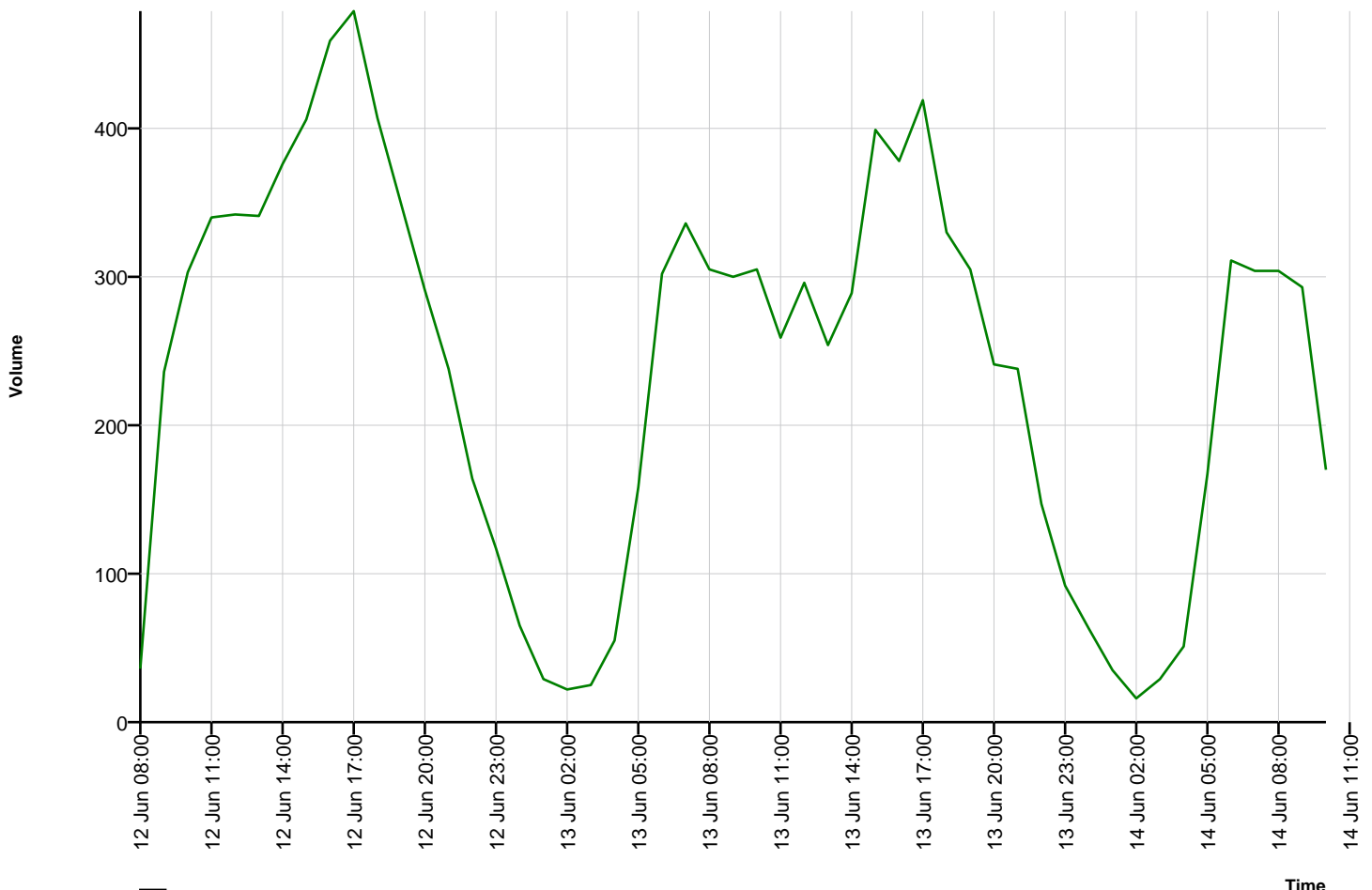
Site

Name 10790191
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790191
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 08:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



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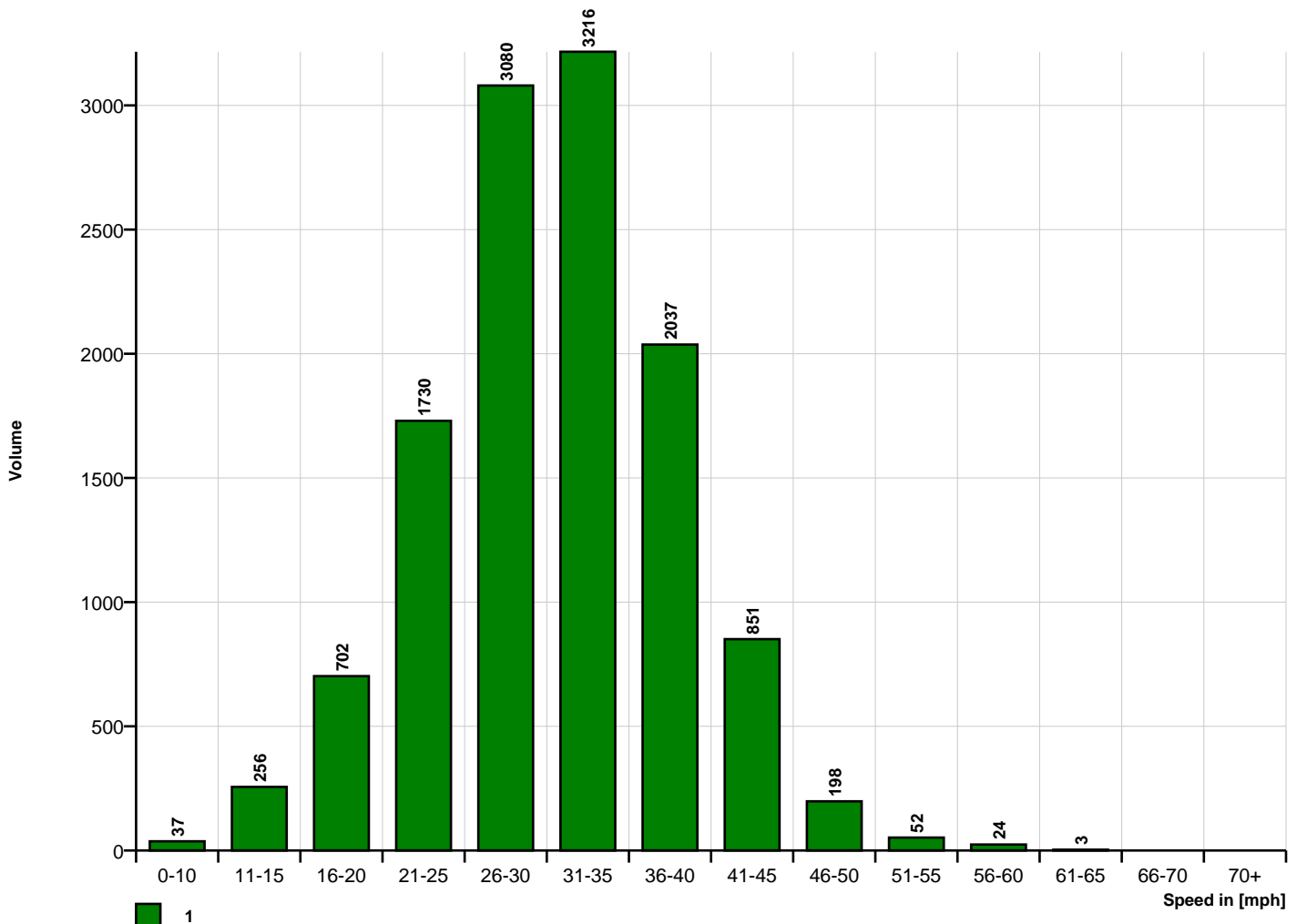
Site

Name 10790191
 Dir. Oncoming (name) 1
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 Posted Speed Limit **35**
 Comment 10790191
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 08:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
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 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:13:12

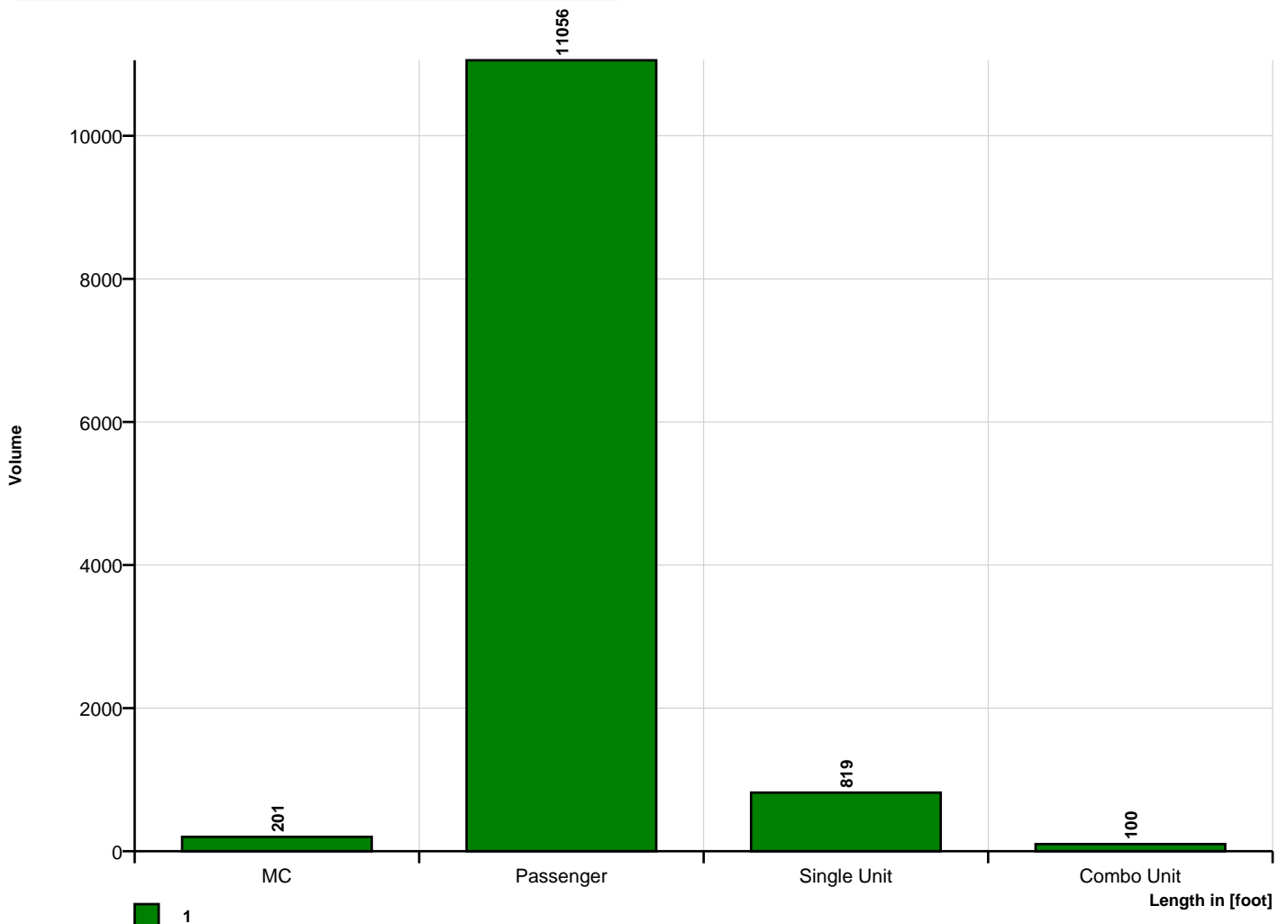
Site

Name 10790191
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790191
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 08:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 08:00	36	1	30	5	0	0	0	0	4	7	12	7	4	1	1	0	0	0	0	21	34	54	26	34	41
06/12/2019 09:00	236	29	171	33	3	1	9	9	17	62	70	49	17	2	0	0	0	0	0	8	31	47	24	31	37
06/12/2019 10:00	303	2	263	33	5	2	4	17	44	70	91	47	23	4	1	1	0	0	0	8	31	55	21	31	37
06/12/2019 11:00	340	3	303	29	5	1	12	34	57	96	85	42	10	2	1	0	0	0	0	6	29	52	21	29	36
06/12/2019 12:00	342	1	315	23	3	0	13	34	57	91	86	48	9	4	0	0	0	0	0	11	29	49	21	29	36
06/12/2019 13:00	341	1	305	30	5	0	9	18	69	77	92	62	12	2	0	0	0	0	0	11	30	49	21	29	37
06/12/2019 14:00	376	1	336	36	3	2	16	45	72	96	79	44	19	2	1	0	0	0	0	8	28	50	19	27	36
06/12/2019 15:00	406	11	353	39	3	1	9	32	70	103	110	61	16	4	0	0	0	0	0	8	29	47	21	29	37
06/12/2019 16:00	459	73	359	21	6	0	15	44	90	149	105	40	16	0	0	0	0	0	0	11	28	44	21	27	34
06/12/2019 17:00	479	6	453	18	2	5	21	40	103	134	103	57	14	1	1	0	0	0	0	8	28	50	21	27	36
06/12/2019 18:00	407	1	393	12	1	0	7	25	64	114	112	68	13	3	1	0	0	0	0	13	30	50	22	29	37
06/12/2019 19:00	349	2	338	9	0	1	2	9	45	94	111	67	15	4	1	0	0	0	0	9	31	52	24	31	37
06/12/2019 20:00	291	1	284	6	0	1	3	15	39	109	81	28	10	4	1	0	0	0	0	9	30	54	24	29	34
06/12/2019 21:00	238	0	233	5	0	0	3	16	41	67	62	38	9	1	1	0	0	0	0	14	30	52	21	29	37
06/12/2019 22:00	164	0	158	6	0	0	1	2	22	49	50	24	12	3	0	1	0	0	0	13	32	57	24	31	37
06/12/2019 23:00	117	0	117	0	0	0	0	4	20	32	30	19	8	3	1	0	0	0	0	16	31	52	24	31	39

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	36	1	30	5	0	0	0	0	4	7	12	7	4	1	1	0	0	0	0	21	34	54	26	34	41
15:00-19:00	1751	91	1558	90	12	6	52	141	327	500	430	226	59	8	2	0	0	0	0	8	29	50	21	29	36
06:00-22:00	4603	132	4136	299	36	14	123	338	772	1269	1199	658	187	34	9	1	0	0	0	6	29	55	21	29	36
00:00-24:00	4884	132	4411	305	36	14	124	344	814	1350	1279	701	207	40	10	2	0	0	0	6	29	57	21	29	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	65	0	60	4	1	0	1	2	11	13	25	9	3	1	0	0	0	0	0	13	31	45	24	31	39
06/13/2019 01:00	29	0	28	1	0	0	0	1	1	5	10	7	2	1	1	1	0	0	0	19	35	57	29	31	42
06/13/2019 02:00	22	0	18	4	0	0	0	0	0	6	3	5	6	1	1	1	0	0	0	26	37	55	26	37	42
06/13/2019 03:00	25	0	20	4	1	0	0	0	0	6	3	7	5	2	1	1	0	0	0	26	38	57	26	37	45
06/13/2019 04:00	55	0	47	8	0	0	0	3	3	6	13	13	8	7	2	1	0	0	0	16	36	55	29	36	45
06/13/2019 05:00	158	0	146	11	1	0	2	5	19	24	21	35	30	14	6	5	1	0	0	14	36	60	24	36	44
06/13/2019 06:00	302	2	276	20	4	2	7	18	40	54	76	54	41	9	1	0	0	0	0	8	32	54	24	31	41
06/13/2019 07:00	336	3	301	29	3	5	15	25	34	54	79	67	42	14	1	0	0	0	0	8	32	50	21	31	41
06/13/2019 08:00	305	2	276	20	7	0	5	16	42	68	70	60	31	11	1	1	0	0	0	13	32	57	24	31	39
06/13/2019 09:00	300	2	248	47	3	0	11	17	25	74	75	59	28	4	5	3	0	0	0	11	32	60	24	31	39
06/13/2019 10:00	305	7	273	22	3	1	3	8	27	74	97	59	27	7	2	0	0	0	0	6	32	52	26	31	39
06/13/2019 11:00	259	3	231	19	6	0	3	10	36	85	68	38	19	0	0	0	0	0	0	11	30	44	24	29	37
06/13/2019 12:00	296	4	264	23	5	2	7	19	45	75	86	49	11	2	0	0	0	0	0	8	30	49	21	31	37
06/13/2019 13:00	254	5	219	25	5	1	4	13	38	59	82	39	15	2	0	1	0	0	0	6	30	57	22	31	37
06/13/2019 14:00	289	5	270	12	2	0	4	19	52	78	56	54	21	3	2	2	0	0	0	13	30	55	22	29	37
06/13/2019 15:00	399	6	369	22	2	2	10	21	74	104	121	49	18	0	0	0	0	0	0	8	29	44	21	29	36
06/13/2019 16:00	378	9	356	11	2	1	7	19	66	104	100	55	22	3	1	0	0	0	0	8	30	50	22	29	37
06/13/2019 17:00	419	4	398	16	1	2	14	29	70	108	116	63	14	2	1	0	0	0	0	6	29	54	21	29	36
06/13/2019 18:00	330	2	318	9	1	0	1	7	25	91	85	71	35	12	1	1	1	0	0	14	33	65	26	31	41
06/13/2019 19:00	305	2	291	12	0	1	3	15	31	73	97	52	26	5	2	0	0	0	0	9	32	52	24	31	39
06/13/2019 20:00	241	1	224	14	2	0	2	11	24	72	80	36	14	2	0	0	0	0	0	14	31	49	24	31	37
06/13/2019 21:00	238	1	228	9	0	0	3	12	32	83	53	44	9	2	0	0	0	0	0	14	30	47	24	29	37
06/13/2019 22:00	147	0	143	4	0	0	1	3	9	39	48	28	15	3	0	1	0	0	0	14	33	60	27	31	39
06/13/2019 23:00	92	0	91	1	0	0	0	1	10	16	31	21	11	2	0	0	0	0	0	19	33	49	26	31	39

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	354	0	319	32	3	0	3	11	34	60	75	76	54	26	11	9	1	0	0	13	35	60	26	34	44
06:00-09:00	943	7	853	69	14	7	27	59	116	176	225	181	114	34	3	1	0	0	0	8	32	57	22	31	41
15:00-19:00	1527	21	1442	58	6	5	32	76	235	407	422	238	90	17	3	1	1	0	0	6	30	65	22	31	37
06:00-22:00	4956	58	4542	310	46	17	99	259	661	1256	1341	849	373	78	17	8	1	0	0	6	31	65	24	31	37
00:00-24:00	5549	58	5095	347	49	17	103	274	714	1371	1495	974	453	109	28	18	2	0	0	6	31	65	24	31	39

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	63	0	60	3	0	0	0	2	9	18	12	17	5	0	0	0	0	0	0	16	32	44	24	31	37
06/14/2019 01:00	35	0	32	3	0	0	0	0	3	6	11	8	3	2	1	0	1	0	0	21	35	64	26	34	41
06/14/2019 02:00	16	0	16	0	0	0	0	0	0	0	5	7	2	1	1	0	0	0	0	31	39	52	34	37	44
06/14/2019 03:00	29	0	26	3	0	0	0	1	0	3	6	6	8	3	1	1	0	0	0	19	39	59	31	37	45
06/14/2019 04:00	51	0	48	3	0	0	0	2	5	5	10	15	11	2	1	0	0	0	0	16	36	54	26	36	42
06/14/2019 05:00	167	0	155	11	1	0	3	4	18	29	43	29	27	11	1	2	0	0	0	11	34	57	26	32	42
06/14/2019 06:00	311	0	284	26	1	0	4	10	42	61	73	61	45	9	5	1	0	0	0	11	33	57	24	34	42
06/14/2019 07:00	304	2	267	32	3	2	13	31	40	56	57	72	21	9	3	0	0	0	0	6	31	54	19	31	39
06/14/2019 08:00	304	2	272	26	4	0	3	15	47	73	78	55	28	5	0	0	0	0	0	13	31	49	24	31	39
06/14/2019 09:00	293	6	246	37	4	1	2	8	26	77	89	56	26	7	1	0	0	0	0	9	32	52	26	31	39
06/14/2019 10:00	170	1	144	23	2	3	4	11	12	31	58	36	15	0	0	0	0	0	0	8	31	44	24	31	39

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	361	0	337	23	1	0	3	9	35	61	87	82	56	19	5	3	1	0	0	11	35	64	26	34	42
06:00-09:00	920	4	824	84	8	2	20	56	129	190	209	188	94	23	8	1	0	0	0	6	32	57	22	31	39
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1382	11	1213	144	14	6	26	75	167	298	355	280	135	30	9	1	0	0	0	6	32	57	24	31	39
00:00-24:00	1743	11	1550	167	15	6	29	84	202	359	442	362	191	49	14	4	1	0	0	6	32	64	24	31	39

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:18:58

Site

Name 10790192
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790192
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 07:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	527	3	500	20	4
06:00-09:00	1811	4	1663	126	18
15:00-19:00	3474	111	3284	58	21
06:00-22:00	11095	233	10350	414	98
00:00-24:00	11963	238	11186	436	103

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	6	90	38	31	37	44	66.6

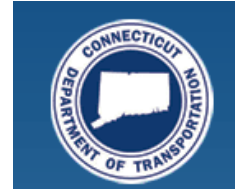
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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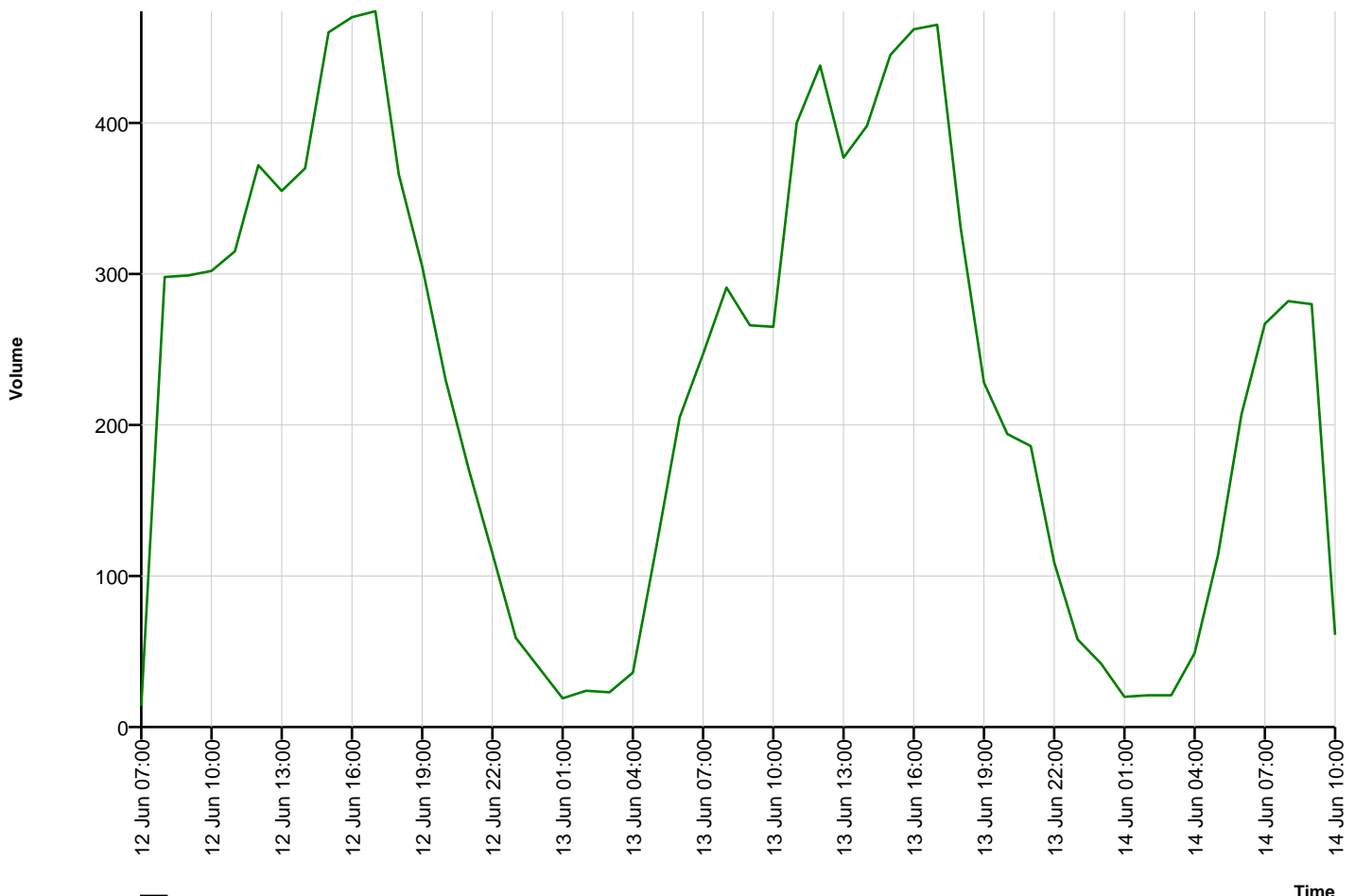
Site

Name 10790192
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Time Range

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Time / Volume graph



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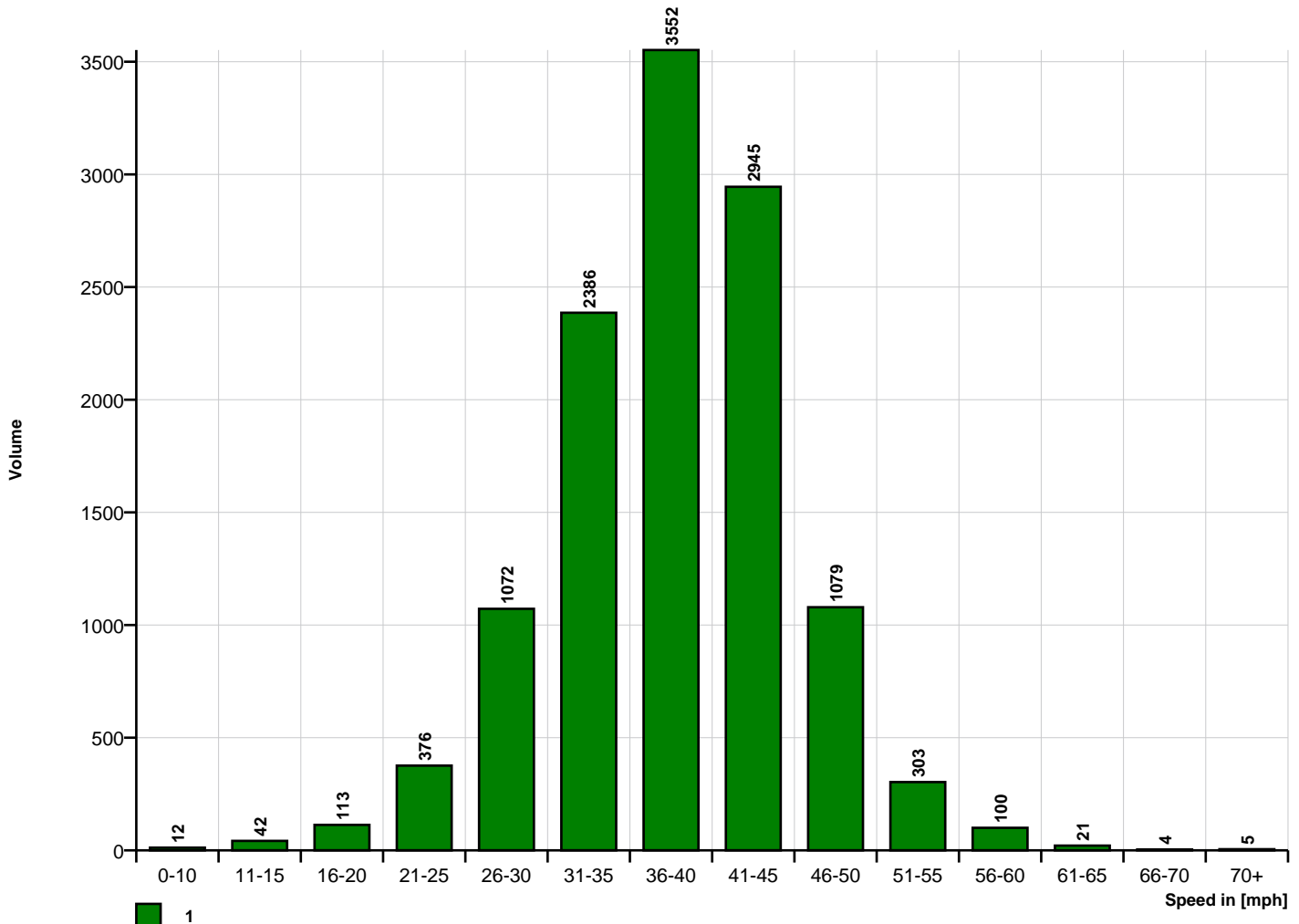
Site

Name 10790192
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790192
 Device type **SDR Traffic+**

Time Range

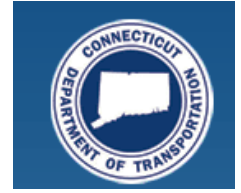
Start date 06/12/2019 07:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



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 Contact Bradley Overturf
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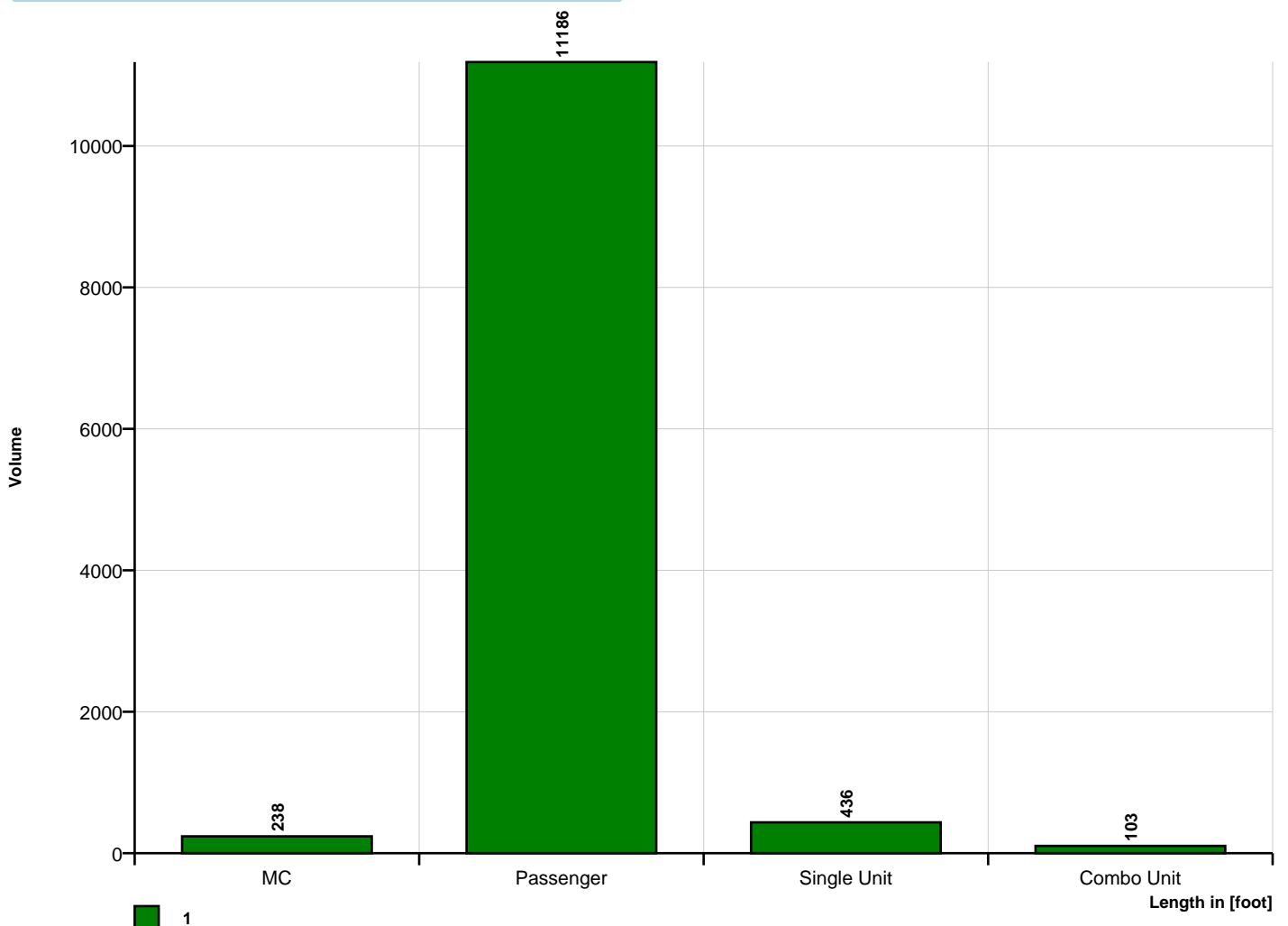
Site

Name 10790192
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790192
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 07:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAVg	VMax	V15	V50	V85
06/12/2019 07:00	14	0	13	1	0	0	0	0	0	0	5	5	1	3	0	0	0	0	0	31	39	49	31	37	49
06/12/2019 08:00	298	3	265	27	3	0	0	5	4	29	54	89	84	23	10	1	0	0	0	16	38	55	31	37	44
06/12/2019 09:00	299	0	277	15	7	1	6	8	7	25	64	97	57	29	5	1	0	0	0	8	37	55	29	37	44
06/12/2019 10:00	302	2	284	12	4	0	0	0	2	33	81	80	71	29	6	2	0	0	0	21	38	55	31	37	44
06/12/2019 11:00	315	2	285	22	6	0	0	1	6	35	79	102	60	24	8	1	0	0	0	19	37	55	31	37	44
06/12/2019 12:00	372	2	346	19	5	0	1	6	12	41	57	122	97	31	4	0	1	0	0	14	37	62	29	37	44
06/12/2019 13:00	355	2	327	26	0	1	0	7	12	29	75	109	90	27	4	0	1	0	0	8	37	62	31	37	44
06/12/2019 14:00	370	3	335	23	9	0	0	2	25	30	70	111	96	28	8	1	0	0	0	19	37	55	29	37	44
06/12/2019 15:00	460	1	433	23	3	2	7	12	29	80	101	132	73	21	3	0	0	0	0	8	34	54	26	34	42
06/12/2019 16:00	470	5	454	10	1	1	6	8	28	56	110	144	97	15	4	2	0	0	0	8	35	57	27	36	42
06/12/2019 17:00	474	4	459	9	2	1	2	14	41	63	94	137	96	21	5	1	0	0	0	9	35	55	26	36	42
06/12/2019 18:00	366	2	358	4	2	0	0	0	9	22	91	122	85	34	2	1	0	0	0	21	38	55	31	37	44
06/12/2019 19:00	305	2	301	0	2	0	0	1	5	20	50	106	86	34	2	1	0	0	0	19	39	57	31	39	44
06/12/2019 20:00	230	2	227	1	0	0	0	0	0	9	48	74	73	21	3	1	0	0	1	26	39	90	34	39	44
06/12/2019 21:00	170	1	169	0	0	0	0	0	0	3	26	58	55	19	7	2	0	0	0	29	41	60	34	39	47
06/12/2019 22:00	115	0	115	0	0	0	0	0	0	3	9	25	32	29	12	7	1	1	0	26	44	67	37	42	49
06/12/2019 23:00	59	1	57	1	0	0	0	0	0	0	3	15	23	10	7	0	1	0	0	34	44	64	39	44	49

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAVg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	312	3	278	28	3	0	0	5	4	29	59	94	85	26	10	1	0	0	0	16	38	55	31	37	44
15:00-19:00	1771	12	1704	46	9	4	15	34	107	221	396	535	352	91	14	4	0	0	0	8	36	57	27	36	42
06:00-22:00	4800	31	4533	192	44	6	22	64	180	475	1005	1488	1121	359	71	14	2	0	1	8	37	90	29	37	44
00:00-24:00	4974	32	4705	193	44	6	22	64	180	478	1017	1528	1176	398	90	21	4	1	1	8	37	90	29	37	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	39	0	38	0	1	0	0	0	0	1	4	4	15	10	2	1	1	0	1	27	45	72	37	44	49
06/13/2019 01:00	19	0	17	2	0	0	0	0	0	0	1	2	6	6	3	2	0	0	0	31	46	57	37	45	54
06/13/2019 02:00	24	0	22	2	0	0	0	0	0	0	4	4	5	5	5	2	0	0	0	31	44	57	34	44	52
06/13/2019 03:00	23	0	22	1	0	0	0	0	0	2	1	5	3	6	3	2	1	0	0	29	45	64	36	45	54
06/13/2019 04:00	36	0	32	3	1	0	0	0	0	0	1	6	7	9	7	2	4	0	1	34	49	80	39	49	60
06/13/2019 05:00	119	0	114	4	1	0	0	0	0	1	14	24	31	24	21	12	0	0	0	29	44	57	36	44	52
06/13/2019 06:00	205	0	186	16	3	0	0	0	2	9	50	56	57	25	4	3	0	0	0	24	39	59	32	39	45
06/13/2019 07:00	247	0	228	16	3	0	1	0	2	17	35	54	82	48	7	3	0	0	0	14	40	57	34	41	47
06/13/2019 08:00	291	0	280	10	1	0	0	0	4	22	58	79	76	41	10	3	0	0	0	21	39	57	31	39	47
06/13/2019 09:00	266	4	246	11	5	0	0	1	3	20	46	86	80	18	10	3	0	0	0	18	39	59	32	39	44
06/13/2019 10:00	265	8	237	15	5	0	0	0	12	24	56	75	73	24	1	0	0	0	0	21	38	52	31	37	44
06/13/2019 11:00	400	20	354	23	3	0	2	9	15	65	115	95	77	19	2	1	0	0	0	14	35	55	27	34	42
06/13/2019 12:00	438	22	398	14	4	2	10	11	27	74	89	118	92	12	3	0	0	0	0	8	34	54	26	36	42
06/13/2019 13:00	377	23	334	16	4	2	1	8	20	38	125	86	77	13	6	1	0	0	0	6	35	55	29	34	42
06/13/2019 14:00	398	21	367	9	1	0	0	2	11	56	99	113	76	32	9	1	0	0	0	19	37	55	29	37	44
06/13/2019 15:00	445	19	413	6	7	2	6	9	26	47	88	155	91	18	2	1	0	0	0	9	36	55	27	36	42
06/13/2019 16:00	462	41	418	2	1	0	0	3	33	62	115	137	84	25	3	0	0	0	0	19	36	52	27	36	42
06/13/2019 17:00	465	33	426	3	3	0	0	3	25	47	97	170	97	23	3	0	0	0	0	18	36	52	29	37	42
06/13/2019 18:00	331	6	323	1	1	0	0	1	7	17	67	117	80	34	8	2	0	0	0	19	39	55	32	39	44
06/13/2019 19:00	228	1	226	1	0	0	0	0	1	8	27	79	76	25	7	6	0	0	0	24	41	60	34	39	45
06/13/2019 20:00	194	1	188	4	1	0	0	0	1	7	26	80	54	20	4	4	0	0	0	21	40	57	34	39	44
06/13/2019 21:00	186	1	182	3	0	0	0	0	1	12	30	52	60	18	10	3	1	0	0	24	40	62	32	39	47
06/13/2019 22:00	109	1	107	0	1	0	0	0	0	1	7	26	40	25	6	2	2	0	0	26	43	62	37	42	49
06/13/2019 23:00	58	0	57	1	0	0	0	0	0	0	5	16	19	10	6	2	0	0	0	31	43	57	36	42	49

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	260	0	245	12	3	0	0	0	0	4	25	45	67	60	41	21	6	0	2	27	45	80	37	44	52
06:00-09:00	743	0	694	42	7	0	1	0	8	48	143	189	215	114	21	9	0	0	0	14	40	59	31	39	47
15:00-19:00	1703	99	1580	12	12	2	6	16	91	173	367	579	352	100	16	3	0	0	0	9	36	55	29	37	42
06:00-22:00	5198	200	4806	150	42	6	20	47	190	525	1123	1552	1232	395	89	31	1	0	0	6	37	62	29	37	44
00:00-24:00	5625	201	5215	163	46	6	20	47	190	530	1160	1639	1358	490	142	56	9	0	2	6	38	80	31	37	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	42	0	42	0	0	0	0	0	0	0	2	13	14	7	2	2	1	1	1	34	45	75	39	42	49
06/14/2019 01:00	20	0	19	1	0	0	0	0	0	1	0	4	10	1	2	0	1	1	0	29	45	67	39	42	52
06/14/2019 02:00	21	0	20	0	1	0	0	0	0	0	1	2	9	4	3	0	1	1	0	34	47	65	44	44	52
06/14/2019 03:00	21	0	20	1	0	0	0	0	0	0	0	5	5	6	4	1	0	0	0	37	46	60	39	45	52
06/14/2019 04:00	49	0	45	4	0	0	0	0	0	2	0	7	15	16	8	2	0	0	0	29	46	55	39	45	52
06/14/2019 05:00	114	3	109	2	0	0	0	0	0	1	8	24	39	24	14	6	2	0	0	29	44	65	37	42	50
06/14/2019 06:00	207	1	189	14	3	0	0	0	3	11	32	62	65	23	8	3	1	0	0	21	40	62	32	39	45
06/14/2019 07:00	267	0	243	22	2	0	0	1	2	14	53	75	76	34	10	2	0	0	0	19	40	59	34	39	45
06/14/2019 08:00	282	0	259	20	3	0	0	1	1	14	52	87	75	39	11	4	1	0	0	18	40	64	34	39	47
06/14/2019 09:00	280	1	264	13	2	0	0	0	0	16	53	91	81	30	6	1	1	0	1	26	40	73	34	39	44
06/14/2019 10:00	61	0	56	3	2	0	0	0	0	5	8	15	22	7	3	2	0	0	0	29	41	59	34	41	47

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	267	3	255	8	1	0	0	0	0	4	11	55	92	58	33	11	5	3	1	29	45	75	37	44	52
06:00-09:00	756	1	691	56	8	0	0	2	6	39	137	224	216	96	29	9	2	0	0	18	40	64	34	39	47
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1097	2	1011	72	12	0	0	2	6	60	198	330	319	133	38	12	3	0	1	18	40	73	34	39	45
00:00-24:00	1364	5	1266	80	13	0	0	2	6	64	209	385	411	191	71	23	8	3	2	18	41	75	34	41	47

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/15/2019 17:59:46

Site

Name 10790250
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790250
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 10:00
 End date 04/11/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	372	0	334	23	15
06:00-09:00	1288	9	1182	79	18
15:00-19:00	3339	41	3233	46	19
06:00-22:00	11802	128	11244	337	93
00:00-24:00	12588	130	11986	361	111

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	8	68	32	26	31	37	27.1

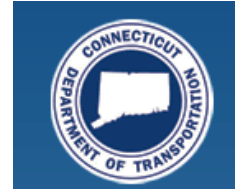
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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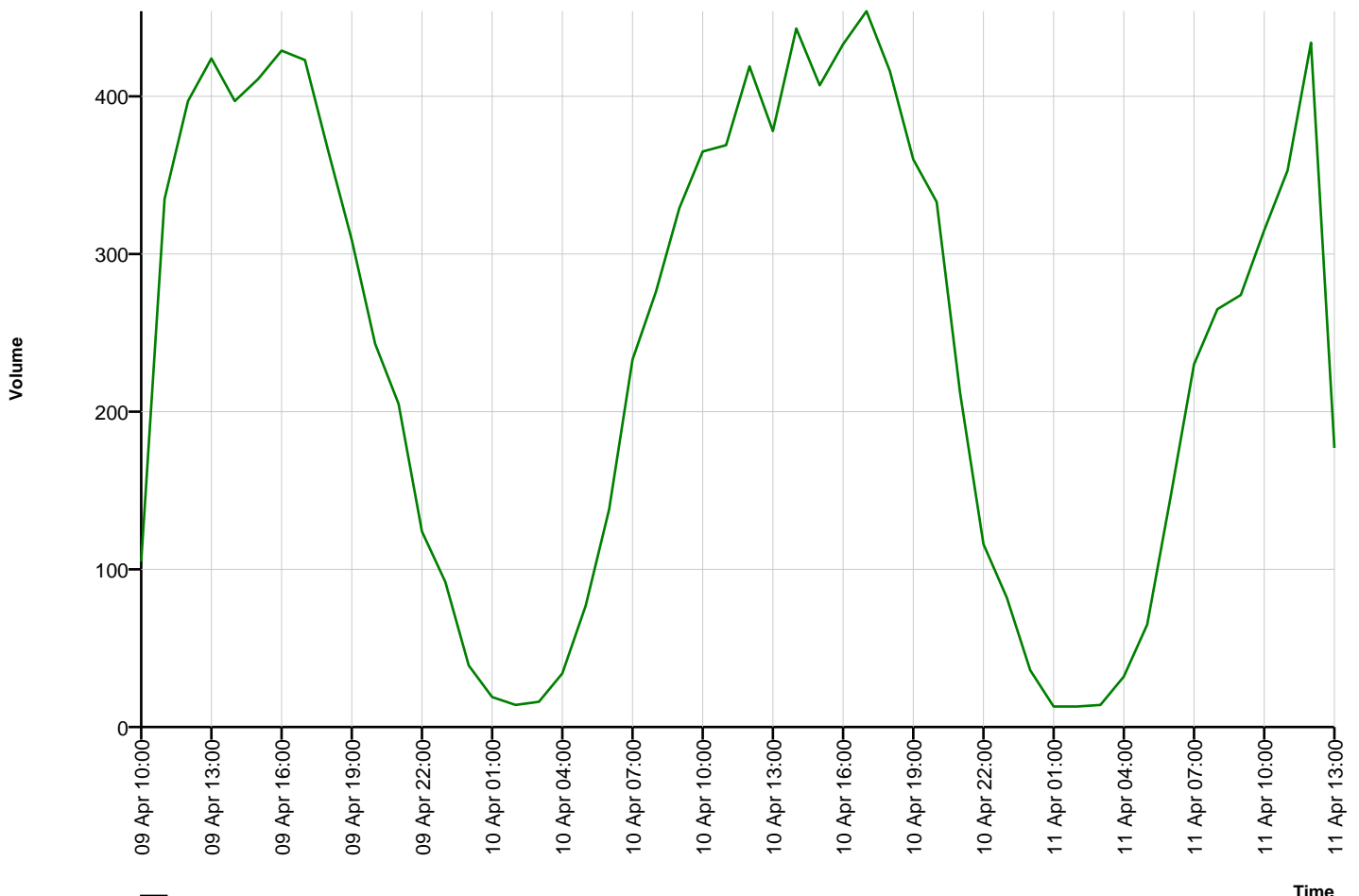
Site

Name 10790250
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 Dir. Outgoing (name) 1
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 Comment 10790250
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 10:00
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 Days Mo, Tu, We, Th, Fr, Sa, Su
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Time / Volume graph



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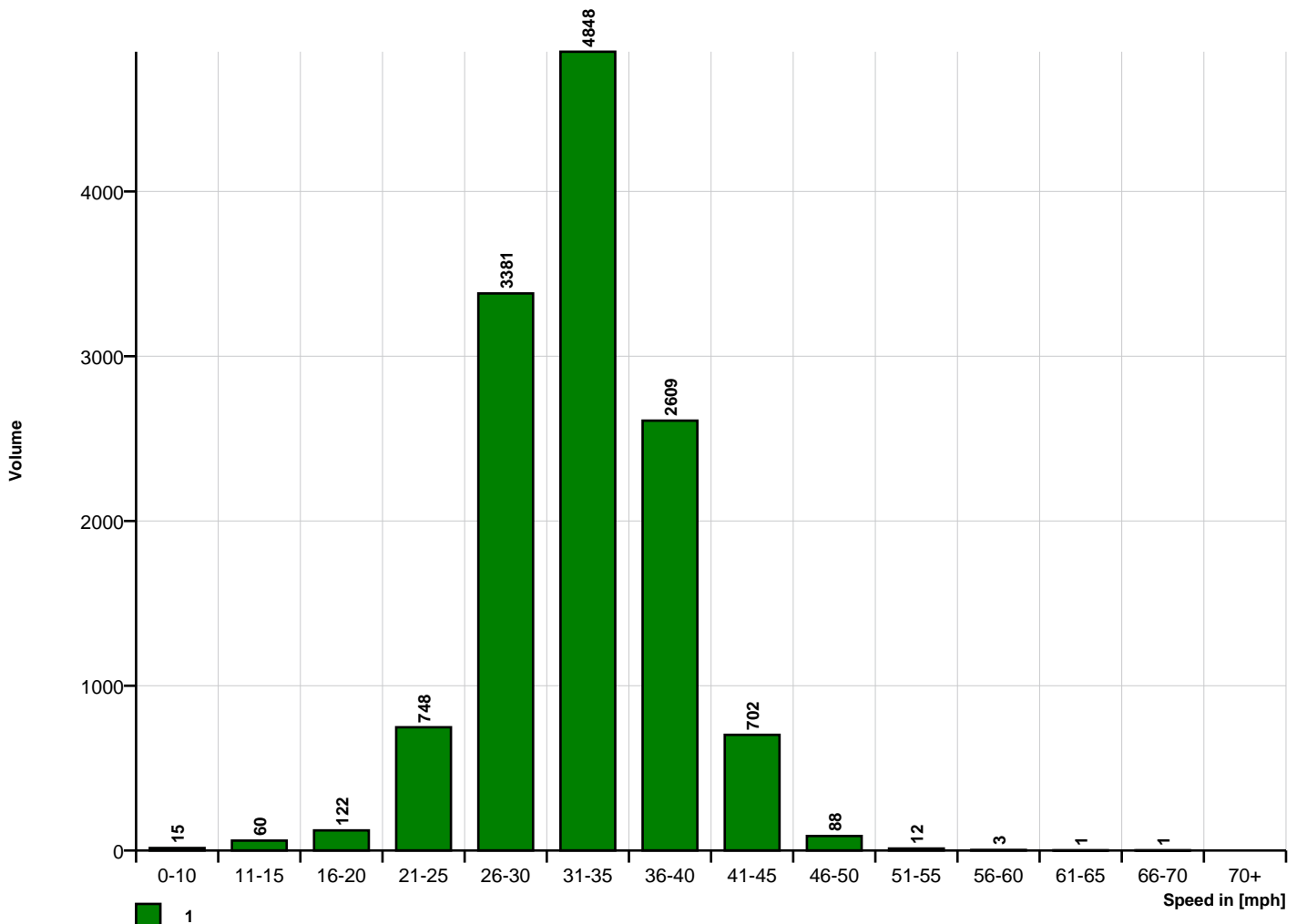
Site

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 Dir. Oncoming (name)
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 Posted Speed Limit **35**
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 Device type **SDR Traffic+**

Time Range

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Speed histogram



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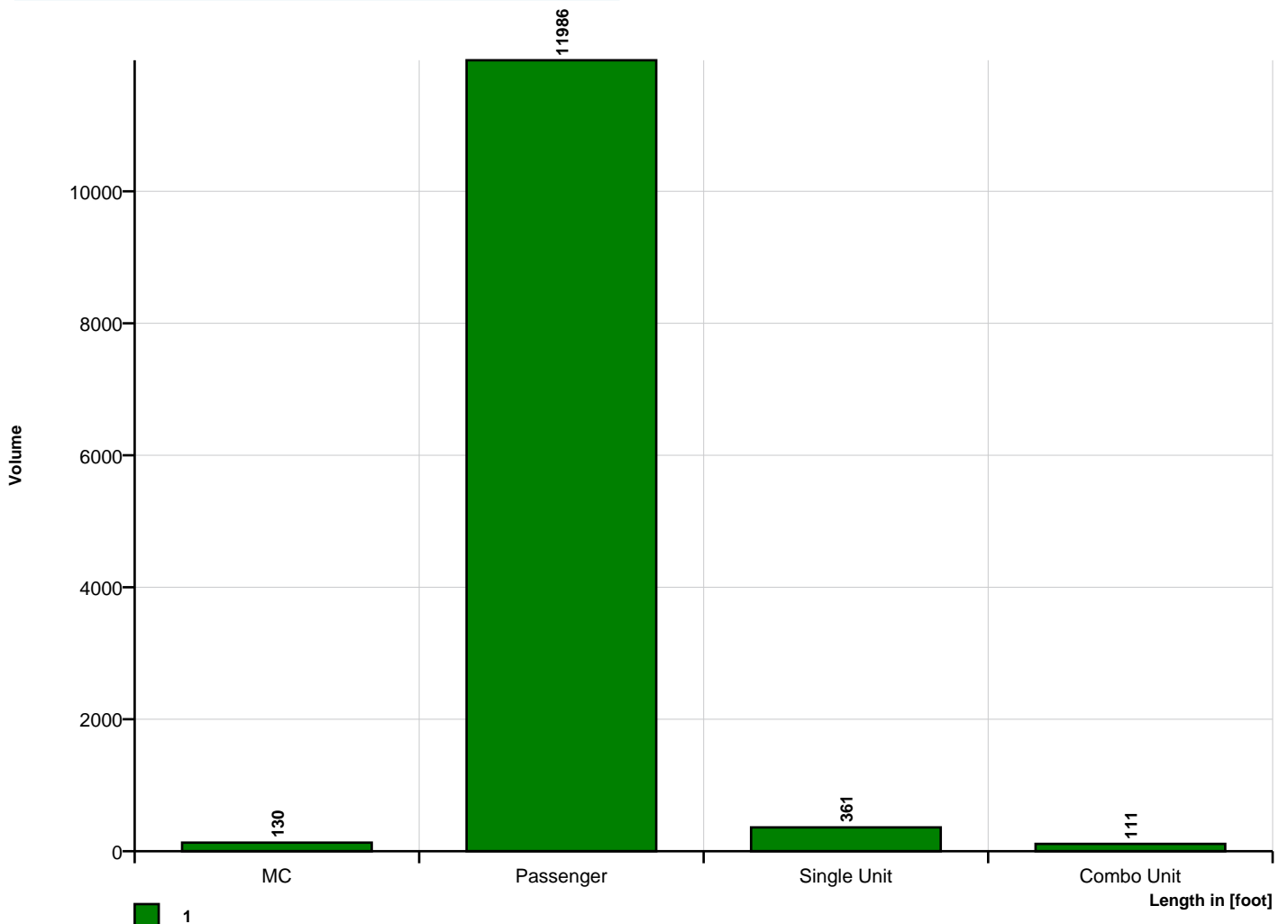
Site

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 Comment 10790250
 Device type **SDR Traffic+**

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Start date 04/09/2019 10:00
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 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 10:00	105	19	79	6	1	0	1	2	9	44	38	9	2	0	0	0	0	0	0	14	30	44	26	29	34
04/09/2019 11:00	335	8	314	10	3	0	0	4	31	70	138	72	19	1	0	0	0	0	0	16	32	45	26	31	37
04/09/2019 12:00	397	4	372	18	3	0	3	5	28	121	144	78	15	3	0	0	0	0	0	14	32	49	26	31	37
04/09/2019 13:00	424	3	405	14	2	0	1	5	32	128	181	68	8	1	0	0	0	0	0	14	31	47	26	31	36
04/09/2019 14:00	397	3	368	20	6	5	1	6	9	123	163	76	10	4	0	0	0	0	0	8	32	49	26	31	37
04/09/2019 15:00	411	2	394	13	2	2	7	13	55	154	110	58	12	0	0	0	0	0	0	8	30	44	24	29	36
04/09/2019 16:00	429	7	414	6	2	0	3	3	30	136	154	78	21	4	0	0	0	0	0	14	32	49	26	31	37
04/09/2019 17:00	423	3	414	2	4	0	0	1	22	119	182	78	20	1	0	0	0	0	0	19	32	47	27	31	37
04/09/2019 18:00	365	7	354	2	2	0	1	3	17	126	152	53	11	0	2	0	0	0	0	14	32	52	26	31	36
04/09/2019 19:00	309	3	304	1	1	0	0	0	15	86	133	59	15	1	0	0	0	0	0	21	32	47	27	31	37
04/09/2019 20:00	243	0	242	1	0	0	0	2	7	52	107	60	12	3	0	0	0	0	0	18	33	47	29	32	37
04/09/2019 21:00	205	1	203	0	1	0	0	1	13	48	86	46	10	1	0	0	0	0	0	19	33	45	27	32	37
04/09/2019 22:00	124	1	120	1	2	0	0	1	5	18	57	25	17	1	0	0	0	0	0	19	34	49	29	34	39
04/09/2019 23:00	92	0	91	0	1	0	1	0	2	28	24	25	8	4	0	0	0	0	0	11	34	49	26	34	39

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1629	19	1577	23	10	2	11	20	124	535	598	268	64	5	2	0	0	0	0	8	31	52	26	31	37
06:00-22:00	4043	60	3863	93	27	7	17	45	268	1207	1588	735	155	19	2	0	0	0	0	8	32	52	26	31	37
00:00-24:00	4259	61	4074	94	30	7	18	46	275	1253	1669	785	180	24	2	0	0	0	0	8	32	52	26	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	39	0	38	1	0	0	0	0	0	6	14	8	9	1	1	0	0	0	0	26	36	52	29	34	44
04/10/2019 01:00	19	0	19	0	0	0	0	0	1	5	5	4	2	2	0	0	0	0	0	24	35	47	29	32	42
04/10/2019 02:00	14	0	11	2	1	0	0	1	1	3	3	2	4	0	0	0	0	0	0	19	34	44	26	34	41
04/10/2019 03:00	16	0	13	1	2	0	0	0	0	3	6	5	2	0	0	0	0	0	0	26	34	41	29	34	37
04/10/2019 04:00	34	0	29	4	1	0	0	0	2	12	7	6	6	0	0	0	1	0	0	24	34	62	26	32	42
04/10/2019 05:00	77	0	72	2	3	0	0	0	3	9	25	23	14	3	0	0	0	0	0	21	36	49	29	36	42
04/10/2019 06:00	138	0	128	6	4	0	4	3	8	32	52	31	7	1	0	0	0	0	0	13	32	45	26	31	37
04/10/2019 07:00	233	3	213	15	2	0	1	0	8	51	86	61	17	8	1	0	0	0	0	11	34	52	29	34	39
04/10/2019 08:00	276	3	254	15	4	1	6	2	17	62	94	69	23	2	0	0	0	0	0	8	33	49	26	31	39
04/10/2019 09:00	329	1	308	19	1	0	0	3	18	77	140	72	14	5	0	0	0	0	0	18	32	47	26	31	37
04/10/2019 10:00	365	2	342	16	5	0	0	5	33	109	132	66	20	0	0	0	0	0	0	18	32	44	26	31	37
04/10/2019 11:00	369	4	346	15	4	0	4	8	23	104	126	81	20	3	0	0	0	0	0	11	32	49	26	31	37
04/10/2019 12:00	419	9	398	11	1	0	3	6	34	91	165	92	25	3	0	0	0	0	0	14	32	49	26	32	37
04/10/2019 13:00	378	3	362	8	5	0	2	2	14	85	141	98	31	5	0	0	0	0	0	13	33	49	29	34	39
04/10/2019 14:00	443	7	419	13	4	0	0	5	44	120	153	99	22	0	0	0	0	0	0	19	32	44	26	31	37
04/10/2019 15:00	407	5	389	9	4	1	7	5	24	94	157	98	18	3	0	0	0	0	0	8	32	49	26	31	37
04/10/2019 16:00	433	4	421	6	2	0	0	1	17	137	172	92	14	0	0	0	0	0	0	19	32	44	26	31	37
04/10/2019 17:00	454	9	441	2	2	2	4	5	20	116	185	99	22	1	0	0	0	0	0	8	32	49	26	31	37
04/10/2019 18:00	416	4	405	6	1	0	0	1	20	101	191	77	22	3	0	0	0	1	0	16	33	68	27	31	37
04/10/2019 19:00	360	2	357	1	0	0	0	0	16	122	135	71	14	2	0	0	0	0	0	21	32	47	26	31	37
04/10/2019 20:00	333	1	325	7	0	0	1	1	23	88	139	64	16	1	0	0	0	0	0	14	32	47	26	31	37
04/10/2019 21:00	212	0	212	0	0	0	0	0	9	49	85	54	14	1	0	0	0	0	0	21	33	47	29	34	37
04/10/2019 22:00	116	0	116	0	0	0	0	1	6	25	36	24	19	3	2	0	0	0	0	16	34	54	27	32	41
04/10/2019 23:00	82	1	81	0	0	0	0	0	6	21	17	25	11	1	0	1	0	0	0	22	34	57	27	34	41

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	199	0	182	10	7	0	0	1	7	38	60	48	37	6	1	0	1	0	0	19	35	62	29	34	42
06:00-09:00	647	6	595	36	10	1	11	5	33	145	232	161	47	11	1	0	0	0	0	8	33	52	26	32	39
15:00-19:00	1710	22	1656	23	9	3	11	12	81	448	705	366	76	7	0	0	0	1	0	8	32	68	26	31	37
06:00-22:00	5565	57	5320	149	39	4	32	47	328	1438	2153	1224	299	38	1	0	0	1	0	8	32	68	26	31	37
00:00-24:00	5962	58	5699	159	46	4	32	49	347	1522	2266	1321	366	48	4	1	1	1	0	8	33	68	26	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	36	0	35	0	1	0	0	0	3	12	9	8	3	1	0	0	0	0	0	21	33	47	26	31	39
04/11/2019 01:00	13	0	11	2	0	0	0	0	0	3	5	2	3	0	0	0	0	0	0	26	35	44	26	34	44
04/11/2019 02:00	13	0	9	1	3	0	0	0	0	4	4	3	1	1	0	0	0	0	0	26	34	49	26	34	42
04/11/2019 03:00	14	0	11	2	1	0	0	1	0	3	5	5	0	0	0	0	0	0	0	19	32	37	26	34	36
04/11/2019 04:00	32	0	25	4	3	0	0	0	0	5	11	12	4	0	0	0	0	0	0	26	35	44	29	36	39
04/11/2019 05:00	65	0	61	4	0	0	0	0	2	19	18	17	8	1	0	0	0	0	0	24	34	49	26	32	39
04/11/2019 06:00	146	1	130	13	2	0	2	4	2	32	49	42	13	1	1	1	0	0	0	14	33	55	26	34	39
04/11/2019 07:00	230	1	208	18	3	0	0	3	9	54	88	52	22	2	0	0	0	0	0	16	33	49	27	34	39
04/11/2019 08:00	265	1	249	12	3	3	6	6	20	61	86	60	20	3	0	0	0	0	0	8	32	45	26	31	39
04/11/2019 09:00	274	2	255	11	6	1	1	1	11	63	110	66	16	3	2	0	0	0	0	8	33	52	27	32	37
04/11/2019 10:00	315	1	294	16	4	0	1	5	11	69	126	76	24	2	1	0	0	0	0	11	33	52	29	32	39
04/11/2019 11:00	353	2	335	14	2	0	0	6	31	105	137	61	11	1	1	1	0	0	0	16	31	55	26	31	36
04/11/2019 12:00	434	2	416	11	5	0	0	1	25	125	188	74	19	1	1	0	0	0	0	19	32	50	26	31	36
04/11/2019 13:00	177	1	174	0	2	0	0	0	12	51	77	25	12	0	0	0	0	0	0	21	32	44	26	31	37

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	173	0	152	13	8	0	0	1	5	46	52	47	19	3	0	0	0	0	0	19	34	49	26	34	39
06:00-09:00	641	3	587	43	8	3	8	13	31	147	223	154	55	6	1	1	0	0	0	8	33	55	26	32	39
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	2194	11	2061	95	27	4	10	26	121	560	861	456	137	13	6	2	0	0	0	8	32	55	26	31	37
00:00-24:00	2367	11	2213	108	35	4	10	27	126	606	913	503	156	16	6	2	0	0	0	8	33	55	26	31	37

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:03:15

Site

Name 10790334
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790334
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 13:00
 End date 06/14/2019 14:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	1126	0	1077	37	12
06:00-09:00	2940	33	2762	117	28
15:00-19:00	5616	73	5397	114	32
06:00-22:00	18217	193	17296	594	134
00:00-24:00	20097	194	19121	635	147

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	47	26	21	26	29	1.3

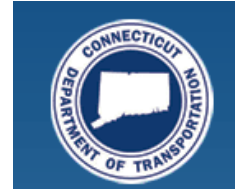
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:03:15

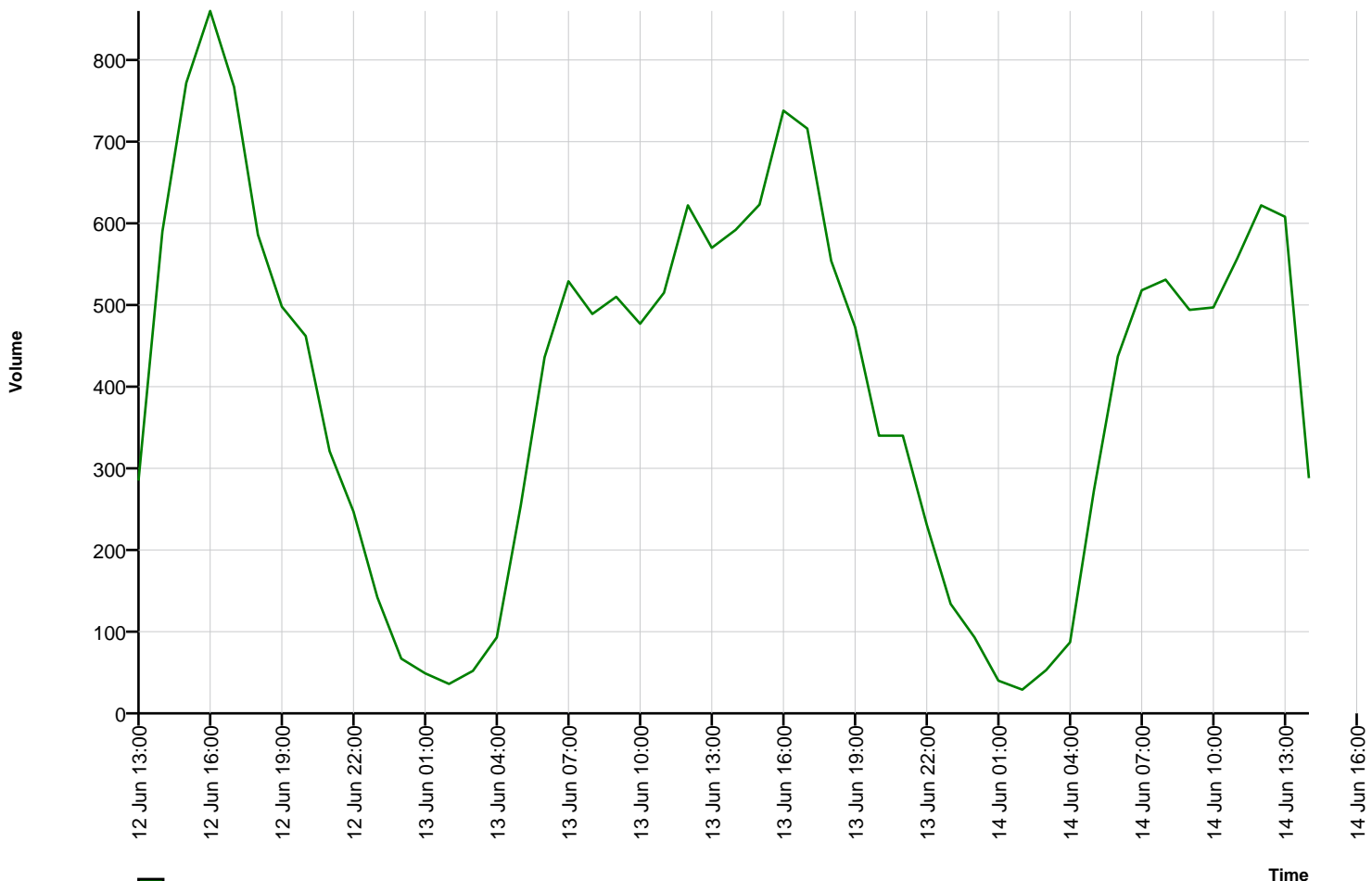
Site

Name 10790334
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790334
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 13:00
 End date 06/14/2019 14:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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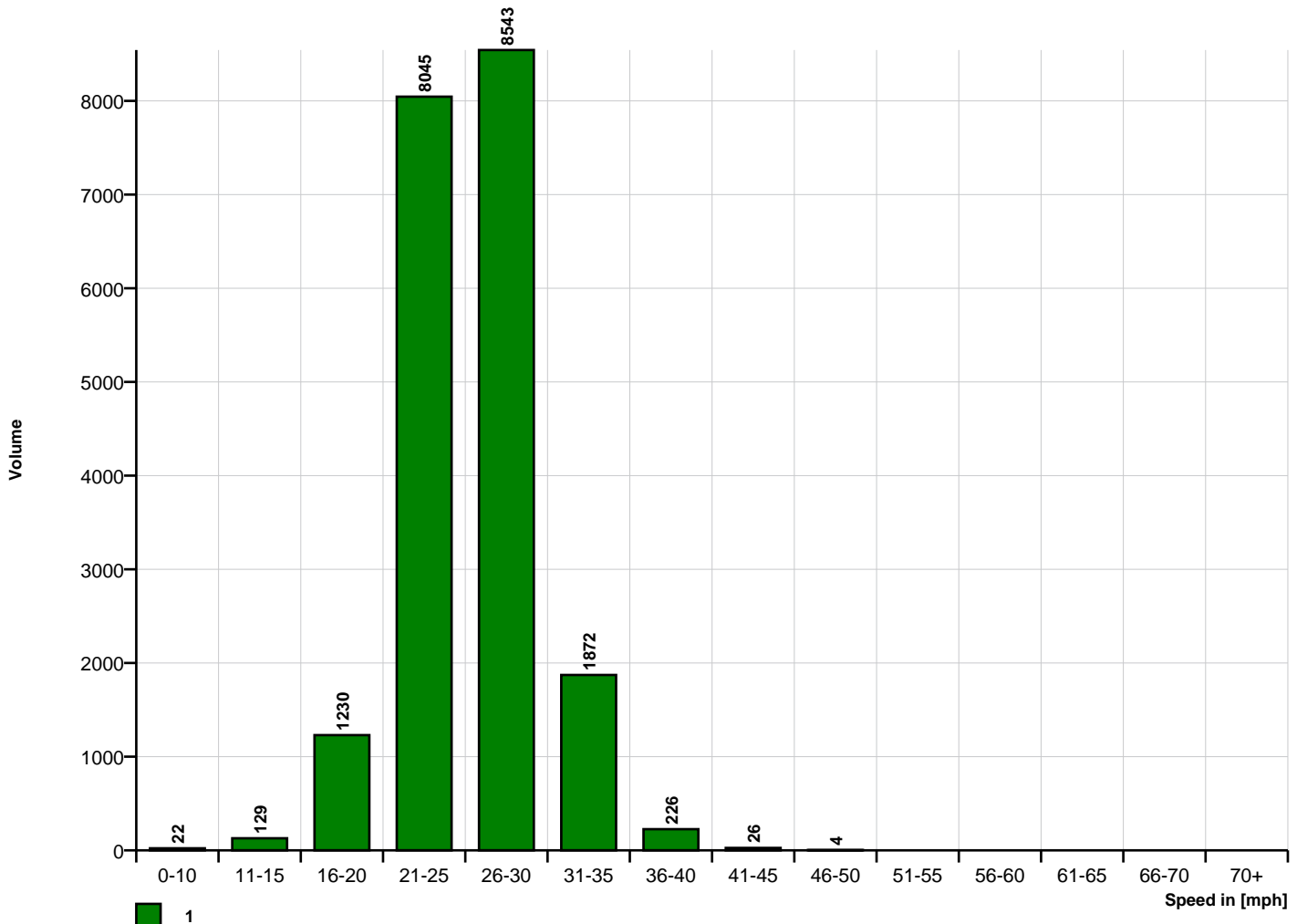
Site

Name 10790334
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790334
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 13:00
 End date 06/14/2019 14:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:03:15

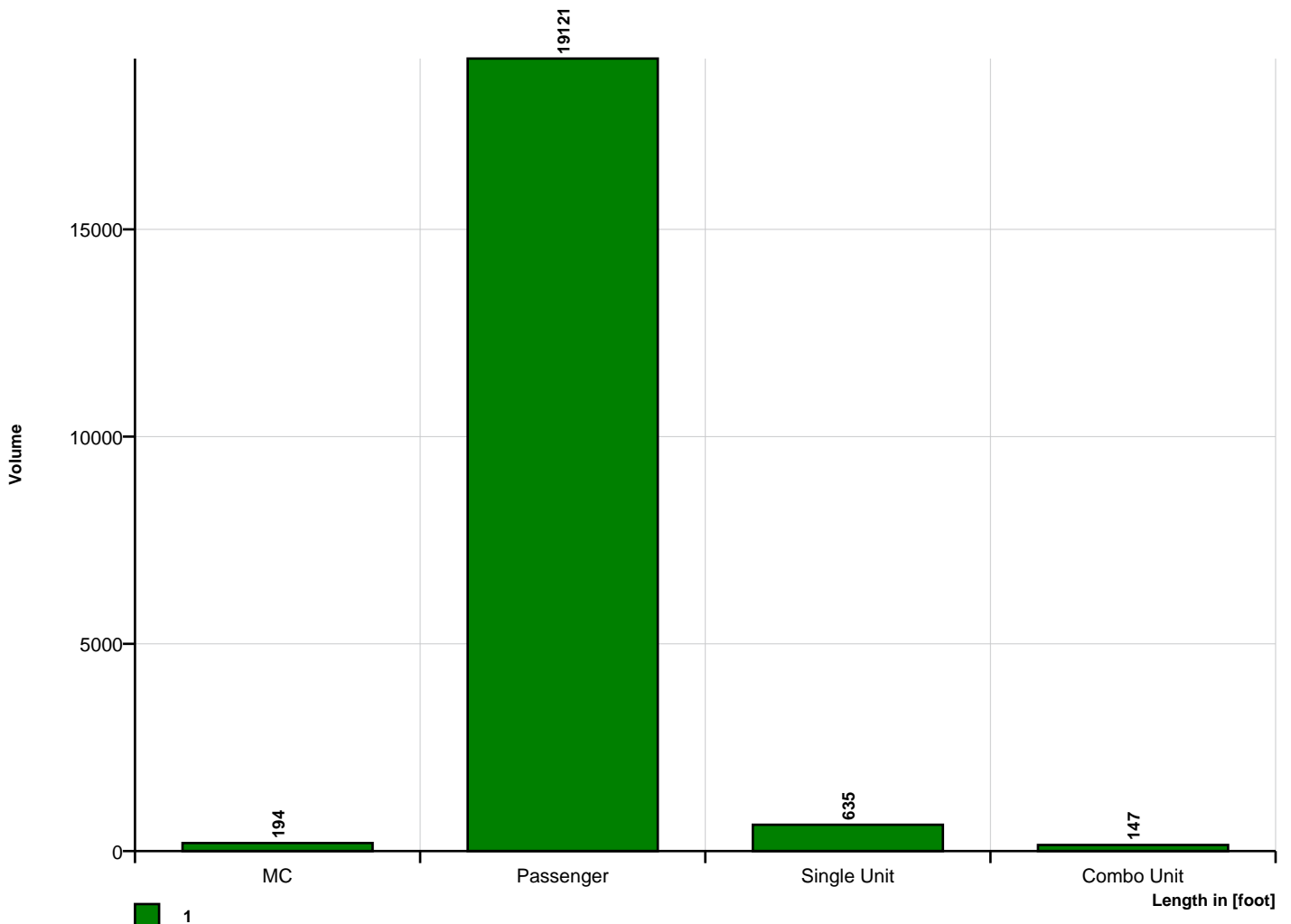
Site

Name 10790334
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 10790334
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 13:00
 End date 06/14/2019 14:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 13:00	285	7	253	19	6	4	5	34	122	107	13	0	0	0	0	0	0	0	0	8	24	34	19	24	27
06/12/2019 14:00	590	9	549	27	5	1	3	45	242	255	40	4	0	0	0	0	0	0	0	8	25	37	21	26	29
06/12/2019 15:00	772	10	718	37	7	3	31	96	322	274	43	3	0	0	0	0	0	0	0	8	24	37	19	24	27
06/12/2019 16:00	860	8	823	24	5	8	20	84	361	321	60	5	1	0	0	0	0	0	0	3	25	41	21	24	29
06/12/2019 17:00	767	25	724	14	4	5	20	94	308	286	52	2	0	0	0	0	0	0	0	4	24	36	19	24	29
06/12/2019 18:00	586	9	569	7	1	0	1	21	234	274	50	4	2	0	0	0	0	0	0	14	26	42	21	26	29
06/12/2019 19:00	498	7	484	6	1	0	1	27	167	239	56	6	2	0	0	0	0	0	0	14	26	44	22	26	29
06/12/2019 20:00	462	5	457	0	0	0	2	14	208	183	48	6	0	1	0	0	0	0	0	13	26	45	21	26	29
06/12/2019 21:00	321	2	318	1	0	0	1	7	144	126	36	7	0	0	0	0	0	0	0	14	26	39	21	26	29
06/12/2019 22:00	247	0	245	2	0	0	0	6	99	99	34	8	1	0	0	0	0	0	0	18	27	41	22	26	31
06/12/2019 23:00	142	1	141	0	0	0	0	0	53	63	24	0	2	0	0	0	0	0	0	21	27	42	22	26	31

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2985	52	2834	82	17	16	72	295	1225	1155	205	14	3	0	0	0	0	0	0	3	25	42	21	24	29
06:00-22:00	5141	82	4895	135	29	21	84	422	2108	2065	398	37	5	1	0	0	0	0	0	3	25	45	21	24	29
00:00-24:00	5530	83	5281	137	29	21	84	428	2260	2227	456	45	8	1	0	0	0	0	0	3	25	45	21	24	29

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	67	0	64	2	1	0	0	1	20	30	13	3	0	0	0	0	0	0	0	16	28	37	24	26	31
06/13/2019 01:00	49	0	49	0	0	0	0	0	16	21	8	2	2	0	0	0	0	0	0	21	28	42	24	26	31
06/13/2019 02:00	36	0	33	3	0	0	0	1	9	18	7	0	1	0	0	0	0	0	0	18	27	42	24	26	31
06/13/2019 03:00	52	0	45	4	3	0	0	3	14	24	10	1	0	0	0	0	0	0	0	18	27	37	22	26	31
06/13/2019 04:00	93	0	89	2	2	0	0	3	23	38	24	3	2	0	0	0	0	0	0	18	28	44	22	26	34
06/13/2019 05:00	254	0	245	8	1	0	0	2	71	118	53	8	2	0	0	0	0	0	0	19	28	42	24	26	31
06/13/2019 06:00	436	8	410	12	6	0	1	15	157	196	59	8	0	0	0	0	0	0	0	14	26	39	22	26	31
06/13/2019 07:00	529	5	494	26	4	0	1	41	170	236	71	10	0	0	0	0	0	0	0	14	26	37	21	26	31
06/13/2019 08:00	489	4	456	20	9	0	2	29	172	241	37	7	1	0	0	0	0	0	0	14	26	41	21	26	29
06/13/2019 09:00	510	1	470	34	5	0	6	35	208	204	52	5	0	0	0	0	0	0	0	14	25	37	21	26	29
06/13/2019 10:00	477	1	449	19	8	0	2	32	218	186	38	1	0	0	0	0	0	0	0	14	25	37	21	24	29
06/13/2019 11:00	515	3	493	15	4	0	1	30	261	195	27	1	0	0	0	0	0	0	0	14	25	39	21	24	27
06/13/2019 12:00	622	9	582	28	3	0	8	60	286	250	18	0	0	0	0	0	0	0	0	11	24	34	21	24	27
06/13/2019 13:00	570	7	533	22	8	0	5	53	251	227	32	2	0	0	0	0	0	0	0	11	25	37	21	24	29
06/13/2019 14:00	592	2	563	25	2	0	5	48	237	241	60	1	0	0	0	0	0	0	0	14	25	36	21	26	29
06/13/2019 15:00	623	4	599	15	5	0	0	50	292	240	39	2	0	0	0	0	0	0	0	16	25	39	21	24	29
06/13/2019 16:00	738	10	711	11	6	0	1	70	336	285	44	2	0	0	0	0	0	0	0	14	25	37	21	24	29
06/13/2019 17:00	716	5	703	5	3	0	3	45	344	277	46	0	1	0	0	0	0	0	0	14	25	41	21	24	27
06/13/2019 18:00	554	2	550	1	1	0	1	16	206	269	54	6	2	0	0	0	0	0	0	14	26	44	22	26	29
06/13/2019 19:00	473	2	464	6	1	0	2	13	161	237	57	3	0	0	0	0	0	0	0	14	26	37	22	26	29
06/13/2019 20:00	340	1	333	4	2	0	0	12	134	151	36	5	2	0	0	0	0	0	0	18	26	41	21	26	29
06/13/2019 21:00	340	4	332	4	0	0	0	5	128	165	37	5	0	0	0	0	0	0	0	18	26	39	22	26	29
06/13/2019 22:00	231	0	230	1	0	0	0	4	100	91	27	9	0	0	0	0	0	0	0	19	26	39	22	26	31
06/13/2019 23:00	134	0	132	1	1	0	0	3	26	67	26	9	2	1	0	0	0	0	0	16	28	45	24	26	32

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	551	0	525	19	7	0	0	10	153	249	115	17	7	0	0	0	0	0	0	16	28	44	24	26	31
06:00-09:00	1454	17	1360	58	19	0	4	85	499	673	167	25	1	0	0	0	0	0	0	14	26	41	21	26	29
15:00-19:00	2631	21	2563	32	15	0	5	181	1178	1071	183	10	3	0	0	0	0	0	0	14	25	44	21	24	29
06:00-22:00	8524	68	8142	247	67	0	38	554	3561	3600	707	58	6	0	0	0	0	0	0	11	25	44	21	26	29
00:00-24:00	9440	68	9029	268	75	0	38	571	3840	4007	875	93	15	1	0	0	0	0	0	11	26	45	21	26	29

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	93	0	91	2	0	0	0	4	27	48	11	3	0	0	0	0	0	0	0	18	27	39	21	26	31
06/14/2019 01:00	40	0	37	1	2	0	0	2	15	20	2	0	0	1	0	0	0	0	0	16	26	47	21	26	29
06/14/2019 02:00	29	0	28	1	0	0	0	1	11	13	3	1	0	0	0	0	0	0	0	19	26	36	22	26	29
06/14/2019 03:00	53	0	49	3	1	0	0	0	13	22	13	4	0	1	0	0	0	0	0	21	29	45	24	27	34
06/14/2019 04:00	87	0	84	2	1	0	0	3	25	31	19	9	0	0	0	0	0	0	0	18	28	39	22	26	32
06/14/2019 05:00	273	0	263	9	1	0	0	8	101	114	37	13	0	0	0	0	0	0	0	18	27	39	21	26	31
06/14/2019 06:00	437	3	417	14	3	0	0	13	151	199	60	14	0	0	0	0	0	0	0	16	27	39	22	26	31
06/14/2019 07:00	518	6	483	24	5	1	3	18	179	215	91	11	0	0	0	0	0	0	0	6	27	39	21	26	31
06/14/2019 08:00	531	7	502	21	1	0	0	9	209	248	57	8	0	0	0	0	0	0	0	18	26	39	22	26	29
06/14/2019 09:00	494	3	458	28	5	0	0	13	188	246	40	7	0	0	0	0	0	0	0	16	26	39	21	26	29
06/14/2019 10:00	497	2	465	24	6	0	0	24	172	251	46	2	2	0	0	0	0	0	0	16	26	42	21	26	29
06/14/2019 11:00	557	8	518	26	5	0	2	38	240	240	36	1	0	0	0	0	0	0	0	13	25	39	21	24	29
06/14/2019 12:00	622	3	580	32	7	0	1	32	260	278	49	2	0	0	0	0	0	0	0	11	26	37	21	26	29
06/14/2019 13:00	608	6	570	30	2	0	1	43	236	272	50	6	0	0	0	0	0	0	0	13	26	39	21	26	29
06/14/2019 14:00	288	5	266	13	4	0	0	23	118	112	27	7	1	0	0	0	0	0	0	18	26	41	21	26	29

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	575	0	552	18	5	0	0	18	192	248	85	30	0	2	0	0	0	0	0	16	27	47	22	26	31
06:00-09:00	1486	16	1402	59	9	1	3	40	539	662	208	33	0	0	0	0	0	0	0	6	27	39	22	26	31
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	4552	43	4259	212	38	1	7	213	1753	2061	456	58	3	0	0	0	0	0	0	6	26	42	21	26	29
00:00-24:00	5127	43	4811	230	43	1	7	231	1945	2309	541	88	3	2	0	0	0	0	0	6	26	47	21	26	29

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/30/2019 19:34:16

Site

Name 10790408
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790408
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 10:00
 End date 04/26/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	773	1	749	15	8
06:00-09:00	2890	14	2709	146	21
15:00-19:00	3348	29	3166	128	25
06:00-22:00	11568	84	10725	608	151
00:00-24:00	12620	85	11752	624	159

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	6	88	47	41	47	54	97.4

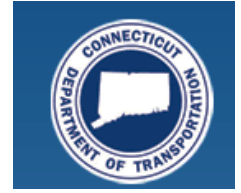
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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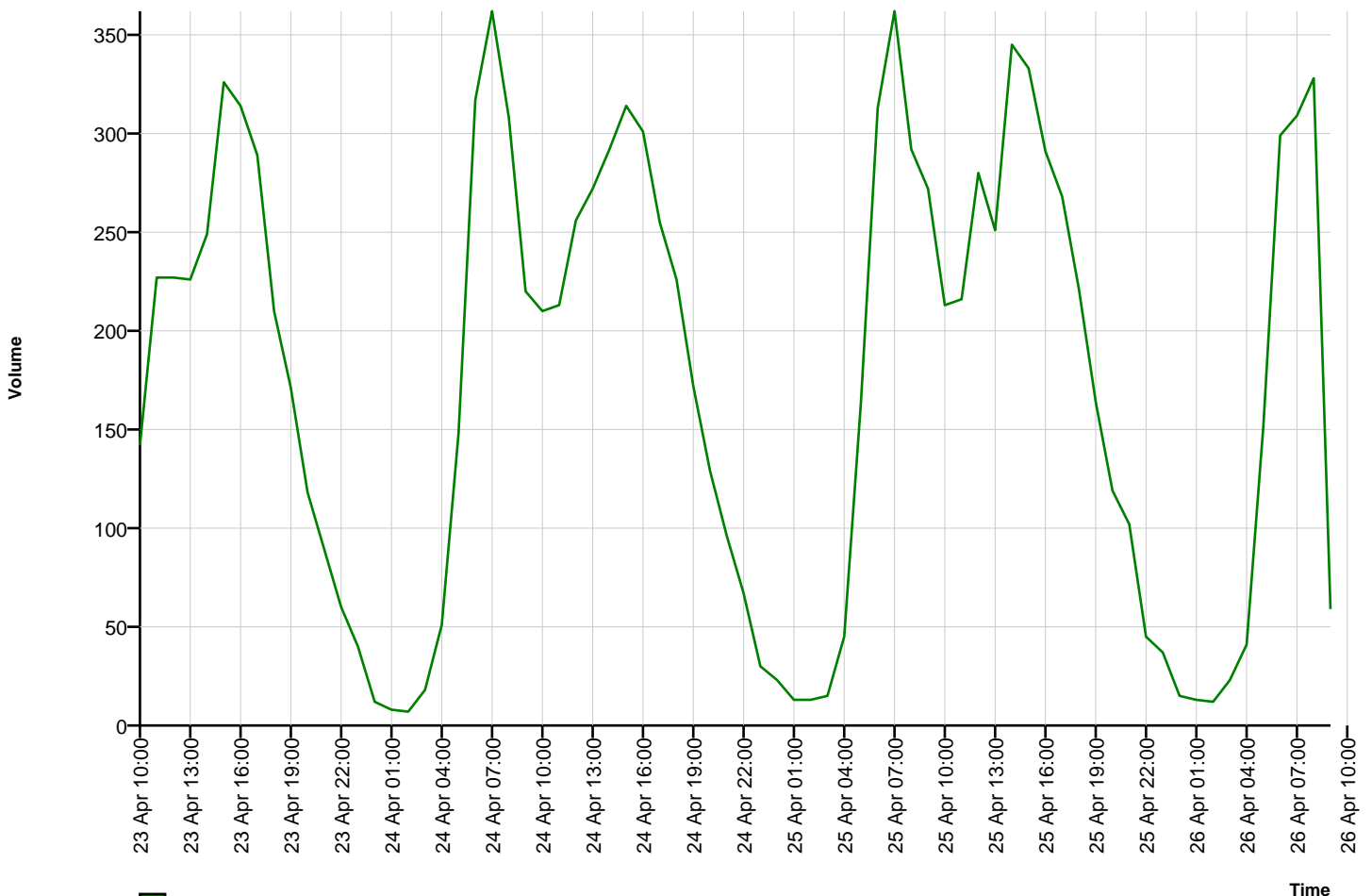
Site

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 Posted Speed Limit **35**
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 Device type **SDR Traffic+**

Time Range

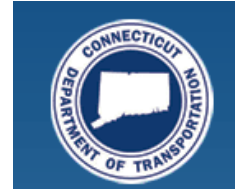
Start date 04/23/2019 10:00
 End date 04/26/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 Contact Bradley Overturf
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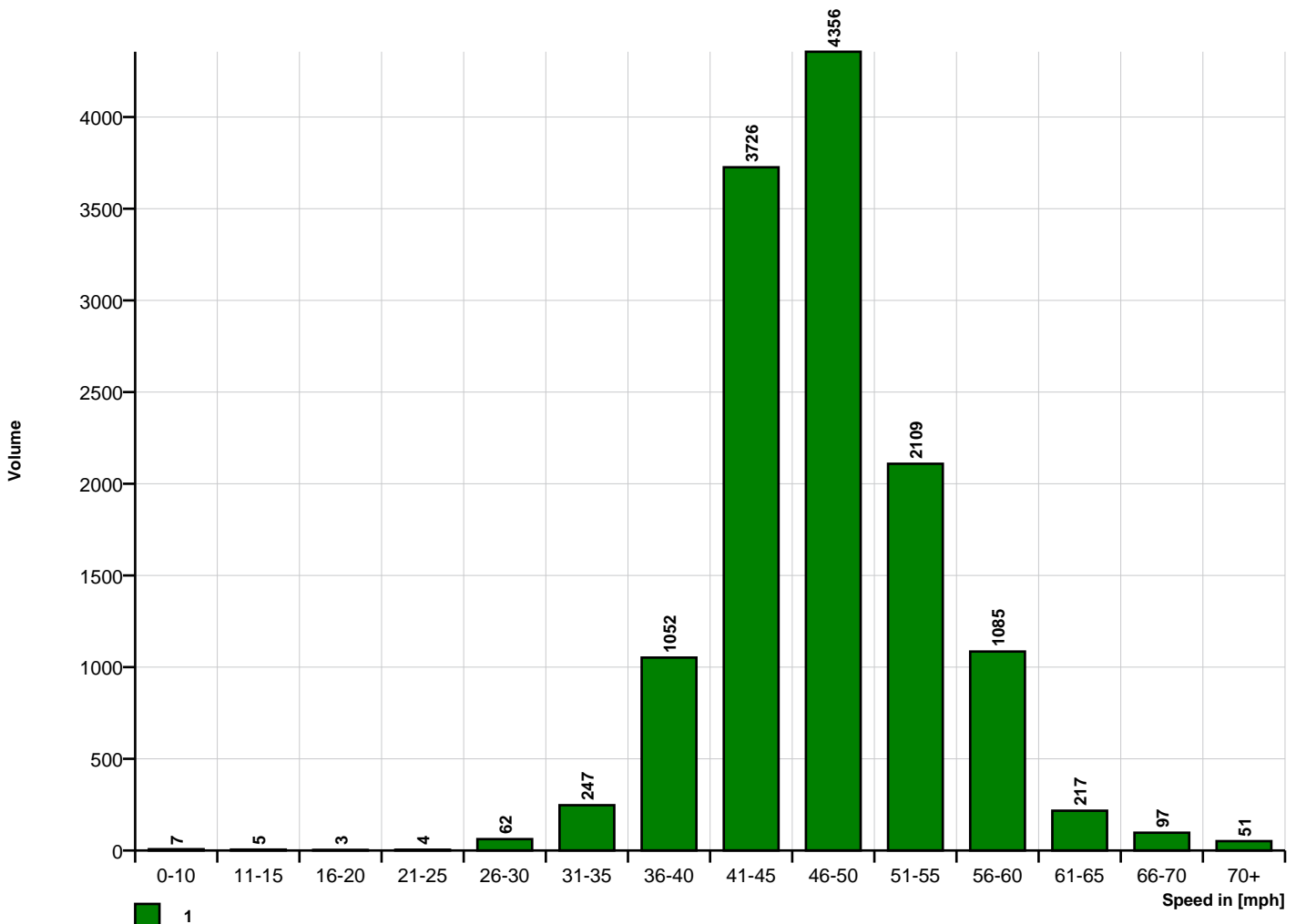
Site

Name 10790408
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790408
 Device type **SDR Traffic+**

Time Range

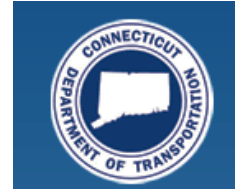
Start date 04/23/2019 10:00
 End date 04/26/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/30/2019 19:34:16

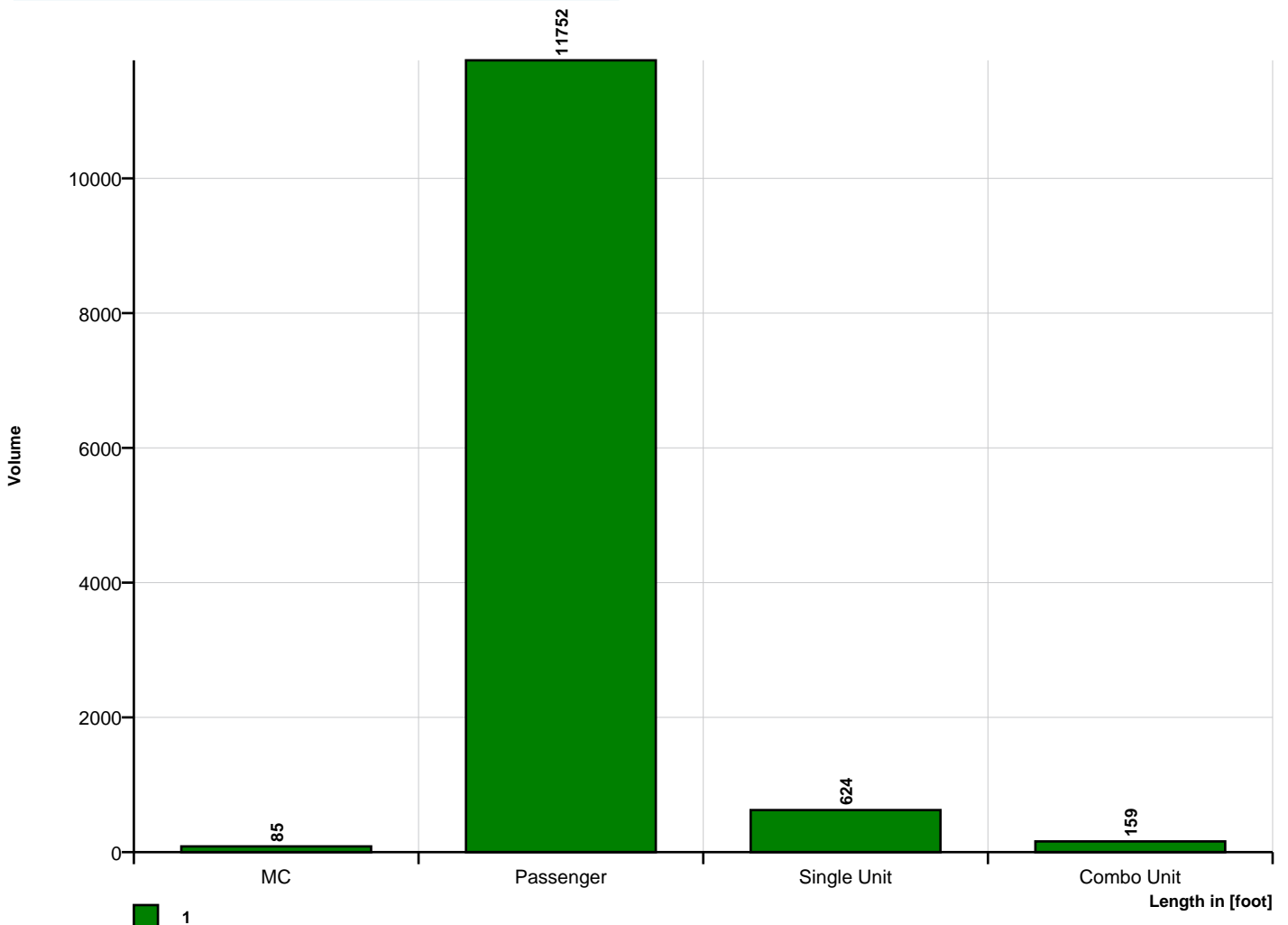
Site

Name 10790408
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790408
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 10:00
 End date 04/26/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/23/2019 10:00	142	1	128	10	3	0	0	0	0	4	3	13	53	43	18	10	0	0	0	26	46	60	41	44	50
04/23/2019 11:00	227	1	211	12	3	0	0	0	0	5	8	13	87	65	32	19	1	0	0	29	46	65	41	45	52
04/23/2019 12:00	227	0	207	18	2	0	0	0	0	3	1	18	75	69	43	20	4	0	0	26	47	64	42	47	52
04/23/2019 13:00	226	3	207	13	3	0	0	0	0	0	5	16	79	79	27	19	8	0	1	31	47	72	42	45	52
04/23/2019 14:00	249	0	236	10	3	0	0	0	0	2	6	26	81	87	38	15	2	0	0	27	46	62	41	45	52
04/23/2019 15:00	326	4	305	14	3	0	0	0	0	0	6	23	105	130	44	23	2	1	0	31	47	67	42	47	52
04/23/2019 16:00	314	2	292	19	1	0	0	0	0	1	4	34	87	123	55	19	2	0	0	29	47	65	41	47	52
04/23/2019 17:00	289	3	277	8	1	0	0	0	0	0	8	14	76	96	65	38	8	1	0	31	48	67	42	47	55
04/23/2019 18:00	210	1	203	5	1	0	0	0	0	0	1	11	53	74	41	28	3	3	1	34	49	72	42	47	55
04/23/2019 19:00	171	4	163	4	0	0	0	0	0	0	3	11	45	70	20	20	3	1	0	31	48	67	42	47	54
04/23/2019 20:00	118	3	114	1	0	0	0	0	0	2	3	11	33	43	23	4	1	1	0	29	47	68	41	47	52
04/23/2019 21:00	89	2	86	1	0	0	1	0	0	1	0	5	24	33	18	6	2	1	1	11	48	75	42	47	54
04/23/2019 22:00	60	0	60	0	0	0	0	0	0	0	0	2	10	24	13	13	0	0	1	39	50	78	44	49	57
04/23/2019 23:00	40	0	40	0	0	0	0	0	0	0	0	3	8	10	12	8	0	1	0	36	50	67	42	49	59

[Tue, 23 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1139	10	1077	46	6	0	0	0	0	1	19	82	321	423	205	108	15	5	1	29	48	72	42	47	52
06:00-22:00	2588	24	2429	115	20	0	1	0	0	18	48	195	798	912	424	221	36	8	3	11	47	75	41	47	52
00:00-24:00	2688	24	2529	115	20	0	1	0	0	18	48	200	816	946	449	242	36	9	4	11	47	78	42	47	52

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 00:00	12	0	10	1	1	0	0	0	0	0	0	0	5	3	2	1	1	0	0	42	49	62	42	47	57
04/24/2019 01:00	8	0	7	1	0	0	0	0	0	0	0	1	3	1	2	3	0	0	0	37	49	60	44	49	55
04/24/2019 02:00	7	0	7	0	0	0	0	0	0	0	1	0	2	1	2	2	0	0	0	32	48	59	42	49	55
04/24/2019 03:00	18	0	17	1	0	0	0	0	0	0	1	1	0	11	2	2	1	0	0	34	49	60	45	49	57
04/24/2019 04:00	51	0	51	0	0	0	0	0	0	0	0	1	7	8	16	18	4	0	0	39	53	65	44	54	59
04/24/2019 05:00	148	1	145	1	1	0	0	0	0	3	1	3	16	53	43	32	3	2	2	26	51	72	44	49	57
04/24/2019 06:00	317	3	304	10	0	0	0	0	0	1	2	17	85	130	57	29	1	1	0	29	48	67	42	47	52
04/24/2019 07:00	362	3	332	23	4	0	0	0	0	0	3	30	122	140	50	20	5	1	0	31	47	67	42	47	52
04/24/2019 08:00	308	0	281	23	4	0	0	0	0	0	3	36	100	99	48	30	2	0	0	31	47	64	41	47	52
04/24/2019 09:00	220	0	193	23	4	0	0	0	0	1	8	34	75	56	38	16	5	0	0	26	46	62	39	44	52
04/24/2019 10:00	210	0	199	11	0	0	0	1	0	2	3	20	77	59	34	14	2	0	1	19	46	75	41	45	52
04/24/2019 11:00	213	1	197	8	7	0	0	0	0	1	5	24	67	77	30	14	0	0	0	26	46	59	41	45	52
04/24/2019 12:00	256	1	238	11	6	0	0	0	0	1	5	25	96	86	31	12	2	1	1	29	46	75	41	45	52
04/24/2019 13:00	272	1	254	15	2	0	0	0	0	1	5	22	97	98	35	19	1	1	1	29	47	72	42	45	52
04/24/2019 14:00	292	10	216	32	34	0	1	0	0	1	5	30	82	82	33	14	7	24	19	11	50	85	41	47	65
04/24/2019 15:00	314	0	304	10	0	0	0	1	0	0	5	32	95	118	49	17	4	0	0	19	47	64	41	47	52
04/24/2019 16:00	301	6	276	17	2	0	0	0	0	0	16	40	99	93	37	23	2	2	0	31	46	67	39	44	52
04/24/2019 17:00	255	1	247	7	0	0	0	0	0	0	5	23	76	100	40	15	2	0	0	31	47	62	42	47	52
04/24/2019 18:00	226	0	215	6	5	0	0	0	1	3	7	21	68	72	27	20	7	7	1	24	47	72	41	47	55
04/24/2019 19:00	172	0	168	4	0	0	0	0	0	0	4	11	32	66	39	19	6	0	2	31	49	78	42	49	55
04/24/2019 20:00	129	1	127	1	0	0	1	0	1	1	5	14	38	40	14	9	4	1	1	13	47	88	39	47	52
04/24/2019 21:00	96	1	95	0	0	0	0	0	0	0	1	14	28	31	12	8	3	0	1	34	47	85	39	45	54
04/24/2019 22:00	67	0	66	1	0	0	1	0	0	0	3	4	19	11	19	8	3	1	0	14	48	67	41	49	55
04/24/2019 23:00	30	0	30	0	0	0	0	0	0	1	0	1	8	9	5	4	1	1	0	26	49	67	42	49	59

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	244	1	237	4	2	0	0	0	0	3	3	6	33	77	67	58	9	2	2	26	51	72	44	50	57
06:00-09:00	987	6	917	56	8	0	0	0	0	1	8	83	307	369	155	79	8	2	0	29	47	67	42	47	52
15:00-19:00	1096	7	1042	40	7	0	0	1	1	3	33	116	338	383	153	75	15	9	1	19	47	72	41	45	52
06:00-22:00	3943	28	3646	201	68	0	2	2	2	12	82	393	1237	1347	574	279	53	38	27	11	47	88	41	47	52
00:00-24:00	4284	29	3979	206	70	0	3	2	2	16	88	404	1297	1444	665	349	66	42	29	11	47	88	41	47	54

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	23	0	22	1	0	0	0	0	0	0	0	0	5	9	7	5	0	0	0	41	50	60	44	49	55
04/25/2019 01:00	13	0	13	0	0	0	0	0	0	0	0	3	2	5	2	0	1	0	0	37	47	62	37	47	54
04/25/2019 02:00	13	0	11	2	0	0	0	0	0	0	0	0	2	8	1	2	0	0	0	44	50	59	44	49	57
04/25/2019 03:00	15	0	13	1	1	0	0	0	0	0	0	0	2	5	5	1	1	0	1	41	53	85	47	52	55
04/25/2019 04:00	45	0	43	1	1	0	0	0	0	0	0	2	10	10	13	5	6	2	0	39	52	67	44	52	60
04/25/2019 05:00	164	0	160	3	1	0	0	0	0	0	3	2	24	49	58	27	8	3	0	31	51	67	44	52	57
04/25/2019 06:00	313	4	296	11	2	1	0	1	0	1	6	25	86	111	54	29	7	3	2	6	48	75	41	47	54
04/25/2019 07:00	362	1	344	14	3	0	0	0	0	0	6	25	111	147	63	16	0	0	0	31	47	60	42	47	52
04/25/2019 08:00	292	1	265	25	1	0	0	0	0	0	3	30	98	88	58	20	5	0	0	31	47	65	42	45	52
04/25/2019 09:00	272	0	231	39	2	0	0	0	0	1	5	30	102	90	31	18	1	0	0	26	46	62	41	44	50
04/25/2019 10:00	213	1	195	13	4	0	0	0	0	5	3	23	73	67	27	18	4	1	0	26	46	68	41	45	52
04/25/2019 11:00	216	1	202	12	1	0	0	0	0	1	5	15	71	79	33	14	1	0	0	26	47	60	41	47	52
04/25/2019 12:00	280	1	260	17	2	0	0	0	0	0	4	30	78	107	44	28	3	0	1	31	47	75	42	47	54
04/25/2019 13:00	251	0	233	16	2	0	0	0	0	1	2	23	83	90	34	18	3	1	0	29	47	67	42	47	52
04/25/2019 14:00	345	7	266	45	27	0	0	0	0	0	10	31	72	120	38	16	32	29	5	31	50	72	42	47	65
04/25/2019 15:00	333	2	306	24	1	0	1	0	1	2	7	29	105	113	58	27	4	0	0	14	47	64	41	47	52
04/25/2019 16:00	291	3	266	11	11	6	0	0	0	3	11	21	81	113	35	20	2	1	4	6	46	75	41	45	52
04/25/2019 17:00	268	4	258	6	0	0	0	0	0	2	2	20	56	114	53	28	3	0	0	29	48	65	42	49	54
04/25/2019 18:00	221	3	217	1	0	0	0	0	0	0	4	10	56	70	46	34	9	1	3	32	49	73	42	49	55
04/25/2019 19:00	164	0	163	1	0	0	0	0	0	0	1	6	50	55	34	16	3	0	0	31	48	64	42	47	54
04/25/2019 20:00	119	2	114	3	0	0	0	0	0	0	1	12	42	43	14	11	0	0	0	31	47	60	41	45	52
04/25/2019 21:00	102	0	102	0	0	0	0	0	0	0	3	10	32	32	17	6	3	1	0	32	47	67	41	47	52
04/25/2019 22:00	45	0	45	0	0	0	0	0	0	0	2	5	8	9	15	9	1	0	0	34	49	60	39	49	55
04/25/2019 23:00	37	0	37	0	0	0	0	0	0	0	0	4	4	11	8	7	3	1	0	36	51	67	42	49	57

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	273	0	262	8	3	0	0	0	0	0	3	7	45	86	86	40	16	5	1	31	51	85	44	49	57
06:00-09:00	967	6	905	50	6	1	0	1	0	1	15	80	295	346	175	65	12	3	2	6	47	75	42	47	52
15:00-19:00	1113	12	1047	42	12	6	1	0	1	7	24	80	298	410	192	109	18	2	7	6	47	75	42	47	54
06:00-22:00	4042	30	3718	238	56	7	1	1	1	16	73	340	1196	1439	639	319	80	37	15	6	47	75	42	47	52
00:00-24:00	4397	30	4062	246	59	7	1	1	1	16	78	356	1253	1545	748	375	100	43	16	6	48	85	42	47	54

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/26/2019 00:00	15	0	14	1	0	0	0	0	1	0	0	0	4	2	5	4	0	0	0	24	50	60	44	52	57
04/26/2019 01:00	13	0	13	0	0	0	0	0	0	0	0	1	3	2	7	1	0	0	0	37	49	55	42	52	54
04/26/2019 02:00	12	0	12	0	0	0	0	0	0	0	0	1	4	3	2	1	1	0	0	39	48	62	42	47	55
04/26/2019 03:00	23	0	21	0	2	0	0	0	0	0	0	3	1	8	5	5	0	1	1	37	52	85	44	49	57
04/26/2019 04:00	41	0	40	1	0	0	0	0	0	1	0	1	5	12	11	11	3	1	1	27	52	72	44	52	60
04/26/2019 05:00	152	0	150	1	1	0	0	0	0	1	0	1	25	52	47	34	7	1	0	29	51	67	44	49	57
04/26/2019 06:00	299	2	290	4	3	0	0	0	0	4	7	23	76	114	59	24	3	0	0	29	47	65	41	47	52
04/26/2019 07:00	309	0	297	10	2	0	0	0	0	2	12	35	100	103	50	17	0	0	0	29	46	60	39	45	52
04/26/2019 08:00	328	0	300	26	2	0	0	0	0	4	9	19	115	116	54	19	0	0	0	27	46	60	42	45	52
04/26/2019 09:00	59	0	45	14	0	0	0	0	0	0	5	8	27	9	7	3	1	0	0	31	44	65	37	44	52

[Fri, 26 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	256	0	250	3	3	0	0	0	1	2	0	7	42	79	77	56	11	3	2	24	51	85	44	49	57
06:00-09:00	936	2	887	40	7	0	0	0	0	10	28	77	291	333	163	60	3	0	0	27	46	65	41	47	52
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	995	2	932	54	7	0	0	0	0	10	33	85	318	342	170	63	4	0	0	27	46	65	41	45	52
00:00-24:00	1251	2	1182	57	10	0	0	0	1	12	33	92	360	421	247	119	15	3	2	24	47	85	42	47	54

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 05/03/2019 20:11:27

Site

Name 10790431
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790431
 Device type **SDR Traffic+**

Time Range

Start date 04/30/2019 09:00
 End date 05/02/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	541	1	519	15	6
06:00-09:00	2013	2	1895	105	11
15:00-19:00	2349	7	2235	98	9
06:00-22:00	8435	12	7834	516	73
00:00-24:00	9175	13	8550	532	80

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	8	70	42	36	42	49	94.5

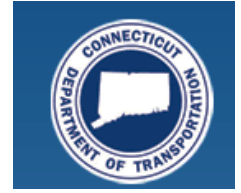
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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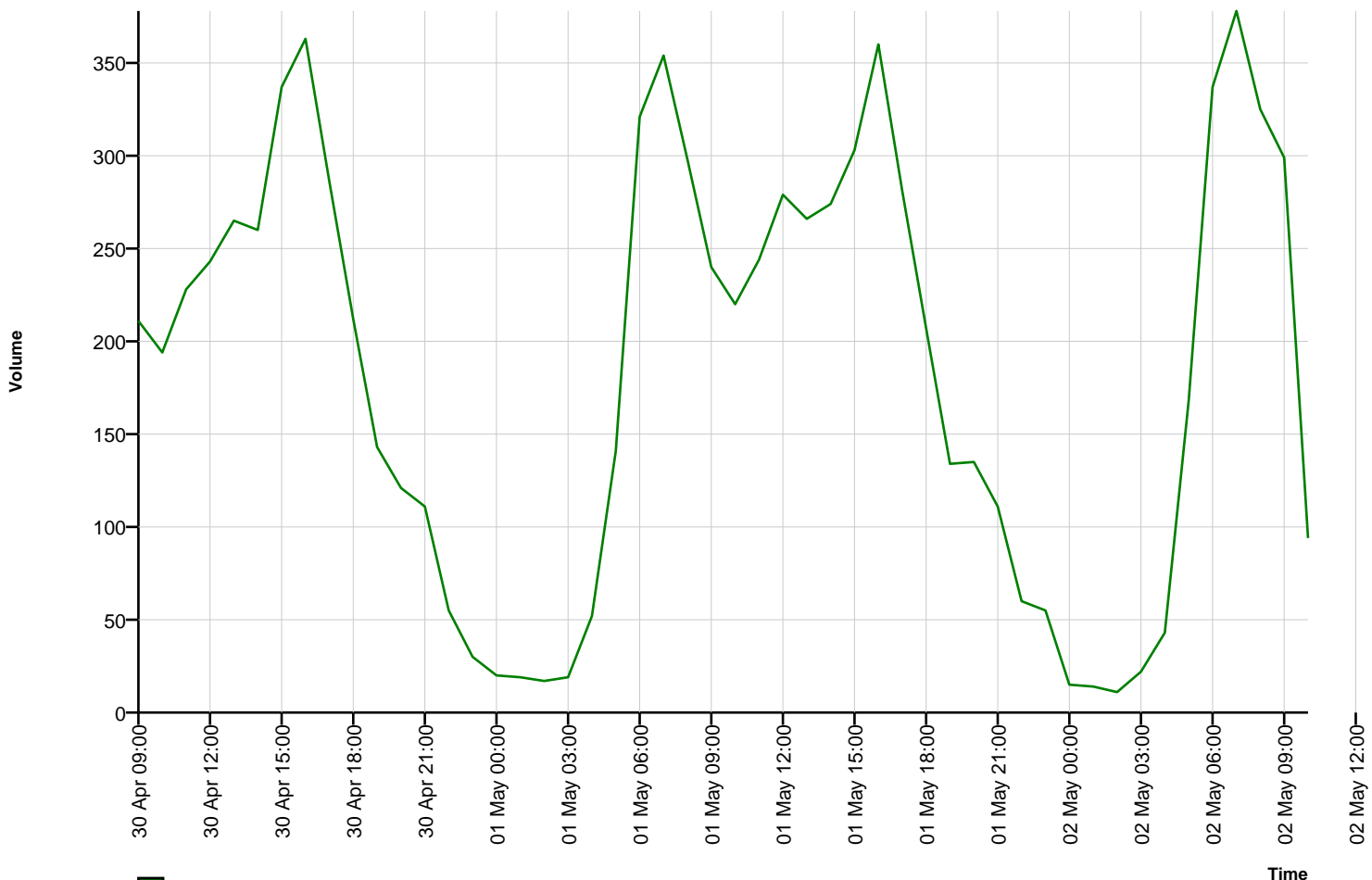
Site

Name 10790431
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Time Range

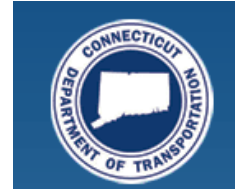
Start date 04/30/2019 09:00
 End date 05/02/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



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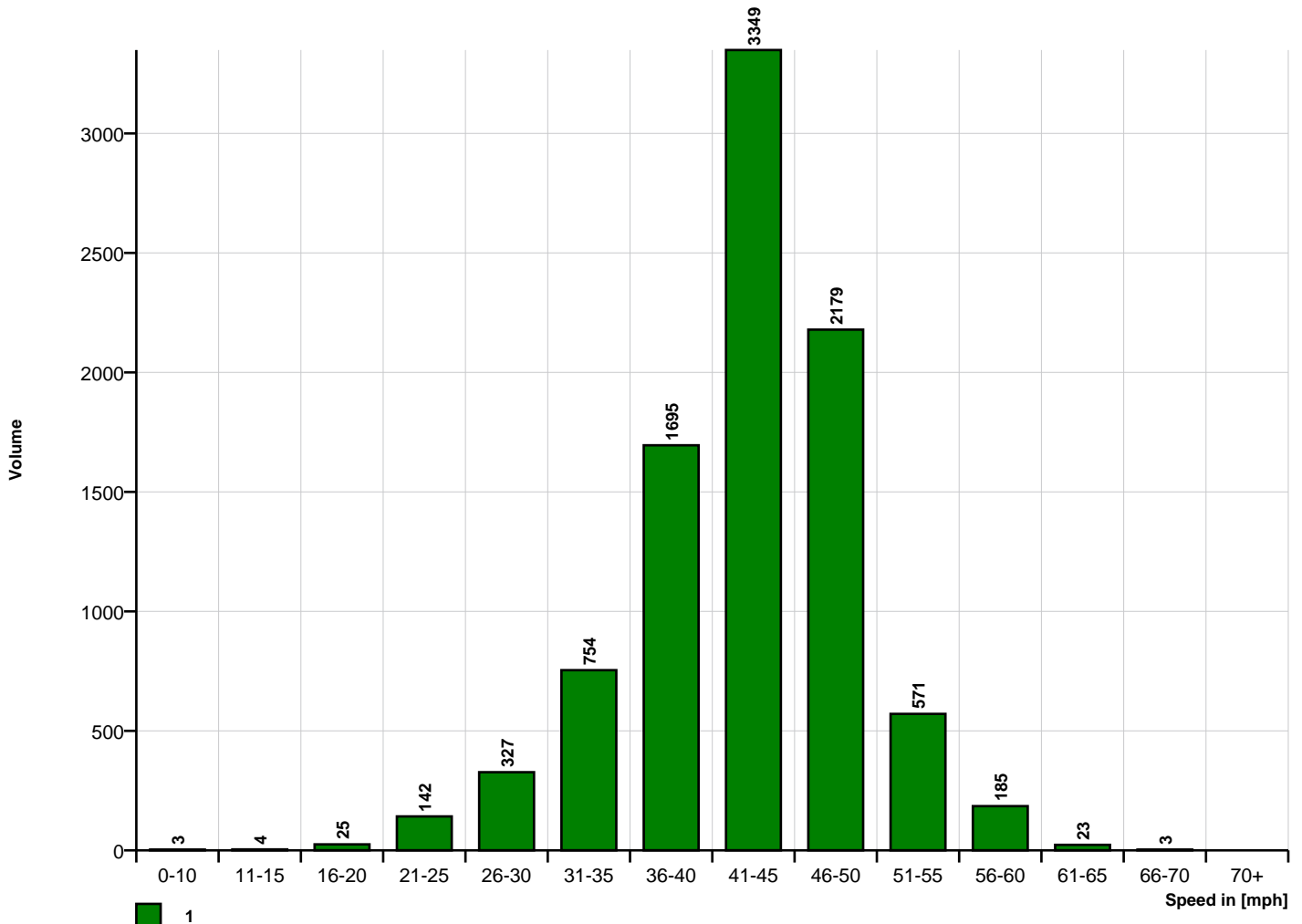
Site

Name 10790431
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790431
 Device type **SDR Traffic+**

Time Range

Start date 04/30/2019 09:00
 End date 05/02/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 05/03/2019 20:11:27

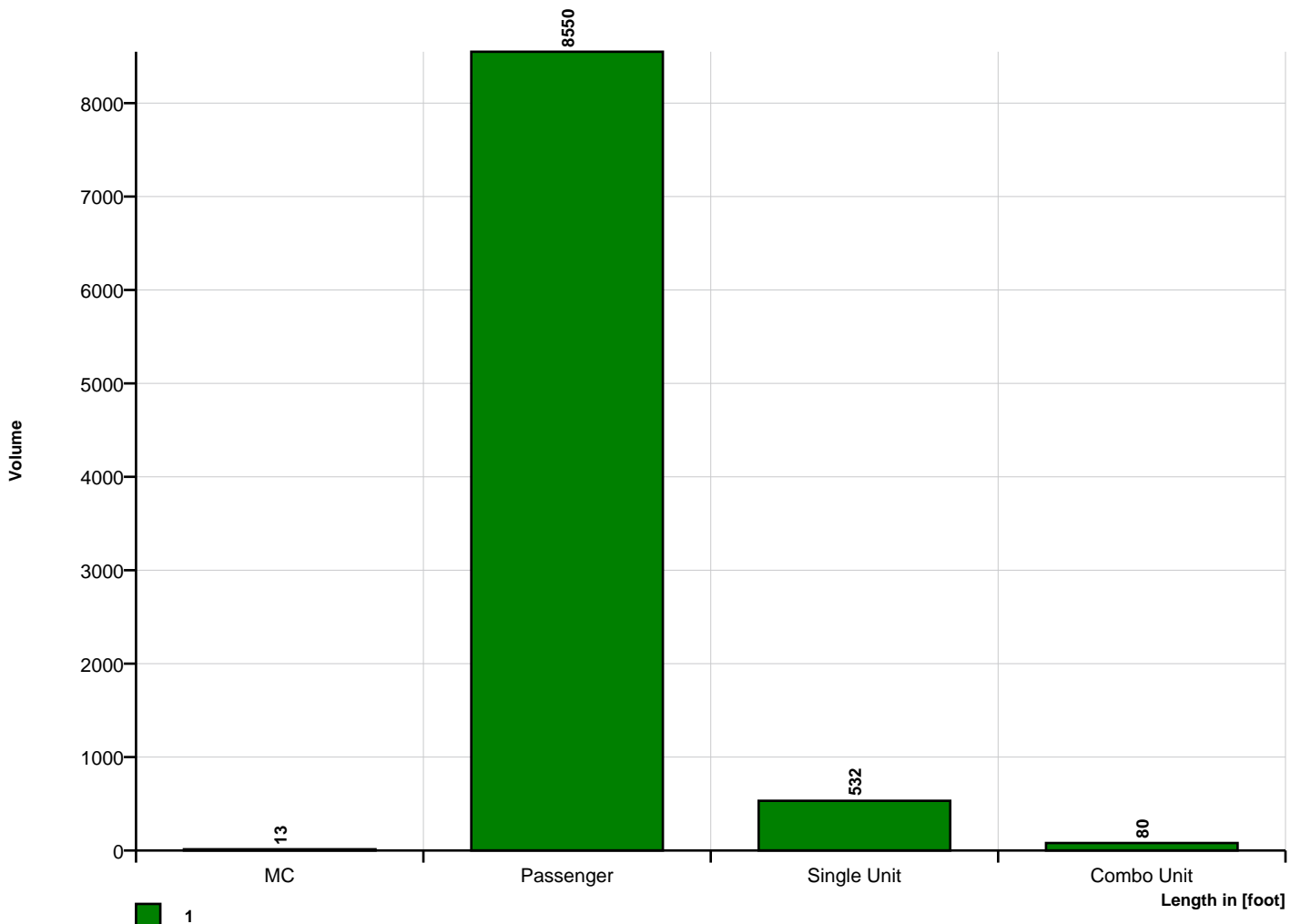
Site

Name 10790431
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 10790431
 Device type **SDR Traffic+**

Time Range

Start date 04/30/2019 09:00
 End date 05/02/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/30/2019 09:00	211	0	177	29	5	0	0	0	6	7	21	54	81	34	8	1	0	0	0	21	41	55	34	41	47
04/30/2019 10:00	194	0	166	26	2	0	0	0	2	16	68	77	26	5	0	0	0	0	0	21	36	49	31	36	41
04/30/2019 11:00	228	0	206	16	6	1	0	0	4	49	87	64	20	3	0	0	0	0	0	8	34	49	29	34	39
04/30/2019 12:00	243	0	215	26	2	0	1	3	7	30	96	77	23	5	1	0	0	0	0	11	35	50	29	34	39
04/30/2019 13:00	265	0	245	18	2	0	0	1	3	20	85	94	56	5	1	0	0	0	0	16	37	52	31	37	42
04/30/2019 14:00	260	0	241	17	2	0	0	2	2	13	37	59	85	51	10	5	0	0	0	16	41	60	34	41	47
04/30/2019 15:00	337	0	324	13	0	0	0	0	0	7	9	73	132	95	17	6	0	0	0	26	44	60	37	44	49
04/30/2019 16:00	363	0	340	21	2	0	0	0	3	11	16	79	138	94	21	2	0	0	0	21	43	57	37	44	49
04/30/2019 17:00	286	2	275	7	2	0	0	1	1	4	10	45	114	81	26	8	0	0	0	19	44	57	39	44	49
04/30/2019 18:00	212	1	202	9	0	0	0	0	3	2	5	16	86	76	20	6	1	0	0	21	45	64	41	44	49
04/30/2019 19:00	143	0	140	2	1	0	0	0	1	4	7	25	57	36	10	3	0	1	0	21	43	70	37	44	49
04/30/2019 20:00	121	0	119	2	0	0	0	0	1	3	8	27	42	32	7	1	1	0	0	24	42	62	37	42	47
04/30/2019 21:00	111	0	111	0	0	0	0	1	5	26	29	13	22	11	3	1	0	0	0	19	36	55	26	34	44
04/30/2019 22:00	55	0	55	0	0	0	0	0	16	18	14	6	1	0	0	0	0	0	0	21	29	42	24	29	32
04/30/2019 23:00	30	0	30	0	0	0	0	2	14	12	2	0	0	0	0	0	0	0	0	18	26	34	21	24	29

[Tue, 30 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1198	3	1141	50	4	0	0	1	7	24	40	213	470	346	84	22	1	0	0	19	44	64	39	44	49
06:00-22:00	2974	3	2761	186	24	1	1	8	38	192	478	703	882	528	124	33	2	1	0	8	40	70	32	41	47
00:00-24:00	3059	3	2846	186	24	1	1	10	68	222	494	709	883	528	124	33	2	1	0	8	40	70	31	41	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
05/01/2019 00:00	20	1	18	0	1	1	1	8	8	2	0	0	0	0	0	0	0	0	0	9	21	26	18	21	24
05/01/2019 01:00	19	0	15	4	0	1	1	4	9	2	1	0	1	0	0	0	0	0	0	9	22	42	16	21	29
05/01/2019 02:00	17	0	15	2	0	0	0	0	0	1	3	4	4	3	2	0	0	0	0	27	41	52	31	42	45
05/01/2019 03:00	19	0	19	0	0	0	0	0	0	0	1	1	12	2	1	1	0	1	0	34	46	70	42	44	52
05/01/2019 04:00	52	0	49	2	1	0	0	0	0	1	3	7	14	13	9	5	2	0	0	26	46	62	37	45	52
05/01/2019 05:00	141	0	140	1	0	0	0	0	0	0	1	12	42	62	16	10	0	0	0	34	47	60	42	47	50
05/01/2019 06:00	321	0	314	7	0	0	0	0	0	3	4	16	116	133	40	12	3	0	0	27	47	62	42	47	50
05/01/2019 07:00	354	1	334	16	3	0	0	0	10	6	14	50	135	102	30	10	4	0	0	21	44	64	39	44	49
05/01/2019 08:00	298	0	272	26	0	0	0	0	3	3	9	44	112	96	26	8	2	0	0	21	45	62	39	44	49
05/01/2019 09:00	240	0	187	46	7	0	1	0	0	3	14	58	114	39	8	4	0	0	0	13	42	57	37	42	45
05/01/2019 10:00	220	0	203	16	1	0	0	0	1	1	5	52	98	52	10	2	1	0	0	24	43	62	39	42	47
05/01/2019 11:00	244	1	223	15	5	0	0	0	4	6	18	58	108	44	2	4	0	0	0	22	41	60	36	42	47
05/01/2019 12:00	279	0	251	22	6	0	0	0	2	11	12	57	112	65	18	4	0	0	0	21	43	57	37	42	49
05/01/2019 13:00	266	0	244	20	2	0	0	0	0	2	15	64	104	64	16	2	0	0	0	26	43	59	37	42	47
05/01/2019 14:00	274	2	257	11	4	0	0	0	4	2	12	65	98	70	20	5	0	0	0	22	43	59	37	42	49
05/01/2019 15:00	303	1	285	14	3	0	0	1	7	5	16	54	123	69	22	6	2	0	0	19	43	64	37	44	49
05/01/2019 16:00	360	1	332	26	1	0	0	1	3	8	7	43	152	110	30	7	2	0	0	16	44	65	39	44	49
05/01/2019 17:00	281	1	276	3	1	0	0	0	2	4	16	29	95	91	28	21	2	0	0	22	45	60	39	44	52
05/01/2019 18:00	207	1	201	5	0	0	0	0	2	3	8	22	90	57	21	8	1	0	0	21	44	65	39	44	49
05/01/2019 19:00	134	0	131	2	1	0	0	0	1	3	6	19	44	42	18	0	1	0	0	24	45	62	37	44	49
05/01/2019 20:00	135	0	132	1	2	0	0	0	4	1	9	23	56	32	10	0	0	0	0	21	43	54	37	42	49
05/01/2019 21:00	111	0	111	0	0	0	0	0	1	3	12	23	36	31	4	1	0	0	0	22	42	55	36	42	49
05/01/2019 22:00	60	0	59	1	0	0	0	0	0	2	4	8	29	13	4	1	0	0	0	26	43	55	39	42	49
05/01/2019 23:00	55	0	54	0	1	0	0	0	0	2	3	12	22	14	2	0	0	0	0	29	42	54	37	42	47

[Wed, 1 May]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	268	1	256	9	2	2	2	12	17	6	9	24	73	80	28	16	2	1	0	9	42	70	31	44	50
06:00-09:00	973	1	920	49	3	0	0	0	13	12	27	110	363	331	96	30	9	0	0	21	45	64	39	44	49
15:00-19:00	1151	4	1094	48	5	0	0	2	14	20	47	148	460	327	101	42	7	0	0	16	44	65	39	44	49
06:00-22:00	4028	8	3754	230	36	0	1	2	44	64	177	677	1593	1098	303	94	18	0	0	13	44	65	37	44	49
00:00-24:00	4410	9	4122	240	39	2	3	14	61	74	193	721	1717	1204	337	111	20	1	0	9	44	70	37	44	49

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
05/02/2019 00:00	15	0	15	0	0	0	0	0	0	0	2	6	2	2	3	0	0	0	0	31	42	54	37	39	52
05/02/2019 01:00	14	0	12	1	1	0	0	0	0	0	1	3	8	2	0	0	0	0	0	34	42	45	39	42	44
05/02/2019 02:00	11	0	9	0	2	0	0	0	0	0	0	6	1	3	1	0	0	0	0	37	43	54	37	39	49
05/02/2019 03:00	22	0	21	0	1	0	0	0	0	1	2	4	12	2	0	0	0	1	0	29	42	68	36	42	44
05/02/2019 04:00	43	0	40	3	0	0	0	0	1	0	1	9	12	9	11	4	0	0	0	21	45	55	37	44	54
05/02/2019 05:00	168	0	166	2	0	0	0	0	0	1	6	19	66	54	17	7	0	0	0	29	45	59	39	44	49
05/02/2019 06:00	337	1	318	16	2	0	0	0	3	2	2	31	133	127	30	13	1	0	0	22	46	60	41	44	49
05/02/2019 07:00	378	0	355	20	3	0	0	0	3	7	6	34	186	113	25	6	0	0	0	21	44	57	41	44	49
05/02/2019 08:00	325	0	302	20	3	0	0	0	0	10	16	51	150	78	17	10	0	0	0	26	43	59	37	44	49
05/02/2019 09:00	299	0	257	38	4	0	0	1	5	6	10	75	148	50	4	0	0	0	0	19	42	54	37	42	47
05/02/2019 10:00	94	0	87	6	1	0	0	0	1	4	21	27	31	7	2	1	0	0	0	24	39	60	34	39	44

[Thu, 2 May]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	273	0	263	6	4	0	0	0	1	2	12	47	101	72	32	11	0	1	0	21	45	68	39	44	49
06:00-09:00	1040	1	975	56	8	0	0	0	6	19	24	116	469	318	72	29	1	0	0	21	44	60	39	44	49
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1433	1	1319	100	13	0	0	1	12	29	55	218	648	375	78	30	1	0	0	19	43	60	39	44	49
00:00-24:00	1706	1	1582	106	17	0	0	1	13	31	67	265	749	447	110	41	1	1	0	19	44	68	39	44	49

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:57:33

Site

Name 20790019
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790019
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 09:00
 End date 06/14/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	509	1	474	26	8
06:00-09:00	1620	27	1471	103	19
15:00-19:00	3714	187	3421	94	12
06:00-22:00	13046	451	12042	482	71
00:00-24:00	14026	455	12979	512	80

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	3	60	26	18	26	34	10.6

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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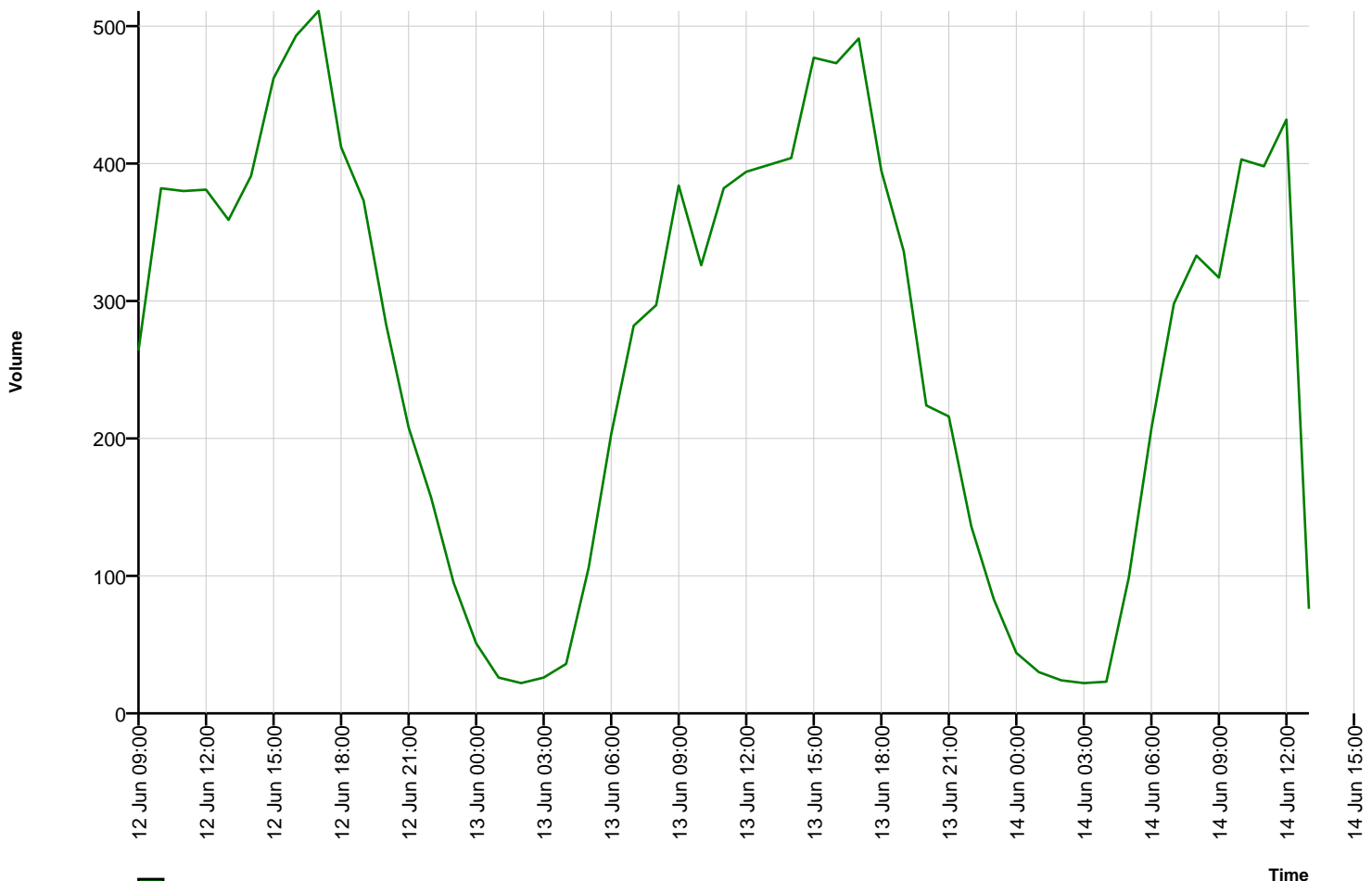
Site

Name 20790019
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790019
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 09:00
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 Days Mo, Tu, We, Th, Fr, Sa, Su
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Time / Volume graph



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Institution State of Connecticut
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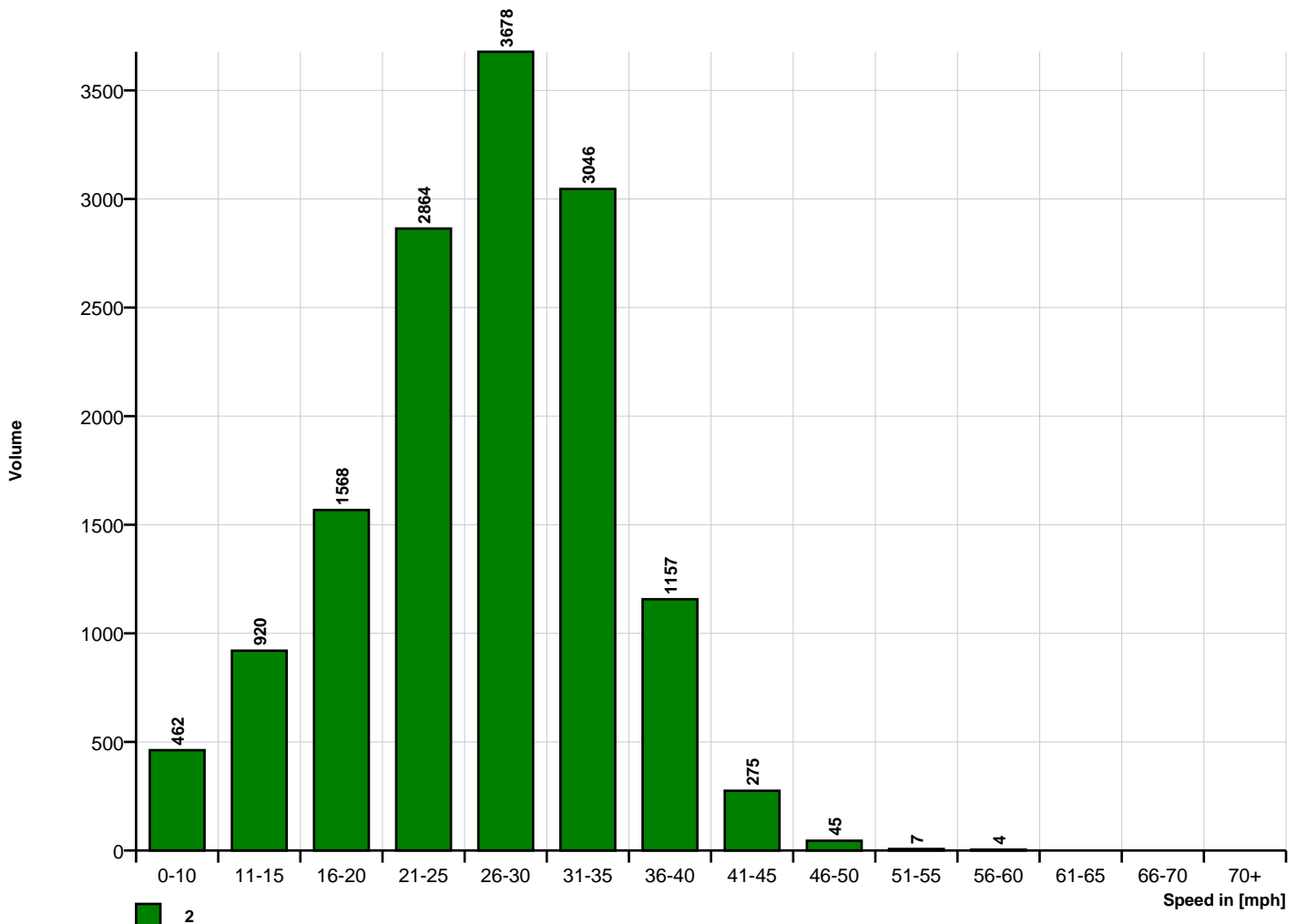
Site

Name 20790019
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790019
 Device type **SDR Traffic+**

Time Range

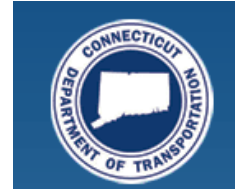
Start date 06/12/2019 09:00
 End date 06/14/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



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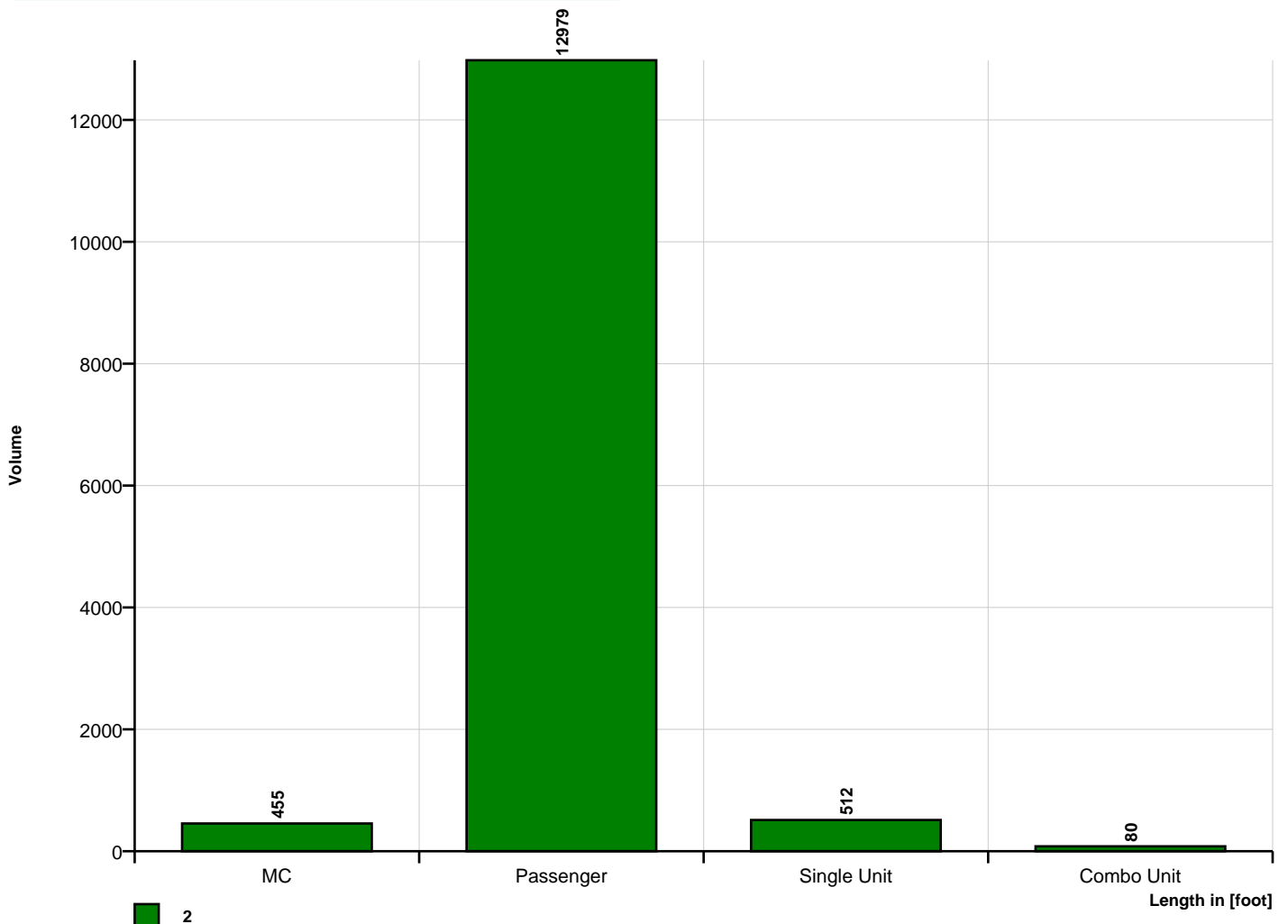
Site

Name 20790019
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790019
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 09:00
 End date 06/14/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 09:00	264	4	236	24	0	9	5	25	58	70	72	22	3	0	0	0	0	0	0	4	27	44	21	26	34
06/12/2019 10:00	382	5	357	19	1	8	22	48	84	94	90	29	7	0	0	0	0	0	0	3	26	42	18	26	34
06/12/2019 11:00	380	10	351	14	5	19	24	40	68	115	84	27	3	0	0	0	0	0	0	3	26	44	18	26	32
06/12/2019 12:00	381	9	351	19	2	19	28	51	107	100	58	14	4	0	0	0	0	0	0	4	24	44	18	24	31
06/12/2019 13:00	359	16	325	15	3	19	26	24	102	83	81	21	2	1	0	0	0	0	0	3	25	47	18	26	32
06/12/2019 14:00	391	11	362	16	2	10	21	31	83	96	103	40	7	0	0	0	0	0	0	6	27	44	19	26	34
06/12/2019 15:00	462	16	428	15	3	31	58	80	111	113	61	6	2	0	0	0	0	0	0	4	22	42	14	22	29
06/12/2019 16:00	493	13	448	31	1	30	59	101	119	106	56	19	3	0	0	0	0	0	0	4	23	42	14	21	31
06/12/2019 17:00	511	23	471	15	2	34	48	81	126	147	65	9	1	0	0	0	0	0	0	3	23	41	14	24	29
06/12/2019 18:00	412	17	387	7	1	13	26	54	95	115	81	25	3	0	0	0	0	0	0	6	25	41	18	26	31
06/12/2019 19:00	373	7	356	9	1	6	17	25	79	125	83	32	6	0	0	0	0	0	0	6	27	44	21	27	34
06/12/2019 20:00	283	5	273	5	0	3	7	20	55	73	85	33	6	1	0	0	0	0	0	6	29	47	21	29	34
06/12/2019 21:00	208	0	208	0	0	0	1	5	40	60	79	20	2	1	0	0	0	0	0	14	30	45	24	29	34
06/12/2019 22:00	157	0	157	0	0	0	0	5	28	45	43	30	2	3	1	0	0	0	0	18	31	52	24	31	37
06/12/2019 23:00	95	2	92	1	0	0	0	0	6	17	45	17	10	0	0	0	0	0	0	21	33	42	27	32	39

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1878	69	1734	68	7	108	191	316	451	481	263	59	9	0	0	0	0	0	0	3	23	42	14	24	31
06:00-22:00	4899	136	4553	189	21	201	342	585	1127	1297	998	297	49	3	0	0	0	0	0	3	25	47	18	26	32
00:00-24:00	5151	138	4802	190	21	201	342	590	1161	1359	1086	344	61	6	1	0	0	0	0	3	26	52	18	26	32

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	51	0	49	1	1	0	0	0	5	14	16	9	6	1	0	0	0	0	0	21	33	47	26	31	39
06/13/2019 01:00	26	0	22	4	0	0	0	2	2	1	12	6	1	2	0	0	0	0	0	19	34	47	24	34	39
06/13/2019 02:00	22	0	22	0	0	0	0	0	0	4	5	10	3	0	0	0	0	0	0	26	35	41	29	36	39
06/13/2019 03:00	26	0	24	2	0	0	2	0	1	6	6	6	2	2	0	1	0	0	0	11	34	57	26	34	44
06/13/2019 04:00	36	0	33	1	2	0	0	0	0	2	10	11	10	3	0	0	0	0	0	29	38	49	31	37	44
06/13/2019 05:00	106	0	100	4	2	0	0	1	3	18	34	29	13	7	1	0	0	0	0	19	35	54	29	34	42
06/13/2019 06:00	203	2	185	12	4	2	1	4	5	41	81	51	16	2	0	0	0	0	0	8	33	47	29	32	39
06/13/2019 07:00	282	4	261	12	5	2	7	18	43	69	87	38	14	3	0	1	0	0	0	6	30	57	22	31	36
06/13/2019 08:00	297	6	274	14	3	10	12	16	45	71	82	47	13	0	1	0	0	0	0	4	29	52	21	29	36
06/13/2019 09:00	384	8	354	20	2	12	14	46	65	123	93	24	7	0	0	0	0	0	0	3	27	44	19	26	32
06/13/2019 10:00	326	12	297	13	4	8	9	25	71	105	80	23	4	1	0	0	0	0	0	6	27	47	21	27	34
06/13/2019 11:00	382	14	345	19	4	19	37	57	80	116	50	21	2	0	0	0	0	0	0	6	24	42	16	24	31
06/13/2019 12:00	394	19	365	9	1	1	24	31	136	123	59	19	0	1	0	0	0	0	0	8	26	49	21	26	31
06/13/2019 13:00	399	23	361	14	1	9	37	57	84	113	79	19	1	0	0	0	0	0	0	3	25	41	18	26	31
06/13/2019 14:00	404	30	364	8	2	16	30	51	83	94	93	27	7	2	1	0	0	0	0	4	26	52	18	26	34
06/13/2019 15:00	477	35	431	9	2	30	67	80	108	117	60	14	1	0	0	0	0	0	0	6	23	42	14	24	31
06/13/2019 16:00	473	41	427	4	1	27	57	103	115	100	45	22	4	0	0	0	0	0	0	4	23	44	14	21	31
06/13/2019 17:00	491	33	448	9	1	17	57	99	117	106	76	13	6	0	0	0	0	0	0	6	23	42	14	24	31
06/13/2019 18:00	395	9	381	4	1	5	26	38	96	117	80	28	5	0	0	0	0	0	0	8	26	44	19	26	32
06/13/2019 19:00	336	2	331	3	0	0	8	23	55	117	95	30	7	1	0	0	0	0	0	11	29	47	22	29	34
06/13/2019 20:00	224	1	217	5	1	0	1	6	39	73	74	22	7	2	0	0	0	0	0	13	30	47	24	29	34
06/13/2019 21:00	216	1	210	5	0	1	4	11	37	73	59	25	6	0	0	0	0	0	0	8	29	44	24	29	34
06/13/2019 22:00	136	1	133	1	1	0	0	7	10	30	59	26	4	0	0	0	0	0	0	16	31	44	26	31	37
06/13/2019 23:00	83	0	81	2	0	0	1	0	6	23	22	23	5	0	2	1	0	0	0	14	33	57	26	34	39

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	267	0	250	12	5	0	2	3	11	45	83	71	35	15	1	1	0	0	0	11	35	57	29	34	41
06:00-09:00	782	12	720	38	12	14	20	38	93	181	250	136	43	5	1	1	0	0	0	4	30	57	24	31	37
15:00-19:00	1836	118	1687	26	5	79	207	320	436	440	261	77	16	0	0	0	0	0	0	4	24	44	14	24	31
06:00-22:00	5683	240	5251	160	32	159	391	665	1179	1558	1193	423	100	12	2	1	0	0	0	3	26	57	18	26	34
00:00-24:00	6169	241	5715	175	38	159	394	675	1206	1656	1357	543	144	27	5	3	0	0	0	3	27	57	19	26	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	44	1	42	0	1	0	0	1	4	12	21	3	3	0	0	0	0	0	0	19	31	41	26	31	34
06/14/2019 01:00	30	0	27	2	1	0	0	0	3	7	16	3	0	1	0	0	0	0	0	24	32	45	26	31	34
06/14/2019 02:00	24	0	22	1	1	0	0	0	3	4	11	4	2	0	0	0	0	0	0	21	33	44	26	32	39
06/14/2019 03:00	22	0	20	2	0	0	0	0	1	5	6	7	1	2	0	0	0	0	0	24	35	47	27	34	39
06/14/2019 04:00	23	0	21	2	0	0	0	0	2	1	4	8	6	2	0	0	0	0	0	24	38	49	31	39	44
06/14/2019 05:00	99	0	92	7	0	0	0	1	3	17	26	38	12	2	0	0	0	0	0	16	35	49	29	36	39
06/14/2019 06:00	207	3	189	13	2	1	1	4	8	38	89	49	13	3	1	0	0	0	0	8	33	50	27	32	39
06/14/2019 07:00	298	4	262	29	3	6	9	25	40	80	88	43	7	0	0	0	0	0	0	6	29	44	21	29	36
06/14/2019 08:00	333	8	300	23	2	7	12	11	43	103	93	52	11	1	0	0	0	0	0	8	29	45	21	29	36
06/14/2019 09:00	317	12	278	25	2	12	34	36	78	76	66	11	3	0	0	1	0	0	0	3	25	60	16	24	31
06/14/2019 10:00	403	10	378	11	4	18	26	69	80	94	86	22	8	0	0	0	0	0	0	6	25	44	18	26	32
06/14/2019 11:00	398	11	366	18	3	21	29	59	120	112	40	13	3	1	0	0	0	0	0	4	24	47	16	24	29
06/14/2019 12:00	432	23	395	12	2	33	65	84	98	95	43	13	1	0	0	0	0	0	0	3	22	42	13	21	29
06/14/2019 13:00	76	4	70	2	0	4	8	13	14	19	14	4	0	0	0	0	0	0	0	6	24	39	14	24	31

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	242	1	224	14	3	0	0	2	16	46	84	63	24	7	0	0	0	0	0	16	34	49	27	34	39
06:00-09:00	838	15	751	65	7	14	22	40	91	221	270	144	31	4	1	0	0	0	0	6	30	50	24	31	36
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	2464	75	2238	133	18	102	184	301	481	617	519	207	46	5	1	1	0	0	0	3	26	60	16	26	34
00:00-24:00	2706	76	2462	147	21	102	184	303	497	663	603	270	70	12	1	1	0	0	0	3	27	60	18	26	34

Author

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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/08/2019 19:12:03

Site

Name 20790055
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 20790055
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single Unit	Limbo Unit
00:00-06:00	500	0	476	16	8
06:00-09:00	1940	15	1862	53	10
15:00-19:00	3591	120	3390	61	20
06:00-22:00	12049	287	11433	255	74
00:00-24:00	12779	289	12126	278	86

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	6	80	40	32	41	47	51.8

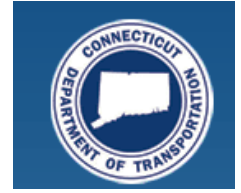
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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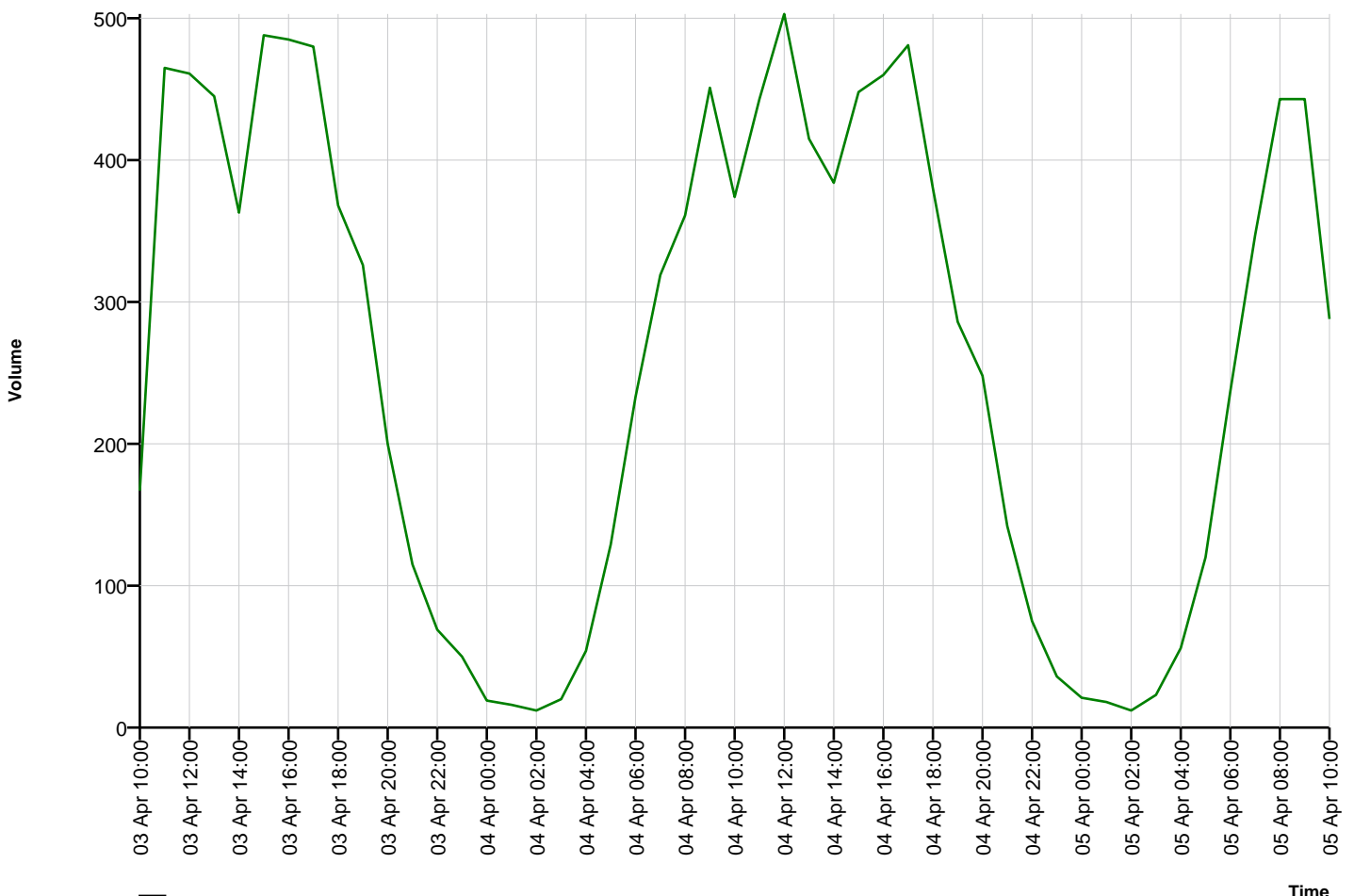
Site

Name 20790055
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 20790055
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



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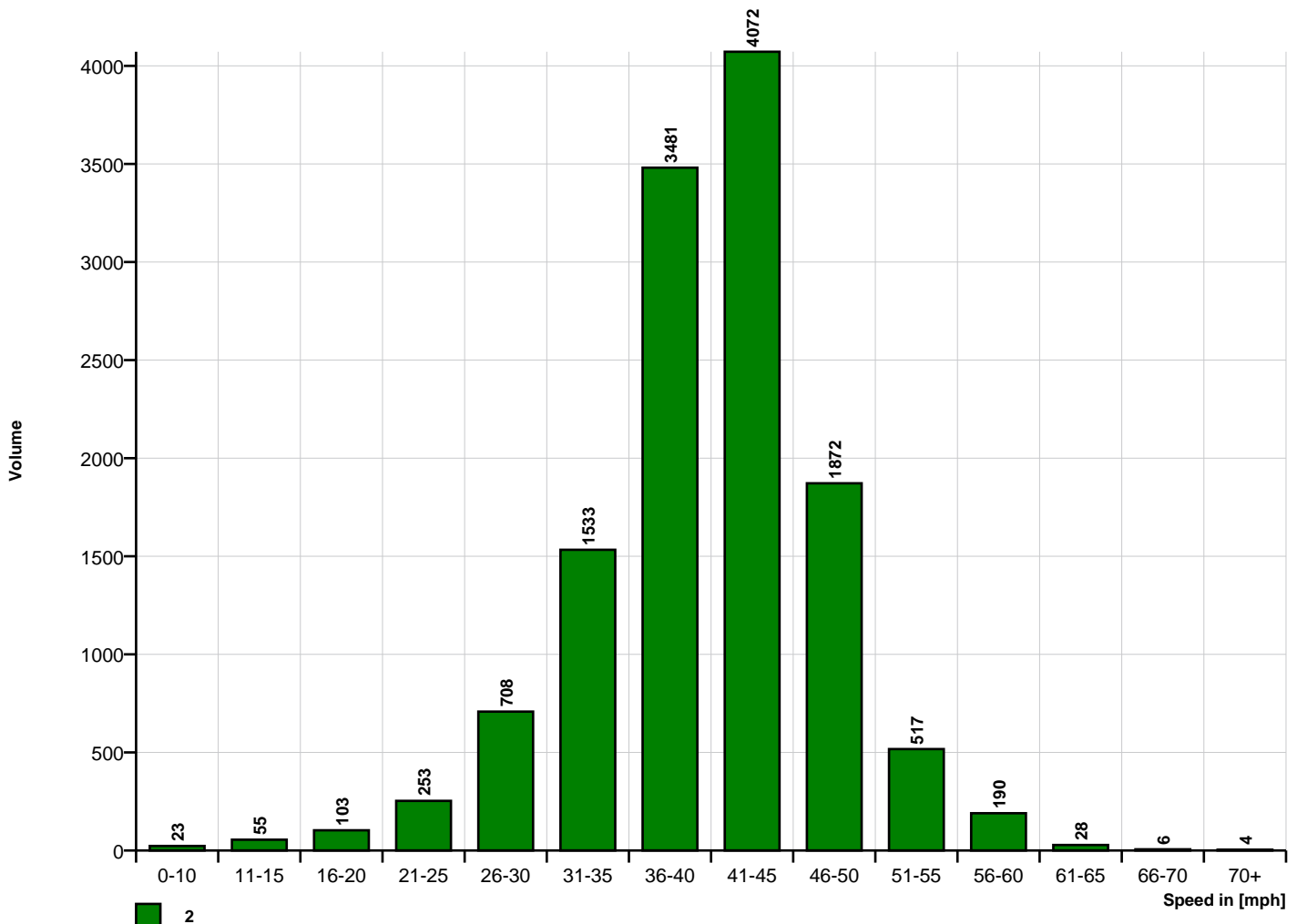
Site

Name 20790055
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 20790055
 Device type **SDR Traffic+**

Time Range

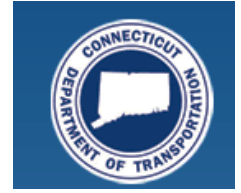
Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



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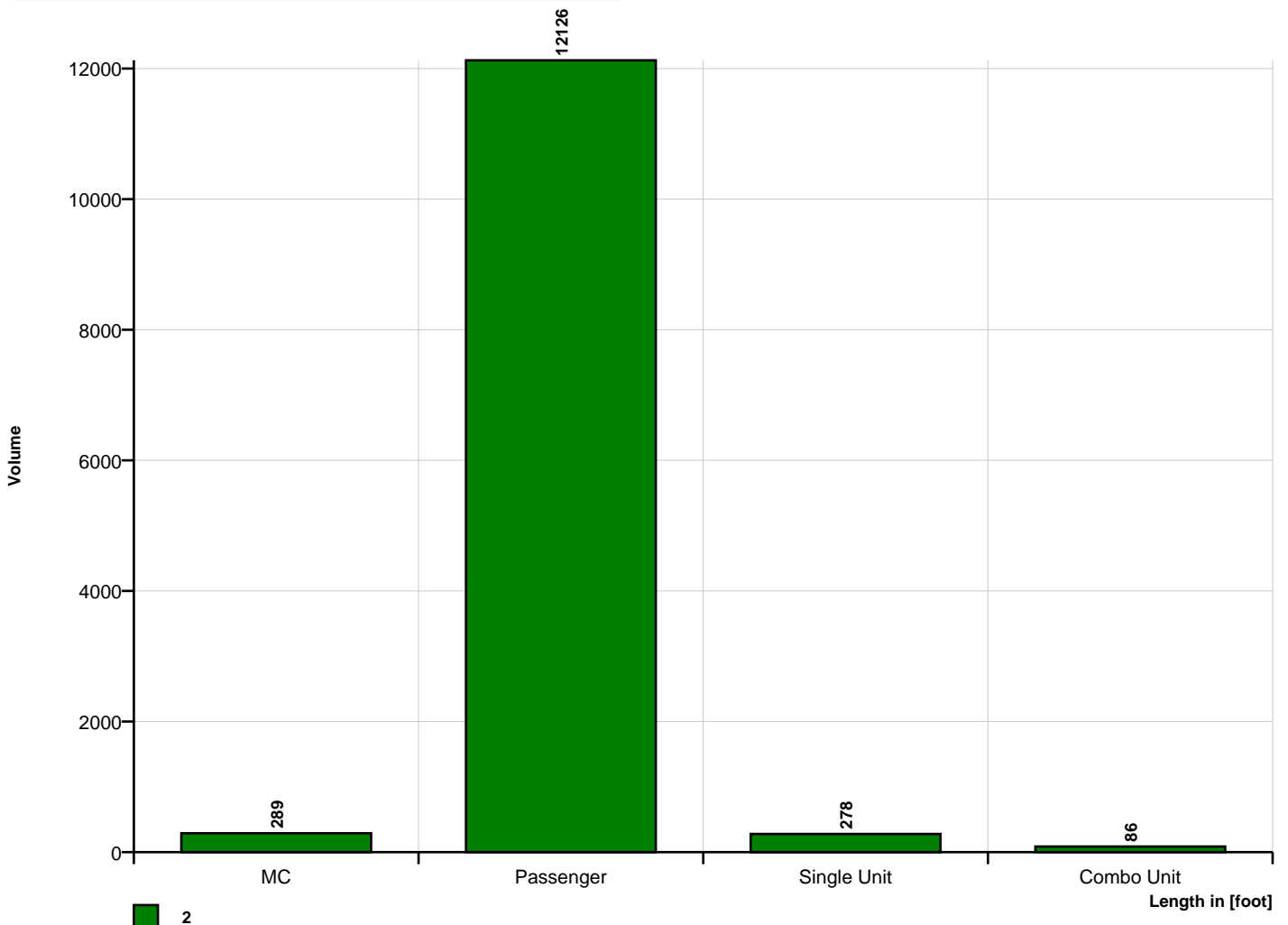
Site

Name 20790055
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 20790055
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/03/2019 10:00	167	5	156	6	0	0	0	0	1	11	26	52	61	14	2	0	0	0	0	24	39	52	32	39	44
04/03/2019 11:00	465	18	427	18	2	1	2	6	3	30	49	153	161	54	5	1	0	0	0	6	39	60	34	39	44
04/03/2019 12:00	461	10	439	8	4	0	1	4	2	35	62	144	148	55	10	0	0	0	0	11	39	54	32	39	44
04/03/2019 13:00	445	9	426	7	3	0	0	0	8	33	51	138	141	52	15	6	1	0	0	22	40	62	32	39	45
04/03/2019 14:00	363	8	346	8	1	0	0	2	5	22	36	108	121	57	9	4	1	0	0	19	40	60	34	41	47
04/03/2019 15:00	488	18	453	14	3	5	7	11	10	23	91	145	140	48	8	1	0	0	0	6	38	55	31	39	44
04/03/2019 16:00	485	19	452	11	3	0	2	4	22	39	98	127	140	39	11	5	0	0	0	13	38	59	31	39	44
04/03/2019 17:00	480	15	461	3	1	0	0	0	4	27	50	125	155	94	22	5	0	0	0	21	41	57	34	42	47
04/03/2019 18:00	368	12	353	2	1	0	0	1	11	26	18	109	117	61	21	7	0	0	0	19	41	59	34	41	47
04/03/2019 19:00	326	5	317	2	2	0	1	0	5	16	38	84	113	54	14	4	0	0	0	14	41	57	34	41	47
04/03/2019 20:00	200	3	195	1	1	0	0	1	0	10	17	53	66	30	22	5	0	0	0	18	42	57	36	42	49
04/03/2019 21:00	115	1	112	1	1	0	0	0	1	1	8	15	43	29	10	5	4	0	1	24	45	70	37	44	50
04/03/2019 22:00	69	1	65	1	2	0	0	0	0	0	2	12	20	22	9	5	1	0	0	31	46	65	39	45	52
04/03/2019 23:00	50	1	48	0	1	0	0	0	0	0	3	6	7	17	7	12	0	0	0	31	48	60	39	47	57

[Wed, 3 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1821	64	1719	30	8	5	9	16	47	115	257	506	552	242	62	18	0	0	0	6	39	59	32	39	45
06:00-22:00	4363	123	4137	81	22	6	13	29	72	273	544	1253	1406	587	149	43	6	0	1	6	40	70	32	39	45
00:00-24:00	4482	125	4250	82	25	6	13	29	72	273	549	1271	1433	626	165	60	7	0	1	6	40	70	32	41	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/04/2019 00:00	19	0	18	0	1	0	0	1	0	0	2	2	6	3	2	2	1	0	0	19	44	60	34	44	59
04/04/2019 01:00	16	0	13	1	2	0	0	0	0	1	0	4	4	3	0	4	0	0	0	26	46	59	39	44	57
04/04/2019 02:00	12	0	10	2	0	0	0	0	0	0	0	2	2	5	1	2	0	0	0	37	47	59	37	47	59
04/04/2019 03:00	20	0	20	0	0	0	0	0	0	0	1	5	5	7	2	1	0	0	0	34	45	55	37	44	49
04/04/2019 04:00	54	0	54	0	0	0	1	0	0	0	1	5	14	19	10	3	1	0	1	14	47	80	42	47	52
04/04/2019 05:00	129	0	127	2	0	0	0	0	2	2	5	14	43	48	12	2	1	1	0	22	45	67	39	44	49
04/04/2019 06:00	233	1	222	7	3	0	0	0	2	5	19	46	83	54	18	7	2	0	0	21	43	62	37	42	49
04/04/2019 07:00	319	5	302	11	1	0	0	0	1	1	30	69	129	68	16	7	0	0	0	24	43	59	37	42	47
04/04/2019 08:00	361	2	352	6	1	2	3	3	3	13	27	91	117	76	22	6	0	0	0	6	41	59	36	42	47
04/04/2019 09:00	451	8	426	13	4	2	4	4	13	22	52	120	144	71	17	5	0	0	0	8	40	59	32	41	47
04/04/2019 10:00	374	6	354	12	2	0	0	1	2	8	34	108	157	56	7	1	0	0	0	16	41	55	36	41	45
04/04/2019 11:00	443	7	424	9	3	0	1	5	7	26	75	139	134	43	12	4	0	0	0	11	39	57	31	39	44
04/04/2019 12:00	503	15	471	11	6	4	2	8	25	47	97	138	120	47	12	5	1	0	0	6	37	65	29	37	44
04/04/2019 13:00	415	15	388	10	2	1	1	11	6	34	44	137	124	42	13	5	0	0	0	9	39	57	31	39	44
04/04/2019 14:00	384	15	356	11	2	0	0	1	5	20	44	131	139	31	10	3	1	0	0	18	40	62	34	39	44
04/04/2019 15:00	448	11	420	12	5	1	9	10	14	31	73	115	127	54	11	5	0	0	0	8	38	59	31	39	45
04/04/2019 16:00	460	10	437	12	1	1	1	4	16	30	44	121	169	59	12	3	0	1	0	6	40	67	32	41	45
04/04/2019 17:00	481	15	458	5	3	3	5	5	9	34	62	150	142	58	12	2	0	0	0	6	39	57	31	39	44
04/04/2019 18:00	380	20	355	2	3	0	2	5	12	9	48	106	121	59	15	3	0	0	0	14	40	60	32	41	47
04/04/2019 19:00	286	9	276	1	0	0	0	0	3	7	27	70	108	55	12	4	1	1	0	21	42	67	36	42	47
04/04/2019 20:00	248	3	243	0	2	0	0	1	2	17	33	67	68	42	12	6	1	0	0	19	41	60	34	41	49
04/04/2019 21:00	142	1	139	1	1	0	0	0	0	1	18	38	52	22	8	3	0	0	0	29	42	59	36	42	49
04/04/2019 22:00	75	0	71	4	0	0	0	0	0	1	3	4	33	18	13	4	0	0	0	29	46	60	41	44	52
04/04/2019 23:00	36	0	33	2	1	0	0	0	0	1	1	5	12	7	6	3	1	0	1	29	47	70	39	44	54

[Thu, 4 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	250	0	242	5	3	0	1	1	2	3	9	32	74	85	27	14	3	1	1	14	45	80	39	45	50
06:00-09:00	913	8	876	24	5	2	3	3	6	19	76	206	329	198	56	20	2	0	0	6	42	62	36	42	49
15:00-19:00	1770	56	1671	31	12	5	17	24	51	104	227	492	559	231	50	13	0	1	0	6	39	67	31	39	45
06:00-22:00	5928	143	5623	123	39	14	28	58	120	305	727	1646	1934	837	209	69	6	2	0	6	40	67	32	41	47
00:00-24:00	6289	143	5969	134	43	14	29	59	122	310	740	1687	2053	947	255	90	10	3	2	6	40	80	34	41	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/05/2019 00:00	21	0	20	1	0	0	0	0	0	1	0	3	8	6	2	0	1	0	0	29	45	64	39	44	49
04/05/2019 01:00	18	0	13	2	3	0	0	0	0	0	0	2	4	5	6	1	0	0	0	36	47	59	41	49	52
04/05/2019 02:00	12	0	10	2	0	0	0	0	0	0	1	2	3	5	1	0	0	0	0	32	44	50	39	47	49
04/05/2019 03:00	23	0	22	0	1	0	0	0	0	0	0	4	9	3	3	3	2	0	0	36	47	62	39	44	57
04/05/2019 04:00	56	0	53	3	0	0	0	0	0	2	3	7	17	17	7	3	0	0	0	29	45	59	37	44	50
04/05/2019 05:00	120	0	116	3	1	0	0	0	0	3	7	21	23	39	15	9	3	2	0	26	46	65	37	47	54
04/05/2019 06:00	237	1	229	5	2	0	0	0	3	7	17	52	79	52	19	6	3	1	0	21	43	65	37	44	49
04/05/2019 07:00	347	2	334	11	0	0	3	4	4	18	31	74	122	62	21	8	1	0	1	11	41	80	34	42	47
04/05/2019 08:00	443	4	423	13	3	2	3	4	21	29	68	131	134	37	11	4	1	0	0	6	38	60	31	39	44
04/05/2019 09:00	443	8	421	9	5	0	3	3	19	33	55	146	129	44	8	5	0	0	0	11	38	59	31	39	44
04/05/2019 10:00	288	6	266	13	3	1	4	4	12	32	62	81	58	29	4	1	0	0	0	6	37	59	29	37	44

[Fri, 5 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	250	0	234	11	5	0	0	0	0	6	11	39	64	75	34	16	6	2	0	26	46	65	39	45	52
06:00-09:00	1027	7	986	29	5	2	6	8	28	54	116	257	335	151	51	18	5	1	1	6	40	80	34	41	47
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1758	21	1673	51	13	3	13	15	59	119	233	484	522	224	63	24	5	1	1	6	39	80	31	39	45
00:00-24:00	2008	21	1907	62	18	3	13	15	59	125	244	523	586	299	97	40	11	3	1	6	40	80	32	41	47

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:20:06

Site

Name 20790081
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790081
 Device type **SDR Traffic+**

Time Range

Start date 08/05/2019 09:00
 End date 08/13/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	2070	23	1946	83	18
06:00-09:00	6661	66	6185	373	37
15:00-19:00	15239	195	14579	421	44
06:00-22:00	48728	628	45985	1898	217
00:00-24:00	52525	680	49601	2003	241

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	3	72	31	24	31	37	24.4

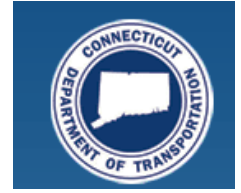
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:20:06

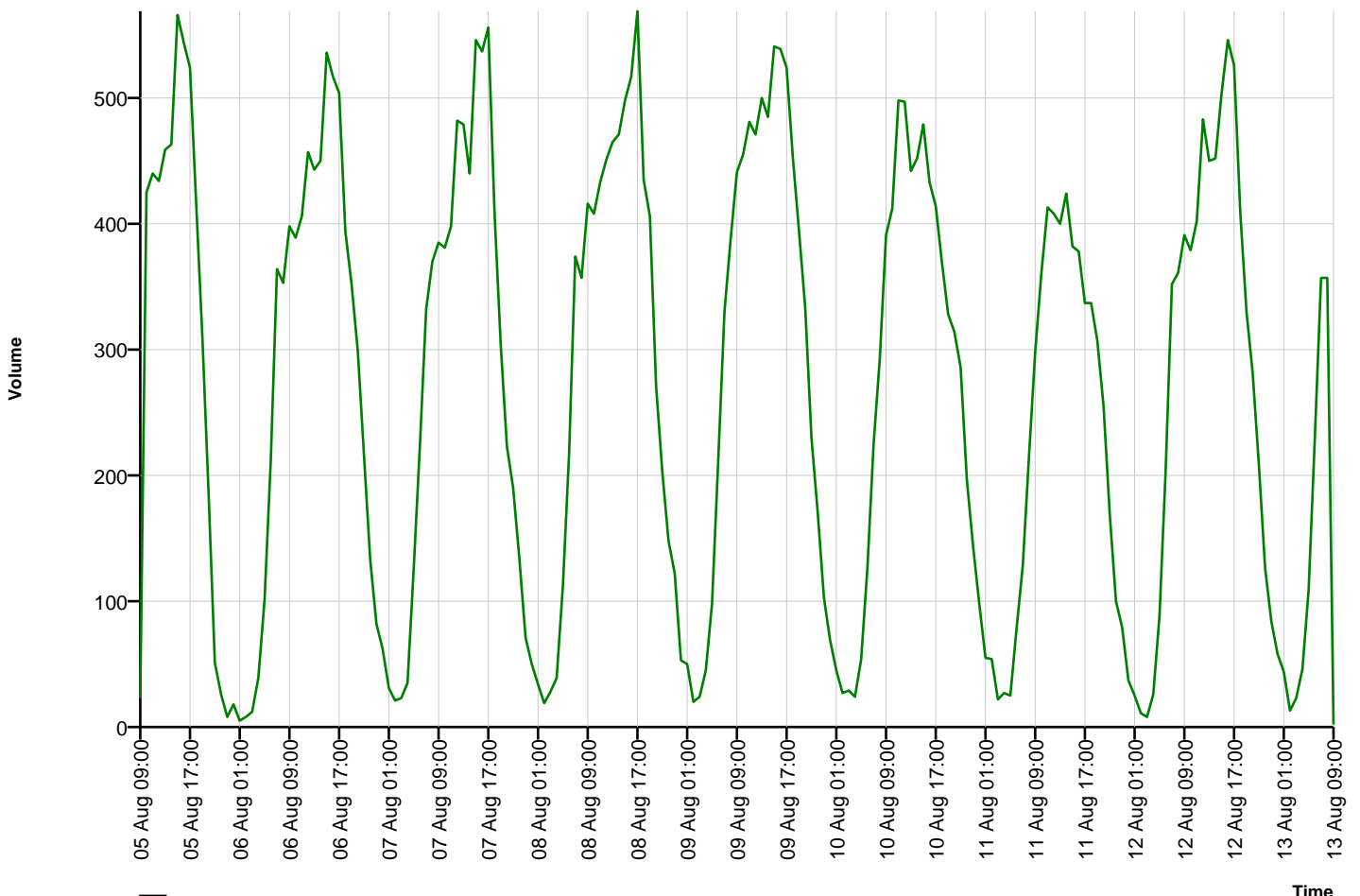
Site

Name 20790081
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790081
 Device type **SDR Traffic+**

Time Range

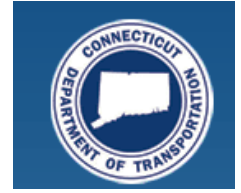
Start date 08/05/2019 09:00
 End date 08/13/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

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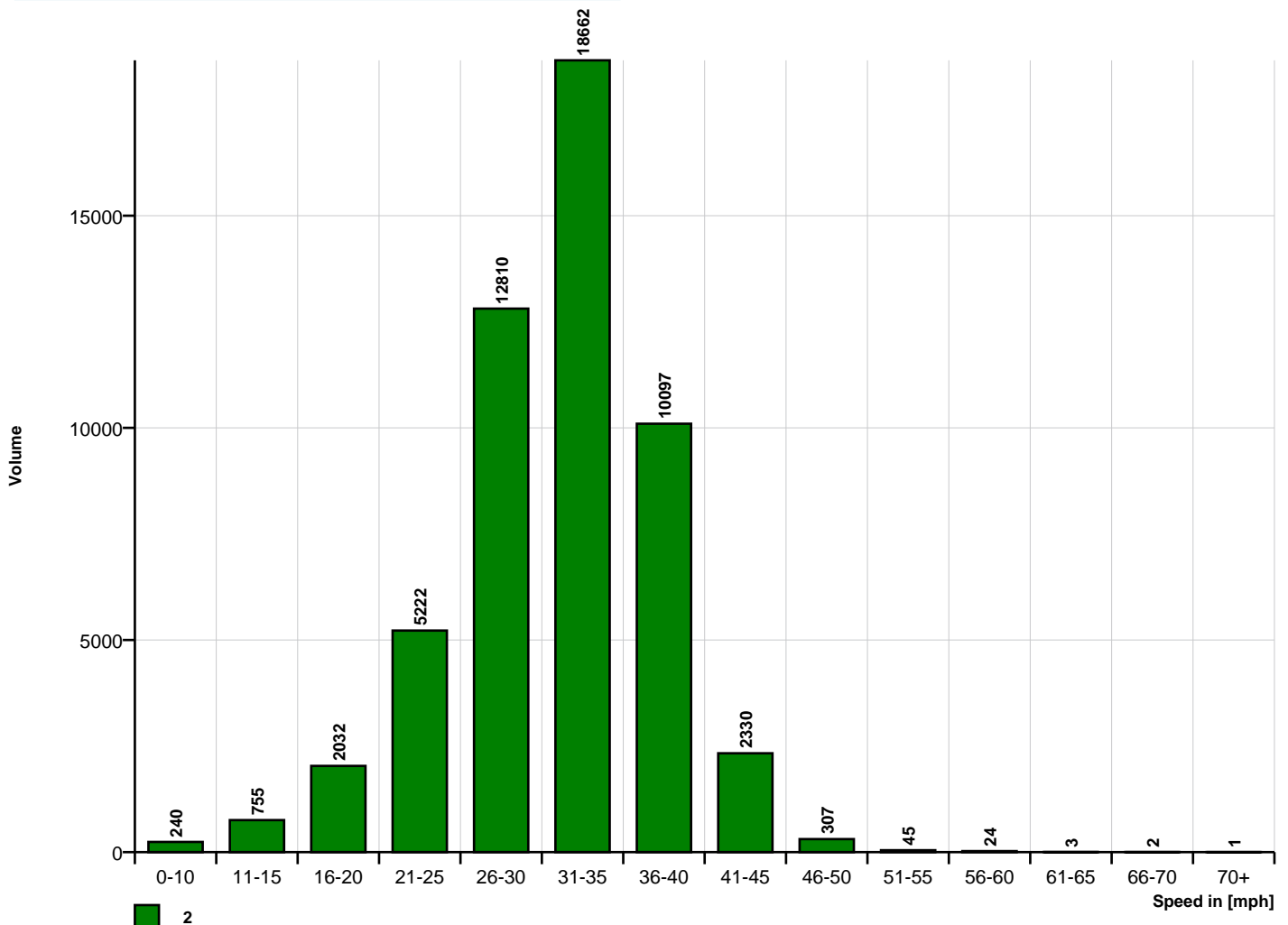
Site

Name 20790081
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790081
 Device type **SDR Traffic+**

Time Range

Start date 08/05/2019 09:00
 End date 08/13/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 19:20:06

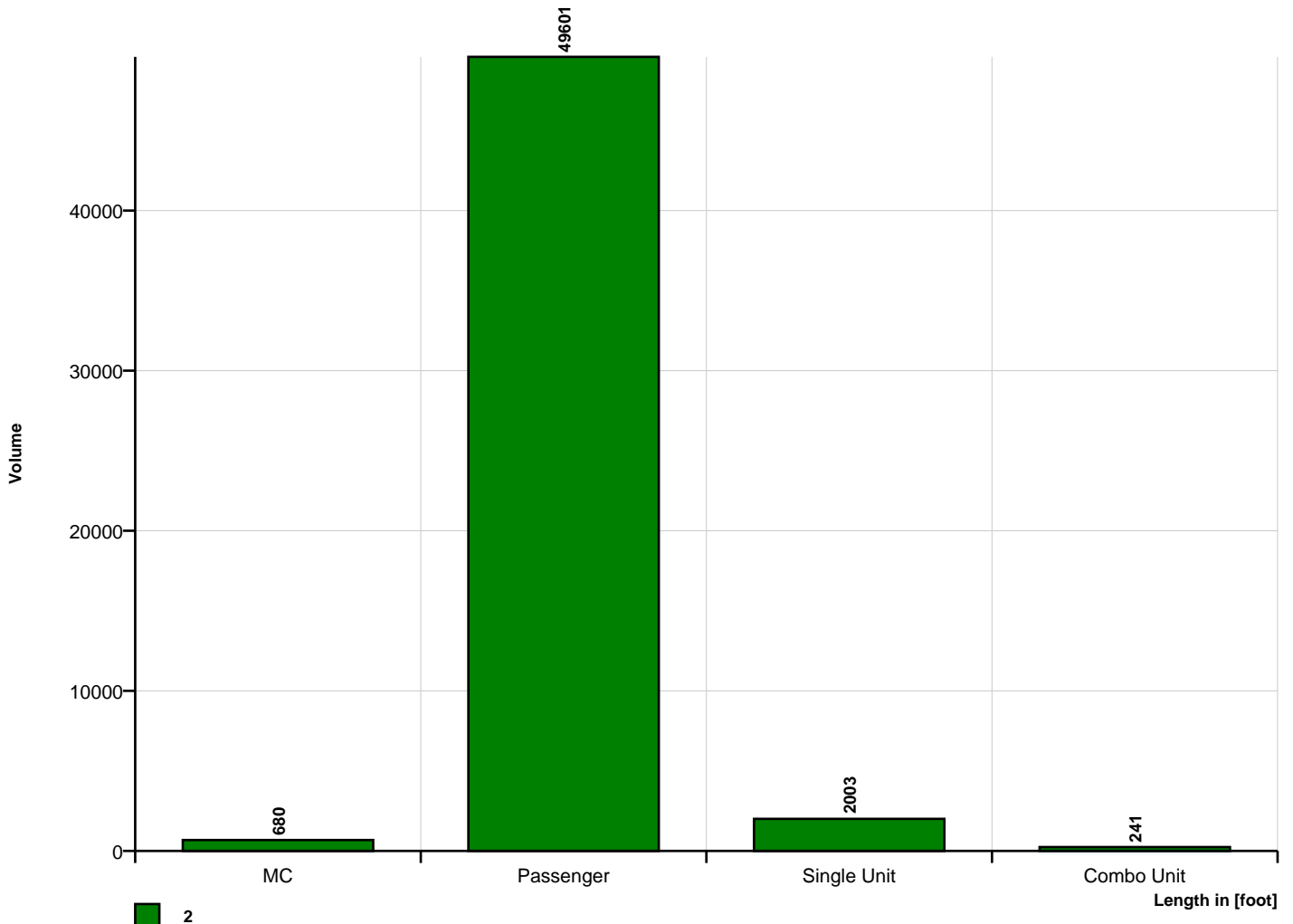
Site

Name 20790081
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790081
 Device type **SDR Traffic+**

Time Range

Start date 08/05/2019 09:00
 End date 08/13/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/05/2019 09:00	23	0	23	0	0	0	0	1	3	6	10	3	0	0	0	0	0	0	0	16	30	39	24	31	34
08/05/2019 10:00	425	2	401	18	4	1	6	27	44	99	148	82	15	1	2	0	0	0	0	8	31	52	24	31	37
08/05/2019 11:00	440	4	415	19	2	1	8	12	38	125	161	69	22	4	0	0	0	0	0	6	31	49	26	31	37
08/05/2019 12:00	434	7	400	25	2	6	13	28	49	103	147	67	20	1	0	0	0	0	0	6	30	47	21	31	36
08/05/2019 13:00	459	5	426	27	1	4	10	17	49	113	159	84	20	2	0	1	0	0	0	6	31	60	24	31	37
08/05/2019 14:00	463	3	437	22	1	3	9	18	49	115	162	95	11	0	0	0	1	0	0	8	31	62	24	31	36
08/05/2019 15:00	566	12	529	24	1	10	13	27	58	135	225	76	17	4	0	1	0	0	0	6	30	55	24	31	36
08/05/2019 16:00	544	6	512	22	4	5	15	33	51	144	178	97	21	0	0	0	0	0	0	8	30	44	24	31	37
08/05/2019 17:00	524	5	505	13	1	5	14	17	39	116	178	121	28	5	1	0	0	0	0	6	32	52	26	31	37
08/05/2019 18:00	416	6	400	9	1	0	7	12	30	80	154	90	38	5	0	0	0	0	0	11	33	47	26	32	39
08/05/2019 19:00	309	2	300	7	0	0	1	4	33	60	114	77	18	1	1	1	0	0	0	11	32	55	26	32	37
08/05/2019 20:00	185	3	177	5	0	2	6	21	64	47	36	9	0	0	0	0	0	0	0	6	26	39	19	24	31
08/05/2019 21:00	51	1	48	2	0	0	4	10	28	5	4	0	0	0	0	0	0	0	0	14	22	34	16	21	26
08/05/2019 22:00	26	0	23	2	1	0	1	2	12	5	1	3	2	0	0	0	0	0	0	14	27	44	21	24	36
08/05/2019 23:00	8	0	7	1	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	18	21	26	18	21	24

[Mon, 5 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2050	29	1946	68	7	20	49	89	178	475	735	384	104	14	1	1	0	0	0	6	31	55	24	31	37
06:00-22:00	4839	56	4573	193	17	37	106	227	535	1148	1676	870	210	23	4	3	1	0	0	6	31	62	24	31	37
00:00-24:00	4873	56	4603	196	18	37	107	233	550	1154	1677	873	212	23	4	3	1	0	0	6	31	62	24	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/06/2019 00:00	18	1	17	0	0	0	0	0	3	3	9	2	1	0	0	0	0	0	0	21	32	42	24	32	37
08/06/2019 01:00	5	0	4	1	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	14	23	34	14	21	34
08/06/2019 02:00	8	0	6	2	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	26	32	42	26	34	36
08/06/2019 03:00	12	0	10	2	0	0	1	1	2	2	4	1	1	0	0	0	0	0	0	14	28	41	19	31	37
08/06/2019 04:00	39	0	34	5	0	0	0	4	3	11	10	8	3	0	0	0	0	0	0	19	31	41	24	32	37
08/06/2019 05:00	101	1	98	2	0	0	0	0	3	20	34	31	13	0	0	0	0	0	0	21	34	44	27	34	39
08/06/2019 06:00	212	1	202	6	3	0	0	4	8	37	79	69	14	1	0	0	0	0	0	16	34	47	27	34	37
08/06/2019 07:00	364	5	331	24	4	0	3	13	32	73	136	86	18	2	1	0	0	0	0	14	32	54	26	31	37
08/06/2019 08:00	353	5	321	26	1	1	3	13	31	91	129	71	10	4	0	0	0	0	0	8	31	47	26	31	37
08/06/2019 09:00	398	3	366	24	5	1	6	13	34	122	148	64	8	1	1	0	0	0	0	8	31	52	26	31	36
08/06/2019 10:00	389	1	358	23	7	0	2	15	57	118	132	55	8	2	0	0	0	0	0	11	30	47	24	31	36
08/06/2019 11:00	406	5	382	19	0	1	5	11	37	145	137	60	9	1	0	0	0	0	0	8	30	47	26	31	36
08/06/2019 12:00	457	5	418	28	6	3	14	27	60	130	154	63	4	2	0	0	0	0	0	8	29	49	22	29	36
08/06/2019 13:00	443	6	417	20	0	3	10	25	58	120	152	69	6	0	0	0	0	0	0	6	30	44	22	31	36
08/06/2019 14:00	450	9	425	13	3	3	7	22	52	125	172	55	12	1	1	0	0	0	0	6	30	52	24	31	36
08/06/2019 15:00	536	10	502	19	5	6	15	39	65	149	178	65	12	6	0	1	0	0	0	6	29	55	21	29	36
08/06/2019 16:00	517	3	494	18	2	3	11	20	74	133	170	83	19	4	0	0	0	0	0	6	30	49	24	31	36
08/06/2019 17:00	504	9	475	16	4	5	11	41	67	136	153	71	20	0	0	0	0	0	0	6	29	44	21	29	36
08/06/2019 18:00	394	0	387	7	0	0	2	15	35	83	136	94	24	4	1	0	0	0	0	14	32	50	26	31	37
08/06/2019 19:00	352	1	341	9	1	1	4	10	40	94	124	60	17	2	0	0	0	0	0	8	31	49	24	31	37
08/06/2019 20:00	299	1	291	7	0	0	3	5	39	76	115	48	10	1	2	1	0	0	0	13	31	55	24	31	37
08/06/2019 21:00	216	2	208	5	1	0	0	4	8	68	86	46	3	0	1	0	0	0	0	18	32	54	26	31	36
08/06/2019 22:00	133	0	132	1	0	0	1	5	11	40	49	24	3	0	0	0	0	0	0	14	31	42	26	31	36
08/06/2019 23:00	82	1	79	2	0	0	0	1	4	24	39	9	5	0	0	0	0	0	0	19	32	44	26	31	36

[Tue, 6 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	183	2	169	12	0	0	2	6	12	41	59	44	19	0	0	0	0	0	0	14	33	44	26	32	39
06:00-09:00	929	11	854	56	8	1	6	30	71	201	344	226	42	7	1	0	0	0	0	8	32	54	26	31	37
15:00-19:00	1951	22	1858	60	11	14	39	115	241	501	637	313	75	14	1	1	0	0	0	6	30	55	22	31	37
06:00-22:00	6290	66	5918	264	42	27	96	277	697	1700	2201	1059	194	31	7	2	0	0	0	6	30	55	24	31	36
00:00-24:00	6688	69	6298	279	42	27	99	289	724	1805	2348	1136	221	31	7	2	0	0	0	6	31	55	24	31	36

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/07/2019 00:00	62	0	60	1	1	0	0	0	4	16	22	14	6	0	0	0	0	0	0	21	33	44	29	32	37
08/07/2019 01:00	31	0	27	4	0	0	0	2	2	9	11	4	2	1	0	0	0	0	0	19	32	47	26	32	39
08/07/2019 02:00	21	0	20	1	0	0	0	0	1	5	6	8	0	1	0	0	0	0	0	21	34	47	29	34	37
08/07/2019 03:00	23	0	19	3	1	0	0	3	1	5	13	0	1	0	0	0	0	0	0	16	30	42	21	31	34
08/07/2019 04:00	35	0	33	2	0	0	0	2	2	10	12	5	3	1	0	0	0	0	0	19	32	47	26	31	37
08/07/2019 05:00	126	1	122	1	2	0	1	1	5	23	43	39	13	0	1	0	0	0	0	14	34	52	29	34	39
08/07/2019 06:00	224	3	207	11	3	0	1	3	15	55	63	66	21	0	0	0	0	0	0	14	33	44	26	32	39
08/07/2019 07:00	332	2	309	20	1	0	1	7	17	70	137	80	17	3	0	0	0	0	0	14	33	47	26	31	37
08/07/2019 08:00	370	3	344	23	0	2	5	9	41	104	125	66	14	4	0	0	0	0	0	8	31	47	24	31	37
08/07/2019 09:00	385	0	349	34	2	2	7	17	38	105	158	51	5	2	0	0	0	0	0	8	30	45	24	31	36
08/07/2019 10:00	381	5	354	18	4	4	4	18	37	85	136	81	16	0	0	0	0	0	0	3	31	44	24	31	37
08/07/2019 11:00	398	3	370	18	7	0	6	18	51	93	145	65	18	1	1	0	0	0	0	11	31	52	24	31	36
08/07/2019 12:00	482	1	445	33	3	0	3	19	63	147	166	69	14	0	1	0	0	0	0	13	30	52	24	31	36
08/07/2019 13:00	479	4	440	32	3	5	18	27	81	113	137	83	14	1	0	0	0	0	0	6	29	49	21	29	36
08/07/2019 14:00	440	3	409	23	5	2	7	17	50	119	166	68	10	1	0	0	0	0	0	8	30	45	24	31	36
08/07/2019 15:00	546	11	506	28	1	9	23	34	52	132	190	90	12	4	0	0	0	0	0	8	30	47	21	31	36
08/07/2019 16:00	537	5	516	16	0	4	6	28	65	166	175	76	15	2	0	0	0	0	0	8	30	49	24	29	36
08/07/2019 17:00	556	4	536	15	1	5	13	34	67	158	186	78	11	3	1	0	0	0	0	8	30	52	24	31	36
08/07/2019 18:00	409	17	382	9	1	1	8	19	47	127	140	54	12	0	1	0	0	0	0	8	30	52	24	31	36
08/07/2019 19:00	304	53	246	5	0	1	1	10	36	87	109	50	9	1	0	0	0	0	0	8	31	47	24	31	36
08/07/2019 20:00	223	38	183	2	0	0	4	8	31	64	75	33	7	1	0	0	0	0	0	11	30	45	24	31	36
08/07/2019 21:00	190	20	167	3	0	0	0	5	21	53	69	31	8	2	0	1	0	0	0	16	32	60	26	31	37
08/07/2019 22:00	134	10	122	2	0	0	2	2	11	32	56	23	8	0	0	0	0	0	0	13	32	44	26	31	37
08/07/2019 23:00	71	5	66	0	0	0	1	0	4	20	29	11	6	0	0	0	0	0	0	14	32	42	26	31	37

[Wed, 7 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	298	1	281	12	4	0	1	8	15	68	107	70	25	3	1	0	0	0	0	14	33	52	27	32	39
06:00-09:00	926	8	860	54	4	2	7	19	73	229	325	212	52	7	0	0	0	0	0	8	32	47	26	31	37
15:00-19:00	2048	37	1940	68	3	19	50	115	231	583	691	298	50	9	2	0	0	0	0	8	30	52	24	31	36
06:00-22:00	6256	172	5763	290	31	35	107	273	712	1678	2177	1041	203	25	4	1	0	0	0	3	30	60	24	31	36
00:00-24:00	6759	188	6232	304	35	35	111	283	742	1798	2369	1145	242	28	5	1	0	0	0	3	31	60	24	31	36

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/08/2019 00:00	50	2	48	0	0	0	0	1	2	12	17	12	5	0	0	1	0	0	0	19	33	60	26	31	39
08/08/2019 01:00	34	1	29	3	1	0	0	0	1	8	15	7	2	0	1	0	0	0	0	21	33	52	29	32	37
08/08/2019 02:00	19	1	17	1	0	0	0	0	1	6	6	4	2	0	0	0	0	0	0	21	32	42	26	31	37
08/08/2019 03:00	28	0	26	2	0	0	0	1	0	4	12	5	4	2	0	0	0	0	0	19	35	49	29	34	42
08/08/2019 04:00	39	0	36	3	0	0	0	2	4	6	9	9	7	2	0	0	0	0	0	19	34	47	21	34	41
08/08/2019 05:00	112	1	106	4	1	0	0	0	3	16	43	38	11	1	0	0	0	0	0	21	34	45	29	34	39
08/08/2019 06:00	217	4	198	12	3	1	3	5	17	35	59	68	24	5	0	0	0	0	0	8	33	49	26	34	39
08/08/2019 07:00	374	4	345	24	1	0	0	8	35	69	152	81	24	4	0	1	0	0	0	16	33	57	26	32	37
08/08/2019 08:00	357	4	324	26	3	0	6	7	24	82	134	80	17	7	0	0	0	0	0	11	32	49	26	31	37
08/08/2019 09:00	416	7	382	25	2	2	3	15	31	100	157	94	11	3	0	0	0	0	0	8	31	47	26	31	37
08/08/2019 10:00	408	4	369	32	3	2	13	25	41	120	126	68	11	2	0	0	0	0	0	6	30	49	22	31	36
08/08/2019 11:00	433	2	401	24	6	2	4	27	45	95	159	86	14	1	0	0	0	0	0	8	31	45	24	31	36
08/08/2019 12:00	451	4	417	26	4	5	11	25	49	105	160	74	21	1	0	0	0	0	0	6	30	49	22	31	36
08/08/2019 13:00	465	5	435	21	4	2	8	12	42	111	165	98	26	1	0	0	0	0	0	8	31	47	26	31	37
08/08/2019 14:00	471	7	434	27	3	3	8	23	55	104	179	80	16	2	1	0	0	0	0	8	31	50	24	31	37
08/08/2019 15:00	498	3	474	19	2	1	2	21	55	118	192	87	20	2	0	0	0	0	0	9	31	47	24	31	36
08/08/2019 16:00	517	3	494	17	3	4	17	27	56	130	177	79	24	2	1	0	0	0	0	6	30	54	22	31	36
08/08/2019 17:00	569	11	542	14	2	8	13	26	67	137	189	101	26	2	0	0	0	0	0	4	30	49	22	31	37
08/08/2019 18:00	435	3	420	9	3	0	2	10	30	98	173	100	20	2	0	0	0	0	0	14	32	49	26	31	37
08/08/2019 19:00	406	3	395	7	1	1	3	25	45	85	139	94	12	2	0	0	0	0	0	9	31	49	24	31	37
08/08/2019 20:00	271	1	263	7	0	0	1	6	15	87	113	32	14	2	0	1	0	0	0	14	32	59	26	31	36
08/08/2019 21:00	203	0	197	4	2	0	1	5	21	47	84	41	3	1	0	0	0	0	0	11	31	49	26	31	36
08/08/2019 22:00	148	0	143	3	2	0	0	4	11	36	63	27	7	0	0	0	0	0	0	18	32	44	26	31	36
08/08/2019 23:00	122	2	118	2	0	0	1	0	10	37	40	27	6	1	0	0	0	0	0	13	32	45	26	31	37

[Thu, 8 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	282	5	262	13	2	0	0	4	11	52	102	75	31	5	1	1	0	0	0	19	34	60	29	34	39
06:00-09:00	948	12	867	62	7	1	9	20	76	186	345	229	65	16	0	1	0	0	0	8	33	57	26	32	37
15:00-19:00	2019	20	1930	59	10	13	34	84	208	483	731	367	90	8	1	0	0	0	0	4	31	54	24	31	37
06:00-22:00	6491	65	6090	294	42	31	95	267	628	1523	2358	1263	283	39	2	2	0	0	0	4	31	59	24	31	37
00:00-24:00	7043	72	6613	312	46	31	96	275	660	1648	2563	1392	327	45	3	3	0	0	0	4	31	60	24	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/09/2019 00:00	53	1	49	1	2	0	0	0	4	11	23	12	2	1	0	0	0	0	0	21	33	49	26	32	39
08/09/2019 01:00	50	1	47	2	0	0	0	0	4	7	16	15	5	3	0	0	0	0	0	21	35	49	29	34	41
08/09/2019 02:00	20	0	20	0	0	0	0	0	3	8	6	1	1	1	0	0	0	0	0	21	31	45	26	29	39
08/09/2019 03:00	24	0	23	1	0	0	0	1	1	8	6	5	3	0	0	0	0	0	0	19	32	44	26	32	37
08/09/2019 04:00	45	0	42	2	1	0	0	1	5	9	13	10	6	1	0	0	0	0	0	16	33	47	26	32	41
08/09/2019 05:00	98	0	96	1	1	0	0	2	5	18	29	30	9	5	0	0	0	0	0	19	34	49	26	34	39
08/09/2019 06:00	212	2	196	12	2	1	0	2	12	32	71	68	24	2	0	0	0	0	0	9	34	49	27	34	39
08/09/2019 07:00	330	5	306	18	1	0	1	8	16	63	130	82	25	2	3	0	0	0	0	14	33	54	27	34	37
08/09/2019 08:00	388	4	354	27	3	0	2	18	34	71	152	82	28	1	0	0	0	0	0	13	32	49	26	31	37
08/09/2019 09:00	441	0	404	35	2	2	15	16	41	94	166	90	15	2	0	0	0	0	0	6	31	47	24	31	37
08/09/2019 10:00	455	4	416	28	7	2	6	20	40	130	156	79	20	1	1	0	0	0	0	6	31	54	26	31	37
08/09/2019 11:00	481	5	445	26	5	7	10	25	47	134	172	77	8	1	0	0	0	0	0	6	30	47	24	31	36
08/09/2019 12:00	471	3	442	23	3	0	9	16	47	131	167	81	19	1	0	0	0	0	0	11	31	47	24	31	37
08/09/2019 13:00	500	7	464	26	3	2	6	23	46	112	190	90	29	2	0	0	0	0	0	6	31	47	24	31	37
08/09/2019 14:00	485	2	460	21	2	5	25	20	50	129	181	63	11	1	0	0	0	0	0	6	29	49	21	31	36
08/09/2019 15:00	541	7	510	18	6	4	25	44	53	149	159	87	17	3	0	0	0	0	0	6	29	49	21	29	36
08/09/2019 16:00	539	14	505	19	1	9	15	44	56	149	186	69	7	3	1	0	0	0	0	6	29	52	21	29	34
08/09/2019 17:00	524	9	505	10	0	6	12	21	61	135	178	88	20	3	0	0	0	0	0	8	30	49	24	31	37
08/09/2019 18:00	453	6	433	13	1	3	5	12	46	108	160	95	20	3	1	0	0	0	0	6	31	52	26	31	37
08/09/2019 19:00	394	4	384	5	1	1	2	13	32	83	149	91	18	5	0	0	0	0	0	8	32	49	26	31	37
08/09/2019 20:00	333	4	322	6	1	1	5	17	34	79	120	58	15	3	0	1	0	0	0	9	31	59	24	31	37
08/09/2019 21:00	230	7	216	7	0	0	1	6	12	70	92	42	6	1	0	0	0	0	0	13	31	49	26	31	36
08/09/2019 22:00	171	2	166	2	1	0	0	3	16	39	63	36	10	4	0	0	0	0	0	19	32	49	26	32	37
08/09/2019 23:00	103	2	99	2	0	0	2	5	13	25	34	21	3	0	0	0	0	0	0	11	30	42	24	31	36

[Fri, 9 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	290	2	277	7	4	0	0	4	22	61	93	73	26	11	0	0	0	0	0	16	33	49	26	32	39
06:00-09:00	930	11	856	57	6	1	3	28	62	166	353	232	77	5	3	0	0	0	0	9	33	54	26	34	39
15:00-19:00	2057	36	1953	60	8	22	57	121	216	541	683	339	64	12	2	0	0	0	0	6	30	52	22	31	36
06:00-22:00	6777	83	6362	294	38	43	139	305	627	1669	2429	1242	282	34	6	1	0	0	0	6	31	59	24	31	37
00:00-24:00	7341	89	6904	305	43	43	141	317	678	1794	2619	1372	321	49	6	1	0	0	0	6	31	59	24	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/10/2019 00:00	69	0	66	2	1	0	0	1	10	19	19	18	2	0	0	0	0	0	0	19	31	42	24	31	36
08/10/2019 01:00	45	0	41	3	1	0	0	1	6	17	14	6	1	0	0	0	0	0	0	18	30	44	24	29	37
08/10/2019 02:00	27	0	26	1	0	0	0	0	2	11	8	5	1	0	0	0	0	0	0	21	31	44	26	31	37
08/10/2019 03:00	29	0	27	2	0	0	0	0	4	9	9	4	3	0	0	0	0	0	0	21	32	42	26	31	39
08/10/2019 04:00	24	0	24	0	0	0	0	0	1	5	10	8	0	0	0	0	0	0	0	21	33	39	29	34	37
08/10/2019 05:00	54	3	49	2	0	0	0	1	2	7	14	26	3	1	0	0	0	0	0	18	35	47	29	36	39
08/10/2019 06:00	126	3	120	3	0	0	1	0	7	20	52	35	9	2	0	0	0	0	0	14	34	47	27	32	39
08/10/2019 07:00	225	2	211	11	1	0	1	4	13	38	80	64	23	1	1	0	0	0	0	14	34	50	27	34	39
08/10/2019 08:00	293	4	278	11	0	0	1	9	36	57	86	75	26	1	0	2	0	0	0	14	32	59	24	31	39
08/10/2019 09:00	391	7	367	16	1	2	6	9	45	100	131	74	20	4	0	0	0	0	0	6	31	49	24	31	37
08/10/2019 10:00	412	2	397	12	1	4	9	20	38	94	140	85	19	3	0	0	0	0	0	8	31	49	24	31	37
08/10/2019 11:00	498	5	482	9	2	3	6	28	56	119	160	99	26	1	0	0	0	0	0	8	31	47	24	31	37
08/10/2019 12:00	497	11	466	17	3	2	8	16	48	141	154	104	21	2	1	0	0	0	0	8	31	52	26	31	37
08/10/2019 13:00	442	9	419	14	0	2	3	13	44	101	166	93	18	2	0	0	0	0	0	6	32	47	26	31	37
08/10/2019 14:00	452	7	430	15	0	1	3	12	50	122	155	93	11	4	1	0	0	0	0	8	31	52	26	31	37
08/10/2019 15:00	479	6	466	7	0	3	10	21	47	112	190	76	19	1	0	0	0	0	0	6	31	49	24	31	36
08/10/2019 16:00	433	3	420	10	0	0	2	11	33	107	158	96	22	3	1	0	0	0	0	14	32	52	26	31	37
08/10/2019 17:00	414	4	401	8	1	2	6	8	32	90	156	89	24	4	1	3	0	0	0	8	32	59	26	31	37
08/10/2019 18:00	369	5	359	5	0	5	9	13	38	71	116	88	28	1	0	0	0	0	0	6	31	47	24	31	37
08/10/2019 19:00	328	5	315	8	0	0	1	5	22	74	128	74	20	4	0	0	0	0	0	11	33	47	26	31	37
08/10/2019 20:00	314	2	309	3	0	1	3	11	37	89	115	42	15	0	0	1	0	0	0	8	31	55	24	31	36
08/10/2019 21:00	286	0	281	4	1	0	0	11	37	89	93	48	5	3	0	0	0	0	0	18	31	49	24	31	36
08/10/2019 22:00	197	2	191	4	0	0	1	6	20	49	74	37	7	2	1	0	0	0	0	14	31	52	26	31	37
08/10/2019 23:00	144	1	143	0	0	1	0	0	11	31	53	37	10	1	0	0	0	0	0	6	33	47	27	31	37

[Sat, 10 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	248	3	233	10	2	0	0	3	25	68	74	67	10	1	0	0	0	0	0	18	32	47	26	31	37
06:00-09:00	645	9	610	25	1	0	3	13	56	115	219	174	58	4	1	2	0	0	0	14	33	59	26	32	39
15:00-19:00	1695	18	1646	30	1	10	27	53	150	380	620	349	93	9	2	3	0	0	0	6	32	59	26	31	37
06:00-22:00	5959	75	5721	153	10	25	69	191	583	1424	2080	1235	306	36	5	6	0	0	0	6	31	59	26	31	37
00:00-24:00	6548	81	6288	167	12	26	70	200	639	1572	2281	1376	333	40	6	6	0	0	0	6	31	59	26	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/11/2019 00:00	98	2	94	1	1	0	0	2	7	21	38	26	2	0	0	0	1	1	0	16	33	67	26	32	37
08/11/2019 01:00	55	0	53	2	0	0	1	1	2	12	19	14	6	0	0	0	0	0	0	14	33	44	27	32	37
08/11/2019 02:00	54	2	50	2	0	1	1	1	7	11	17	13	3	0	0	0	0	0	0	6	31	44	24	31	37
08/11/2019 03:00	22	0	20	2	0	0	0	1	0	3	11	5	2	0	0	0	0	0	0	18	34	44	29	34	39
08/11/2019 04:00	27	0	27	0	0	0	0	0	4	4	10	8	1	0	0	0	0	0	0	21	32	41	26	31	37
08/11/2019 05:00	25	0	24	1	0	0	0	0	1	4	13	4	3	0	0	0	0	0	0	21	33	41	27	32	39
08/11/2019 06:00	78	0	75	2	1	0	0	0	1	15	25	24	10	3	0	0	0	0	0	24	35	49	29	34	41
08/11/2019 07:00	128	0	121	7	0	0	0	1	5	20	51	35	14	2	0	0	0	0	0	19	34	49	29	34	39
08/11/2019 08:00	215	1	209	4	1	0	0	2	18	51	73	47	22	1	1	1	0	0	0	16	33	55	26	32	39
08/11/2019 09:00	298	2	289	7	0	0	9	15	25	76	102	59	10	1	0	1	0	0	0	11	31	55	24	31	37
08/11/2019 10:00	361	5	349	7	0	1	2	7	32	88	132	78	18	2	1	0	0	0	0	9	32	52	26	31	37
08/11/2019 11:00	413	7	400	6	0	2	3	13	36	124	149	73	10	3	0	0	0	0	0	8	31	49	26	31	37
08/11/2019 12:00	408	7	389	12	0	1	4	27	57	94	136	74	15	0	0	0	0	0	0	3	30	44	22	31	37
08/11/2019 13:00	400	4	389	7	0	1	7	18	54	84	134	80	19	1	2	1	0	0	0	8	31	55	24	31	37
08/11/2019 14:00	424	4	409	11	0	3	1	12	46	84	169	88	16	5	0	0	0	0	0	8	32	49	26	31	37
08/11/2019 15:00	382	0	377	4	1	0	5	19	35	86	128	89	17	2	0	1	0	0	0	11	32	59	24	31	37
08/11/2019 16:00	378	2	367	9	0	0	3	10	38	67	133	103	21	3	0	0	0	0	0	11	32	49	26	32	37
08/11/2019 17:00	337	1	333	3	0	0	0	6	28	70	133	71	21	4	2	1	1	0	0	18	33	64	26	32	37
08/11/2019 18:00	337	13	314	10	0	0	1	10	28	79	126	71	19	2	1	0	0	0	0	13	32	52	26	31	37
08/11/2019 19:00	307	6	290	11	0	0	2	12	28	64	105	82	13	1	0	0	0	0	0	13	32	47	26	32	37
08/11/2019 20:00	255	2	245	6	2	0	1	7	23	81	94	42	6	1	0	0	0	0	0	14	31	45	26	31	36
08/11/2019 21:00	169	3	160	6	0	0	1	2	11	45	63	37	6	3	0	1	0	0	0	14	32	60	26	31	37
08/11/2019 22:00	100	2	98	0	0	1	1	3	9	26	33	19	7	1	0	0	0	0	0	8	31	47	26	31	37
08/11/2019 23:00	79	0	79	0	0	0	0	0	10	21	28	15	4	1	0	0	0	0	0	21	32	47	26	31	37

[Sun, 11 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	281	4	268	8	1	1	2	5	21	55	108	70	17	0	0	0	1	1	0	6	33	67	26	31	37
06:00-09:00	421	1	405	13	2	0	0	3	24	86	149	106	46	6	1	1	0	0	0	16	34	55	26	34	39
15:00-19:00	1434	16	1391	26	1	0	9	45	129	302	520	334	78	11	3	2	1	0	0	11	32	64	26	32	37
06:00-22:00	4891	57	4717	112	5	8	39	161	465	1128	1754	1053	237	34	7	6	1	0	0	3	32	64	26	31	37
00:00-24:00	5350	63	5161	120	6	10	42	169	505	1230	1922	1157	265	36	7	6	2	1	0	3	32	67	26	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/12/2019 00:00	37	0	36	0	1	0	0	3	4	7	12	9	0	2	0	0	0	0	0	16	32	47	24	32	39
08/12/2019 01:00	25	0	20	3	2	0	1	0	2	5	9	7	1	0	0	0	0	0	0	13	32	41	26	31	39
08/12/2019 02:00	11	0	10	1	0	0	0	1	2	2	4	2	0	0	0	0	0	0	0	19	30	39	24	31	37
08/12/2019 03:00	8	0	5	3	0	0	1	1	4	0	1	1	0	0	0	0	0	0	0	13	24	36	16	24	31
08/12/2019 04:00	26	0	24	2	0	0	0	2	3	8	3	9	1	0	0	0	0	0	0	19	31	42	21	31	37
08/12/2019 05:00	88	1	84	3	0	0	0	1	6	12	26	31	10	2	0	0	0	0	0	19	34	47	29	34	39
08/12/2019 06:00	205	1	195	7	2	0	1	2	6	25	72	64	30	5	0	0	0	0	0	11	35	49	29	34	41
08/12/2019 07:00	352	4	325	21	2	0	0	4	27	60	132	100	26	2	1	0	0	0	0	16	33	50	26	34	37
08/12/2019 08:00	361	2	336	20	3	3	6	14	43	87	123	67	15	3	0	0	0	0	0	8	31	49	24	31	37
08/12/2019 09:00	391	2	362	22	5	2	5	7	48	89	157	71	11	1	0	0	0	0	0	6	31	45	24	31	36
08/12/2019 10:00	379	5	351	18	5	1	1	12	34	80	161	74	13	3	0	0	0	0	0	8	32	47	26	31	36
08/12/2019 11:00	402	3	380	18	1	3	1	8	28	79	175	90	15	3	0	0	0	0	0	4	32	49	26	31	37
08/12/2019 12:00	483	3	447	30	3	2	7	18	45	126	183	81	20	1	0	0	0	0	0	8	31	49	26	31	37
08/12/2019 13:00	450	4	427	17	2	0	5	19	49	110	162	86	18	1	0	0	0	0	0	11	31	45	24	31	36
08/12/2019 14:00	452	3	422	25	2	1	4	22	54	104	183	68	15	1	0	0	0	0	0	8	30	47	24	31	36
08/12/2019 15:00	504	2	485	16	1	2	12	26	56	137	167	80	18	5	1	0	0	0	0	8	30	54	24	31	36
08/12/2019 16:00	546	7	524	13	2	8	18	28	54	122	186	100	26	4	0	0	0	0	0	6	30	49	22	31	37
08/12/2019 17:00	526	6	508	12	0	4	13	24	41	137	193	94	16	1	1	1	0	1	0	6	31	70	24	31	36
08/12/2019 18:00	409	2	398	9	0	4	5	24	45	99	144	78	8	1	1	0	0	0	0	6	30	54	24	31	36
08/12/2019 19:00	330	1	323	6	0	0	1	8	23	94	126	63	13	1	1	0	0	0	0	14	32	52	26	31	37
08/12/2019 20:00	281	1	275	3	2	1	1	7	28	66	106	49	20	3	0	0	0	0	0	9	32	47	26	31	37
08/12/2019 21:00	208	1	204	3	0	0	3	10	21	50	72	39	12	1	0	0	0	0	0	11	31	45	24	31	37
08/12/2019 22:00	126	2	121	1	2	0	1	2	3	32	38	27	22	1	0	0	0	0	0	14	34	49	27	34	41
08/12/2019 23:00	84	0	84	0	0	0	0	0	4	16	29	26	7	2	0	0	0	0	0	21	34	49	29	34	39

[Mon, 12 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	195	1	179	12	3	0	2	8	21	34	55	59	12	4	0	0	0	0	0	13	32	47	24	32	39
06:00-09:00	918	7	856	48	7	3	7	20	76	172	327	231	71	10	1	0	0	0	0	8	33	50	26	32	37
15:00-19:00	1985	17	1915	50	3	18	48	102	196	495	690	352	68	11	3	1	0	1	0	6	30	70	24	31	36
06:00-22:00	6279	47	5962	240	30	31	83	233	602	1465	2342	1204	276	36	5	1	0	1	0	4	31	70	24	31	37
00:00-24:00	6684	50	6346	253	35	31	86	243	630	1547	2464	1316	317	43	5	1	0	1	0	4	31	70	26	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/13/2019 00:00	58	0	56	2	0	0	0	0	8	13	19	15	3	0	0	0	0	0	0	21	32	41	26	31	37
08/13/2019 01:00	44	3	41	0	0	0	0	2	1	14	12	10	3	0	1	0	0	0	1	19	33	72	26	32	37
08/13/2019 02:00	13	0	11	2	0	0	0	0	1	4	6	2	0	0	0	0	0	0	0	24	32	39	26	31	36
08/13/2019 03:00	23	0	20	2	1	0	0	1	1	4	9	6	2	0	0	0	0	0	0	19	33	42	26	32	39
08/13/2019 04:00	46	1	44	1	0	0	0	0	4	8	13	15	5	1	0	0	0	0	0	21	34	47	26	34	39
08/13/2019 05:00	109	1	105	2	1	0	0	0	4	13	38	33	20	1	0	0	0	0	0	21	35	47	29	34	41
08/13/2019 06:00	230	2	213	13	2	0	1	4	11	42	73	72	22	4	0	1	0	0	0	14	34	57	26	34	39
08/13/2019 07:00	357	3	328	26	0	0	0	6	23	77	111	110	25	4	1	0	0	0	0	16	33	54	26	34	39
08/13/2019 08:00	357	2	336	19	0	0	2	9	41	86	138	67	12	2	0	0	0	0	0	11	31	49	26	31	37
08/13/2019 09:00	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	16	21	26	16	26	26

[Tue, 13 Aug.]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	293	5	277	9	2	0	0	3	19	56	97	81	33	2	1	0	0	0	1	19	34	72	27	34	39
06:00-09:00	944	7	877	58	2	0	3	19	75	205	322	249	59	10	1	1	0	0	0	11	33	57	26	32	37
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	946	7	879	58	2	0	3	20	75	206	322	249	59	10	1	1	0	0	0	11	33	57	26	32	37
00:00-24:00	1239	12	1156	67	4	0	3	23	94	262	419	330	92	12	2	1	0	0	1	11	33	72	26	32	39

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:08:22

Site

Name 20790123
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790123
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	564	2	537	16	9
06:00-09:00	1801	14	1709	63	15
15:00-19:00	4401	27	4287	75	12
06:00-22:00	13043	81	12560	338	64
00:00-24:00	14167	88	13649	356	74

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	6	78	33	27	32	37	32.1

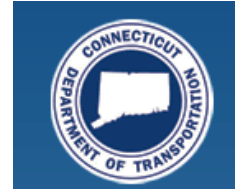
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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 Department Department of Transportation
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 Contact Bradley Overturf
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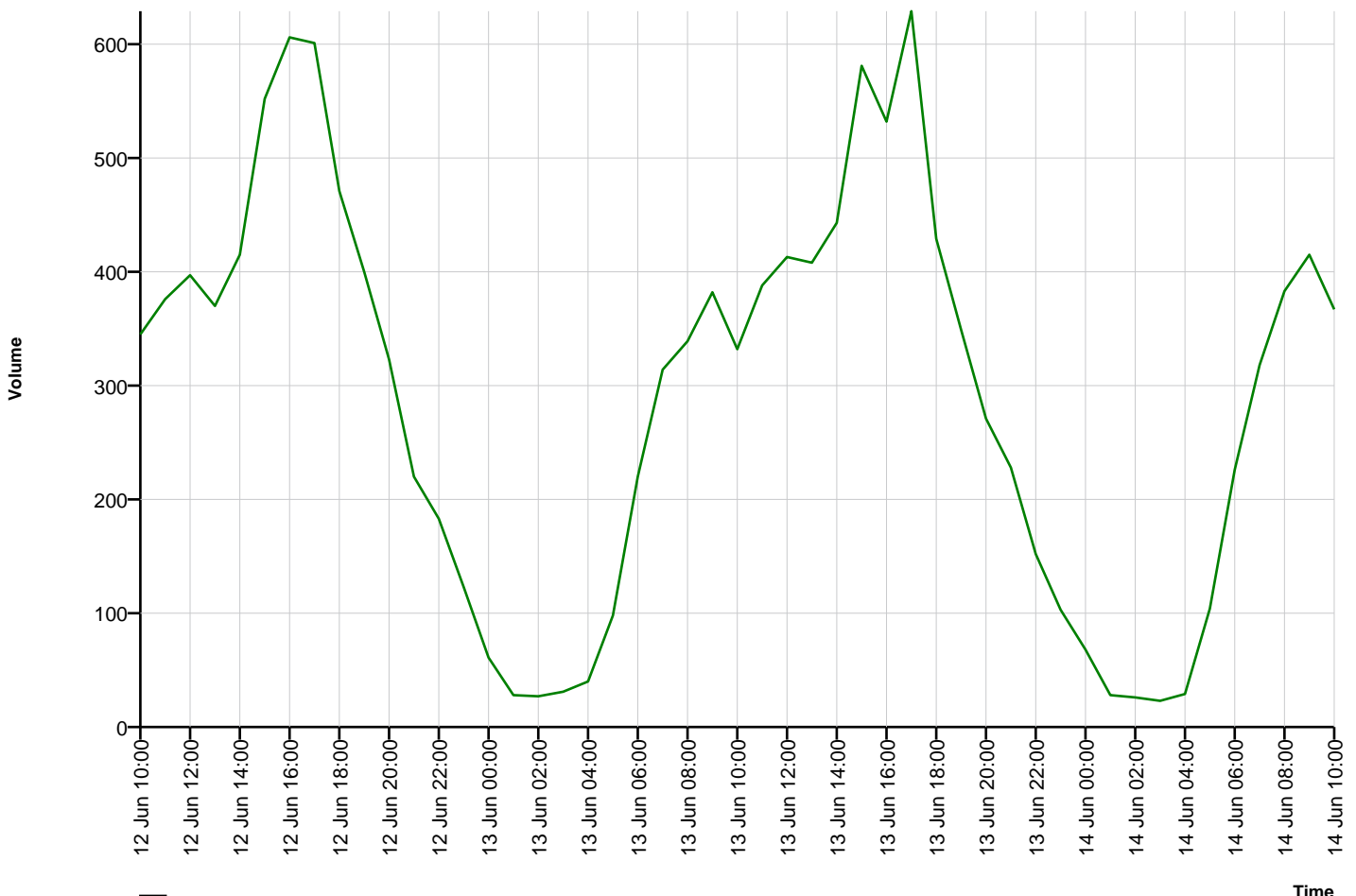
Site

Name 20790123
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790123
 Device type **SDR Traffic+**

Time Range

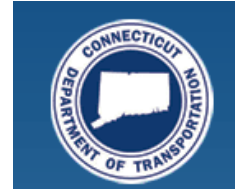
Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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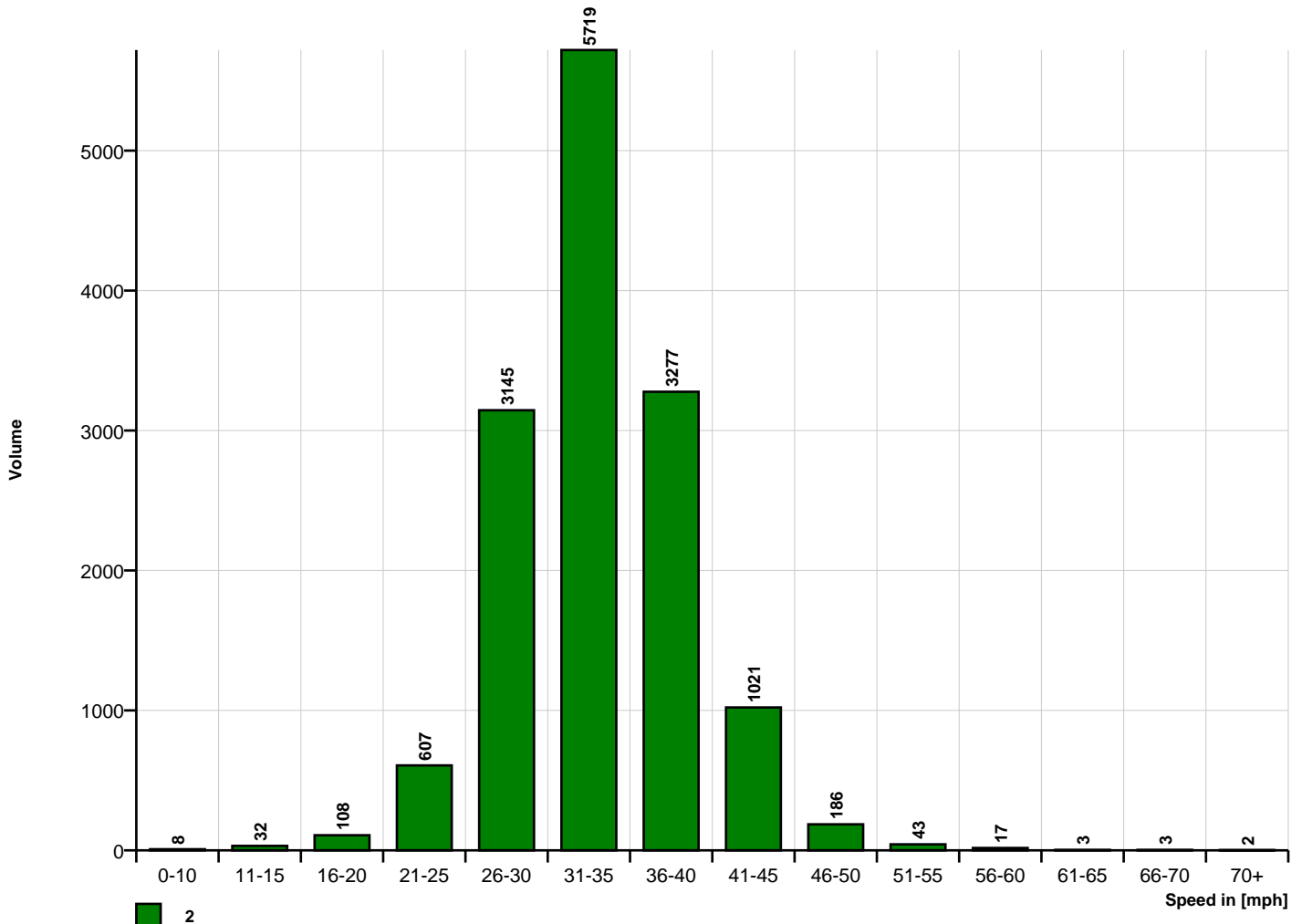
Site

Name 20790123
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790123
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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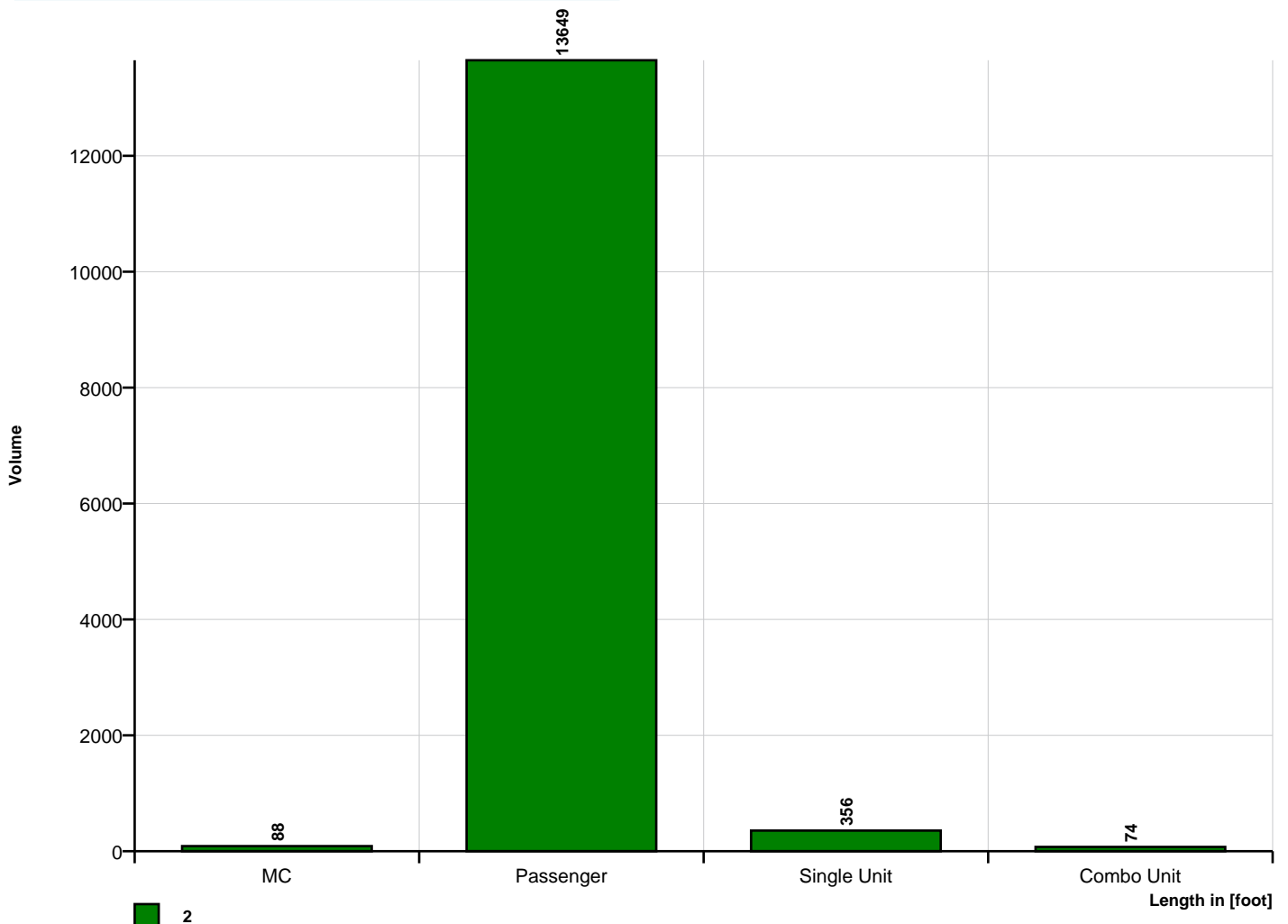
Site

Name 20790123
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790123
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 10:00	345	3	329	12	1	0	0	4	10	79	152	79	19	2	0	0	0	0	0	16	33	45	27	31	37
06/12/2019 11:00	376	1	351	20	4	1	0	3	26	95	141	87	20	3	0	0	0	0	0	6	33	49	26	31	37
06/12/2019 12:00	397	3	368	23	3	0	0	2	19	115	167	69	23	2	0	0	0	0	0	19	32	47	27	31	37
06/12/2019 13:00	370	3	352	13	2	0	0	1	13	91	151	81	29	3	1	0	0	0	0	19	33	52	27	31	37
06/12/2019 14:00	415	3	398	13	1	0	0	0	15	88	182	91	34	4	1	0	0	0	0	21	33	50	29	32	37
06/12/2019 15:00	552	5	530	14	3	0	6	9	38	166	217	84	23	7	2	0	0	0	0	14	32	52	26	31	36
06/12/2019 16:00	606	6	585	15	0	0	0	10	48	159	261	96	30	2	0	0	0	0	0	16	32	49	26	31	37
06/12/2019 17:00	601	8	578	13	2	1	3	2	12	162	268	125	24	3	1	1	0	0	0	8	32	55	29	31	37
06/12/2019 18:00	471	1	461	9	0	0	0	0	16	112	186	118	29	5	5	1	0	0	0	21	34	55	27	32	39
06/12/2019 19:00	400	3	394	3	0	0	0	0	5	51	180	115	41	5	1	2	0	1	0	21	35	67	31	34	39
06/12/2019 20:00	323	1	319	2	1	0	0	0	2	46	150	87	29	7	0	2	0	0	0	22	35	60	31	34	39
06/12/2019 21:00	220	0	220	0	0	0	0	0	7	44	94	55	17	2	1	0	0	0	0	21	34	50	29	32	37
06/12/2019 22:00	183	0	183	0	0	0	0	1	2	39	72	52	16	1	0	0	0	0	0	19	34	47	29	34	39
06/12/2019 23:00	123	1	121	1	0	0	0	1	4	18	53	27	16	3	1	0	0	0	0	19	34	50	29	34	41

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2230	20	2154	51	5	1	9	21	114	599	932	423	106	17	8	2	0	0	0	8	32	55	26	31	37
06:00-22:00	5076	37	4885	137	17	2	9	31	211	1208	2149	1087	318	45	12	6	0	1	0	6	33	67	27	31	37
00:00-24:00	5382	38	5189	138	17	2	9	33	217	1265	2274	1166	350	49	13	6	0	1	0	6	33	67	27	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	61	0	60	0	1	0	0	0	1	11	25	17	6	0	0	0	0	1	0	24	35	70	29	34	39
06/13/2019 01:00	28	0	27	1	0	0	0	0	0	3	10	7	4	2	0	1	1	0	0	27	38	64	31	36	44
06/13/2019 02:00	27	0	26	1	0	0	0	0	1	3	7	8	6	0	0	1	0	0	1	24	39	78	31	37	44
06/13/2019 03:00	31	0	30	1	0	0	0	0	0	4	15	5	3	2	2	0	0	0	0	26	36	52	31	34	42
06/13/2019 04:00	40	0	38	0	2	0	0	0	0	1	18	10	4	6	0	1	0	0	0	26	38	57	31	36	47
06/13/2019 05:00	98	0	92	4	2	0	0	0	4	5	35	31	18	4	1	0	0	0	0	22	36	52	31	36	42
06/13/2019 06:00	220	0	208	9	3	0	0	3	10	28	78	75	20	4	0	2	0	0	0	18	35	57	29	34	39
06/13/2019 07:00	314	2	296	13	3	0	3	5	16	57	118	67	40	4	4	0	0	0	0	14	34	52	26	34	41
06/13/2019 08:00	339	4	323	9	3	0	4	5	7	68	128	99	23	4	1	0	0	0	0	11	33	50	29	34	39
06/13/2019 09:00	382	2	363	15	2	0	2	0	21	94	143	90	26	6	0	0	0	0	0	13	33	49	26	32	37
06/13/2019 10:00	332	1	313	14	4	3	2	11	23	83	120	73	11	5	1	0	0	0	0	6	32	54	26	31	37
06/13/2019 11:00	388	1	365	18	4	0	1	4	28	134	146	59	16	0	0	0	0	0	0	14	31	44	26	31	36
06/13/2019 12:00	413	5	398	9	1	0	1	0	14	102	177	88	26	4	1	0	0	0	0	13	33	52	27	31	37
06/13/2019 13:00	408	2	394	9	3	0	2	8	25	114	146	81	27	4	1	0	0	0	0	14	32	50	26	31	37
06/13/2019 14:00	443	3	427	9	4	0	0	4	23	117	162	97	34	6	0	0	0	0	0	16	33	47	26	31	39
06/13/2019 15:00	581	3	564	11	3	1	2	9	42	150	227	120	27	2	1	0	0	0	0	8	32	52	26	31	37
06/13/2019 16:00	532	2	524	5	1	0	1	6	36	126	235	95	27	4	2	0	0	0	0	14	32	52	26	31	37
06/13/2019 17:00	629	2	622	3	2	0	2	5	38	156	266	126	29	6	1	0	0	0	0	14	32	52	26	31	37
06/13/2019 18:00	429	0	423	5	1	0	0	1	9	63	207	114	31	3	0	1	0	0	0	18	34	59	29	34	37
06/13/2019 19:00	349	0	348	1	0	0	0	0	4	58	124	117	39	7	0	0	0	0	0	21	35	49	29	34	39
06/13/2019 20:00	271	1	264	5	1	0	1	0	7	36	122	73	27	4	1	0	0	0	0	11	34	50	29	34	39
06/13/2019 21:00	228	0	225	3	0	0	0	0	8	37	95	69	12	3	2	0	1	1	0	21	34	67	29	34	39
06/13/2019 22:00	152	3	147	1	1	0	0	1	6	28	59	41	15	1	0	1	0	0	0	18	34	60	29	34	39
06/13/2019 23:00	103	1	102	0	0	0	1	1	6	20	25	31	13	3	3	0	0	0	0	14	35	52	29	34	41

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	286	0	274	7	5	0	0	0	6	27	110	79	41	14	3	3	1	1	1	22	37	78	31	36	42
06:00-09:00	874	6	828	31	9	0	7	13	33	153	324	241	84	12	5	2	0	0	0	11	34	57	27	34	39
15:00-19:00	2171	7	2133	24	7	1	5	21	125	495	935	455	114	15	4	1	0	0	0	8	33	59	26	31	37
06:00-22:00	6258	28	6057	138	35	4	21	61	311	1423	2494	1443	415	66	15	3	1	1	0	6	33	67	27	32	37
00:00-24:00	6798	32	6579	146	41	4	22	63	329	1498	2688	1593	484	84	21	7	2	2	1	6	33	78	27	32	39

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	68	0	67	0	1	0	0	0	3	13	18	20	7	3	3	0	0	0	1	24	36	75	29	36	41
06/14/2019 01:00	28	0	26	1	1	0	0	1	1	4	10	9	1	2	0	0	0	0	0	19	34	49	29	34	37
06/14/2019 02:00	26	0	24	1	1	0	0	0	0	3	9	11	2	1	0	0	0	0	0	26	36	47	31	36	39
06/14/2019 03:00	23	0	22	0	1	0	0	0	1	1	12	6	1	1	0	1	0	0	0	24	36	59	31	34	39
06/14/2019 04:00	29	1	26	2	0	0	0	0	0	5	10	3	6	2	1	2	0	0	0	26	38	57	29	34	49
06/14/2019 05:00	104	1	98	5	0	1	0	1	3	11	42	25	11	8	2	1	0	0	0	8	35	55	29	34	42
06/14/2019 06:00	226	1	215	7	3	0	0	0	5	26	82	68	34	9	1	0	1	0	0	21	36	60	31	36	42
06/14/2019 07:00	318	3	295	18	2	0	0	1	11	55	119	88	33	10	1	0	0	0	0	16	34	52	29	34	39
06/14/2019 08:00	383	4	371	7	1	1	0	3	10	75	153	99	34	7	1	0	0	0	0	8	34	50	29	34	39
06/14/2019 09:00	415	3	393	17	2	0	1	5	14	96	158	106	29	6	0	0	0	0	0	14	33	49	27	32	37
06/14/2019 10:00	367	5	344	14	4	0	0	1	13	93	144	83	29	4	0	0	0	0	0	19	33	49	27	31	37

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	278	2	263	9	4	1	0	2	8	37	101	74	28	17	6	4	0	0	1	8	36	75	29	34	42
06:00-09:00	927	8	881	32	6	1	0	4	26	156	354	255	101	26	3	0	1	0	0	8	35	60	29	34	39
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1709	16	1618	63	12	1	1	10	53	345	656	444	159	36	3	0	1	0	0	8	34	60	29	34	39
00:00-24:00	1987	18	1881	72	16	2	1	12	61	382	757	518	187	53	9	4	1	0	1	8	34	75	29	34	39

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:09:25

Site

Name 20790124
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790124
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	834	6	790	29	9
06:00-09:00	2379	21	2219	124	15
15:00-19:00	4996	82	4783	110	21
06:00-22:00	15716	191	14888	538	99
00:00-24:00	17180	200	16295	576	109

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	3	70	25	19	24	31	5.8

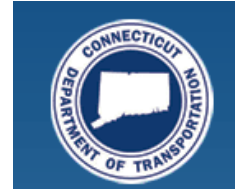
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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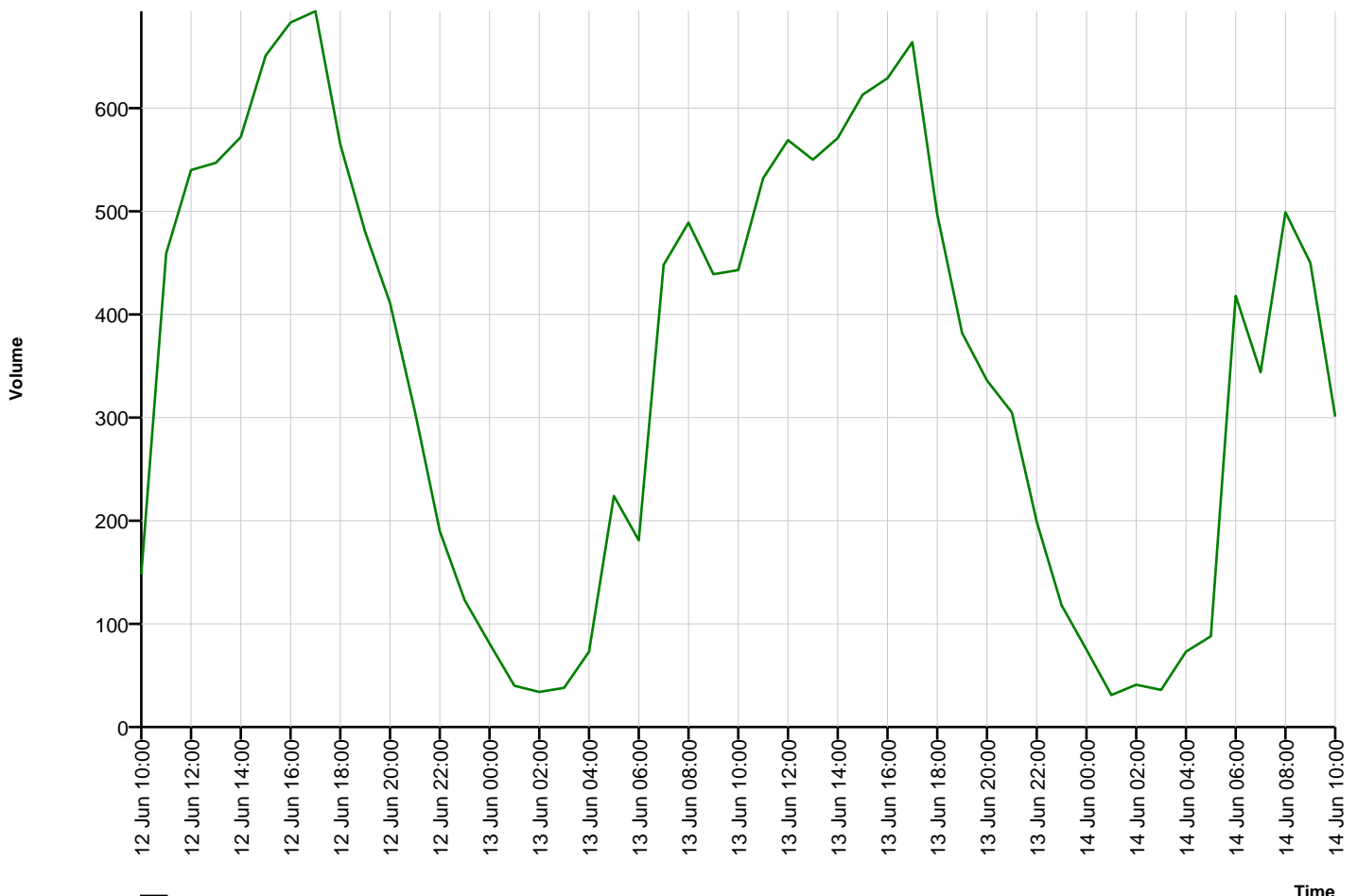
Site

Name 20790124
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790124
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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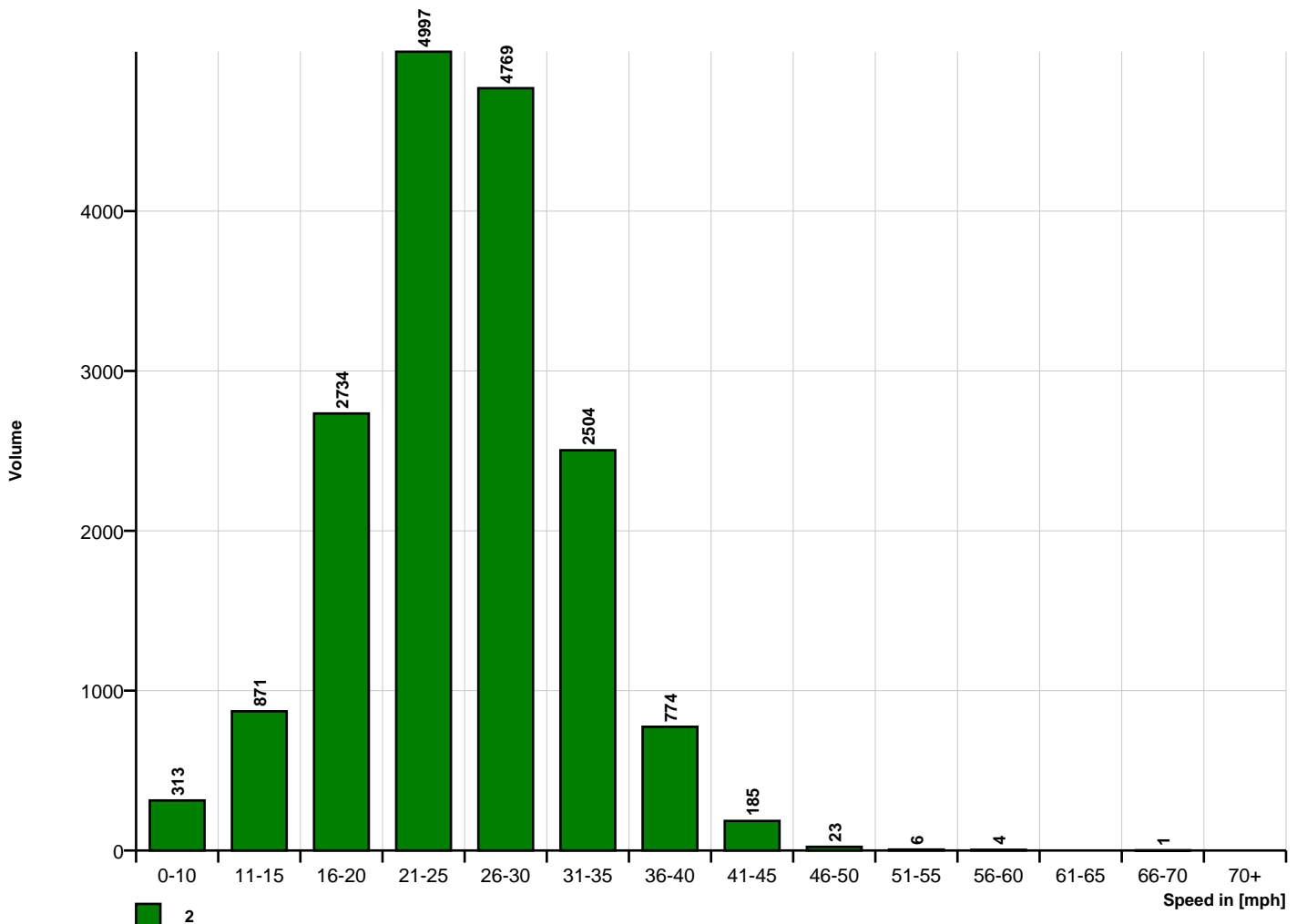
Site

Name 20790124
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790124
 Device type **SDR Traffic+**

Time Range

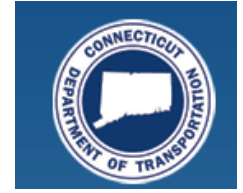
Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:09:25

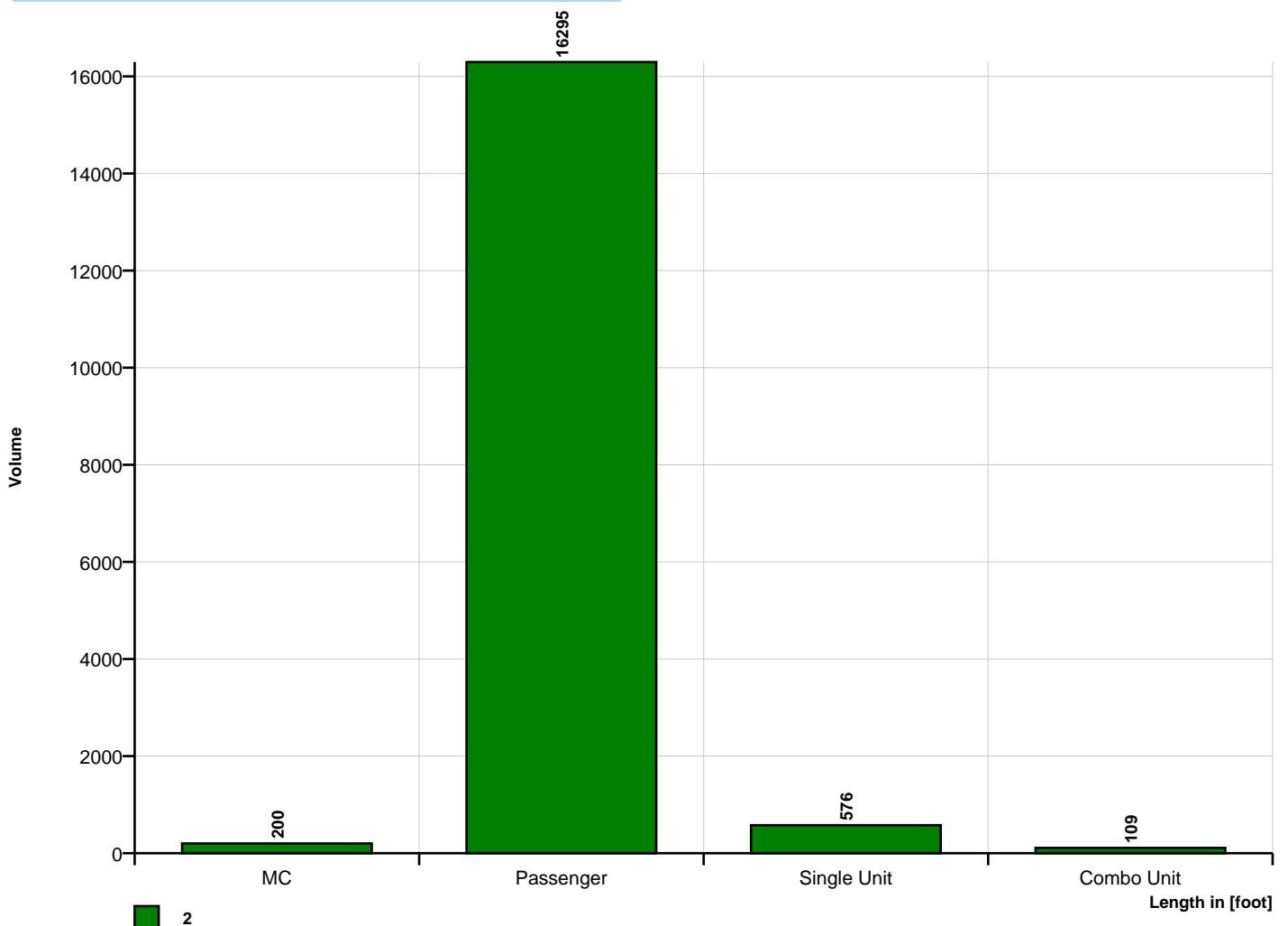
Site

Name 20790124
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790124
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 10:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 10:00	148	2	135	10	1	0	5	28	56	44	11	4	0	0	0	0	0	0	0	11	24	37	19	24	29
06/12/2019 11:00	459	4	425	22	8	14	24	90	156	122	45	6	2	0	0	0	0	0	0	8	23	44	18	24	29
06/12/2019 12:00	540	7	500	29	4	11	35	97	180	148	58	10	1	0	0	0	0	0	0	3	24	41	18	24	29
06/12/2019 13:00	547	8	502	36	1	15	47	96	169	151	55	9	5	0	0	0	0	0	0	6	23	44	16	24	29
06/12/2019 14:00	572	7	528	26	11	9	18	111	206	150	67	9	2	0	0	0	0	0	0	3	24	42	19	24	29
06/12/2019 15:00	651	11	599	38	3	26	69	170	185	128	54	17	2	0	0	0	0	0	0	6	22	44	16	21	29
06/12/2019 16:00	683	7	654	19	3	21	46	160	232	154	53	15	2	0	0	0	0	0	0	6	23	42	16	21	29
06/12/2019 17:00	694	11	664	16	3	33	82	160	200	154	59	4	2	0	0	0	0	0	0	3	22	42	14	21	29
06/12/2019 18:00	565	12	543	9	1	11	27	84	174	175	75	17	1	1	0	0	0	0	0	6	25	49	19	24	31
06/12/2019 19:00	480	3	471	4	2	5	14	68	132	152	82	25	2	0	0	0	0	0	0	6	26	42	19	26	31
06/12/2019 20:00	411	4	405	1	1	5	22	72	117	120	58	12	5	0	0	0	0	0	0	6	25	44	19	24	31
06/12/2019 21:00	306	3	301	2	0	1	15	41	93	80	64	10	2	0	0	0	0	0	0	6	26	41	19	26	31
06/12/2019 22:00	190	1	187	2	0	1	4	19	49	59	42	13	2	1	0	0	0	0	0	8	27	47	21	26	34
06/12/2019 23:00	123	2	120	1	0	0	0	7	13	35	35	27	5	1	0	0	0	0	0	16	31	45	24	31	37

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2593	41	2460	82	10	91	224	574	791	611	241	53	7	1	0	0	0	0	0	3	23	49	16	22	29
06:00-22:00	6056	79	5727	212	38	151	404	1177	1900	1578	681	138	26	1	0	0	0	0	0	3	24	49	18	24	29
00:00-24:00	6369	82	6034	215	38	152	408	1203	1962	1672	758	178	33	3	0	0	0	0	0	3	24	49	18	24	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	81	1	79	0	1	0	2	7	20	11	20	14	6	0	0	1	0	0	0	11	30	59	21	31	39
06/13/2019 01:00	40	0	37	3	0	1	1	2	10	3	8	11	4	0	0	0	0	0	0	9	31	44	21	31	39
06/13/2019 02:00	34	1	30	3	0	0	0	5	2	6	5	11	3	0	1	1	0	0	0	18	33	57	21	31	39
06/13/2019 03:00	38	0	34	3	1	1	0	3	9	4	8	10	1	1	1	1	0	0	0	8	31	55	21	31	39
06/13/2019 04:00	73	1	67	4	1	1	3	5	10	11	14	12	13	3	1	0	0	0	0	4	32	52	21	31	42
06/13/2019 05:00	224	0	217	5	2	2	0	15	42	63	61	28	11	0	1	1	0	0	0	8	29	60	21	29	36
06/13/2019 06:00	181	1	172	8	0	4	2	13	38	67	36	14	6	0	1	0	0	0	0	4	28	50	21	26	32
06/13/2019 07:00	448	1	412	28	7	4	19	69	131	129	65	28	3	0	0	0	0	0	0	8	25	44	19	26	31
06/13/2019 08:00	489	3	469	15	2	6	9	50	163	148	87	20	5	1	0	0	0	0	0	6	26	47	21	26	31
06/13/2019 09:00	439	1	412	20	6	2	17	65	147	126	55	23	4	0	0	0	0	0	0	8	25	42	19	24	31
06/13/2019 10:00	443	1	416	20	6	3	23	70	115	136	81	13	2	0	0	0	0	0	0	8	25	42	19	26	31
06/13/2019 11:00	532	5	497	24	6	6	32	116	160	134	60	21	2	1	0	0	0	0	0	6	24	49	18	24	31
06/13/2019 12:00	569	3	536	25	5	16	37	103	172	168	59	12	2	0	0	0	0	0	0	3	24	42	16	24	29
06/13/2019 13:00	550	12	504	30	4	10	34	113	167	137	68	20	1	0	0	0	0	0	0	8	24	42	18	24	31
06/13/2019 14:00	571	16	536	19	0	16	37	92	160	147	88	26	5	0	0	0	0	0	0	4	25	44	18	24	31
06/13/2019 15:00	613	11	585	13	4	13	30	87	201	172	90	19	1	0	0	0	0	0	0	6	25	42	19	24	31
06/13/2019 16:00	629	7	614	5	3	9	51	121	176	197	60	12	3	0	0	0	0	0	0	6	24	42	16	24	29
06/13/2019 17:00	664	19	634	7	4	31	42	124	225	175	59	7	1	0	0	0	0	0	0	4	23	41	16	22	29
06/13/2019 18:00	497	4	490	3	0	4	6	51	148	160	91	27	8	2	0	0	0	0	0	6	27	49	21	26	31
06/13/2019 19:00	382	0	380	2	0	2	8	31	104	119	92	23	3	0	0	0	0	0	0	6	27	41	21	26	32
06/13/2019 20:00	336	3	327	5	1	2	5	39	91	119	56	22	2	0	0	0	0	0	0	3	26	41	21	26	31
06/13/2019 21:00	305	1	302	2	0	0	3	34	97	89	57	21	4	0	0	0	0	0	0	13	27	42	21	26	34
06/13/2019 22:00	199	0	195	3	1	0	2	14	54	67	45	14	3	0	0	0	0	0	0	14	28	41	21	26	34
06/13/2019 23:00	118	0	115	3	0	1	0	11	11	31	39	16	9	0	0	0	0	0	0	8	30	44	24	31	37

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	490	3	464	18	5	5	6	37	93	98	116	86	38	4	4	4	0	0	0	4	30	60	21	31	39
06:00-09:00	1118	5	1053	51	9	14	30	132	332	344	188	62	14	1	1	0	0	0	0	4	26	50	19	26	31
15:00-19:00	2403	41	2323	28	11	57	129	383	750	704	300	65	13	2	0	0	0	0	0	4	24	49	18	24	31
06:00-22:00	7648	88	7286	226	48	128	355	1178	2295	2223	1104	308	52	4	1	0	0	0	0	3	25	50	19	24	31
00:00-24:00	8455	91	8060	250	54	134	363	1240	2453	2419	1304	424	102	8	5	4	0	0	0	3	25	60	19	26	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	75	0	74	0	1	0	1	9	10	18	22	8	5	1	0	0	0	1	0	13	30	70	21	29	37
06/14/2019 01:00	31	0	29	2	0	0	2	4	3	3	10	4	5	0	0	0	0	0	0	11	31	44	19	34	41
06/14/2019 02:00	41	0	39	2	0	0	1	4	6	6	14	6	3	0	1	0	0	0	0	14	30	52	21	31	37
06/14/2019 03:00	36	0	32	1	3	1	1	3	6	2	8	8	2	5	0	0	0	0	0	6	32	49	21	34	42
06/14/2019 04:00	73	0	71	2	0	0	0	6	16	10	15	14	10	2	0	0	0	0	0	18	32	49	21	31	41
06/14/2019 05:00	88	3	81	4	0	3	1	7	20	20	23	10	3	1	0	0	0	0	0	3	28	47	21	27	36
06/14/2019 06:00	418	3	393	20	2	1	14	37	106	127	87	37	8	1	0	0	0	0	0	8	27	45	21	26	34
06/14/2019 07:00	344	10	310	24	0	5	25	51	91	101	47	18	5	1	0	0	0	0	0	6	25	47	19	26	31
06/14/2019 08:00	499	3	463	29	4	10	31	69	130	149	77	28	4	1	0	0	0	0	0	6	25	47	19	26	31
06/14/2019 09:00	450	4	422	19	5	4	16	57	109	149	86	25	4	0	0	0	0	0	0	6	26	44	19	26	31
06/14/2019 10:00	301	4	287	8	2	3	8	44	85	93	53	14	1	0	0	0	0	0	0	6	26	44	19	26	31

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	344	3	326	11	4	4	6	33	61	59	92	50	28	9	1	0	0	1	0	3	30	70	21	31	37
06:00-09:00	1261	16	1166	73	6	16	70	157	327	377	211	83	17	3	0	0	0	0	0	6	26	47	19	26	31
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	2012	24	1875	100	13	23	94	258	521	619	350	122	22	3	0	0	0	0	0	6	26	47	19	26	31
00:00-24:00	2356	27	2201	111	17	27	100	291	582	678	442	172	50	12	1	0	0	1	0	3	27	70	19	26	34

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/15/2019 16:58:17

Site

Name 20790133
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790133
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 11:00
 End date 04/12/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	680	3	619	43	15
06:00-09:00	2410	9	2188	182	31
15:00-19:00	4891	56	4631	172	32
06:00-22:00	15296	178	14246	736	136
00:00-24:00	16485	188	15346	789	162

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	8	72	39	8	8	8	72.8

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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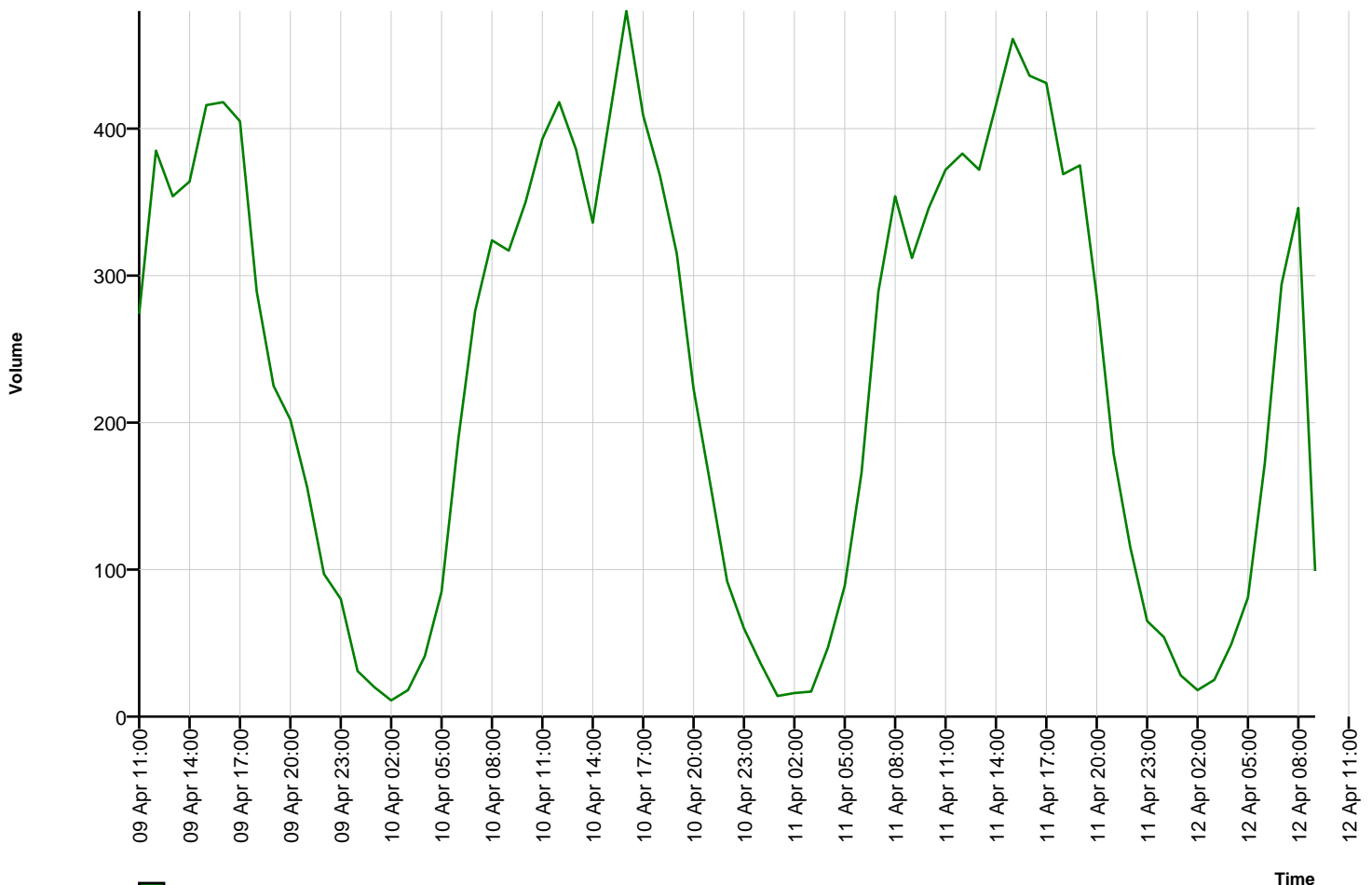
Site

Name 20790133
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
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 Comment 20790133
 Device type **SDR Traffic+**

Time Range

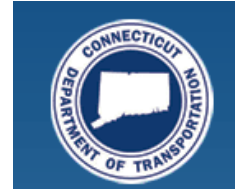
Start date 04/09/2019 11:00
 End date 04/12/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
 Phone +018605942089
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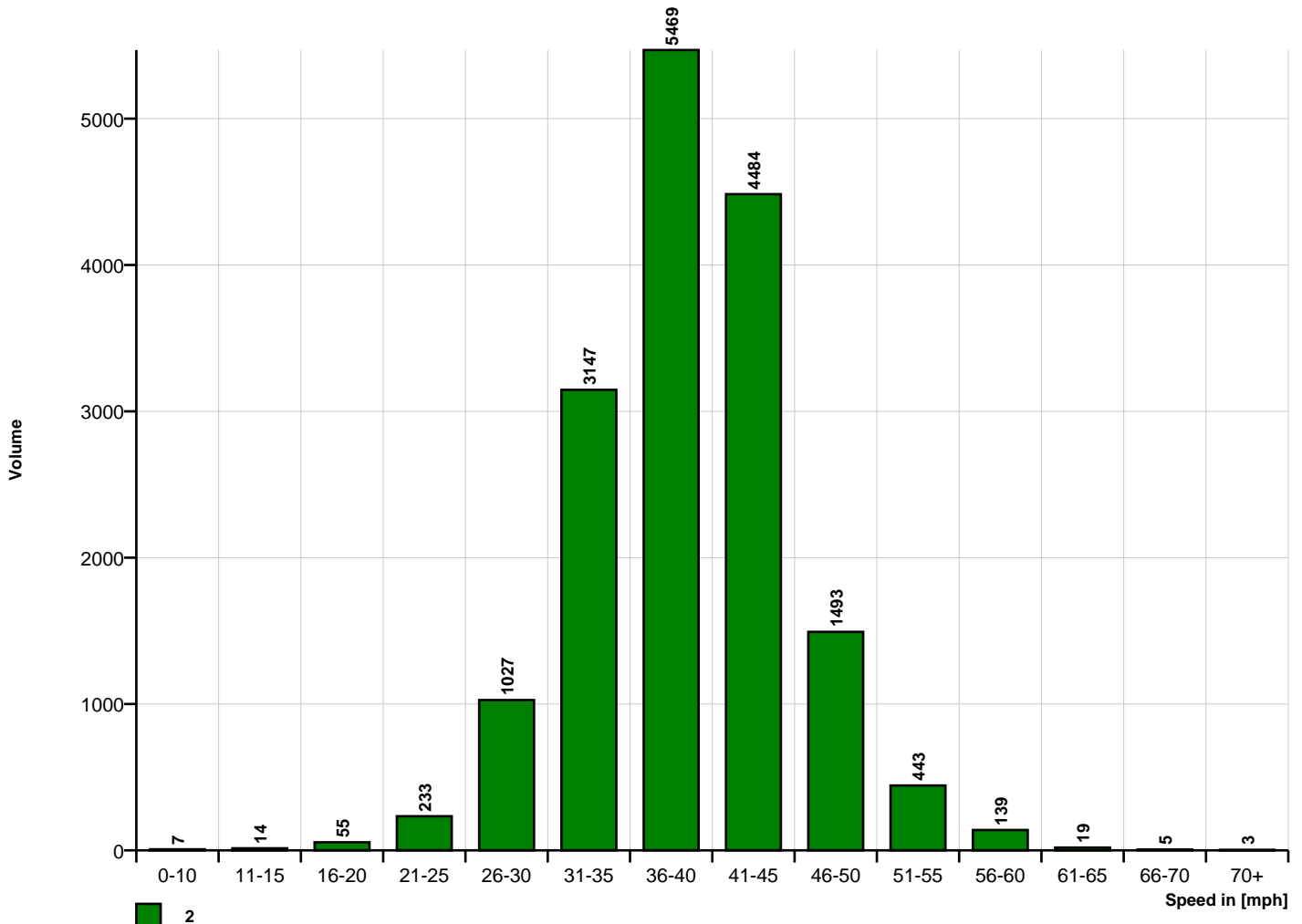
Site

Name 20790133
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790133
 Device type **SDR Traffic+**

Time Range

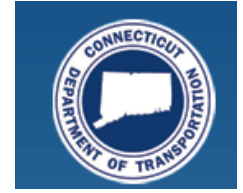
Start date 04/09/2019 11:00
 End date 04/12/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

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 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/15/2019 16:58:17

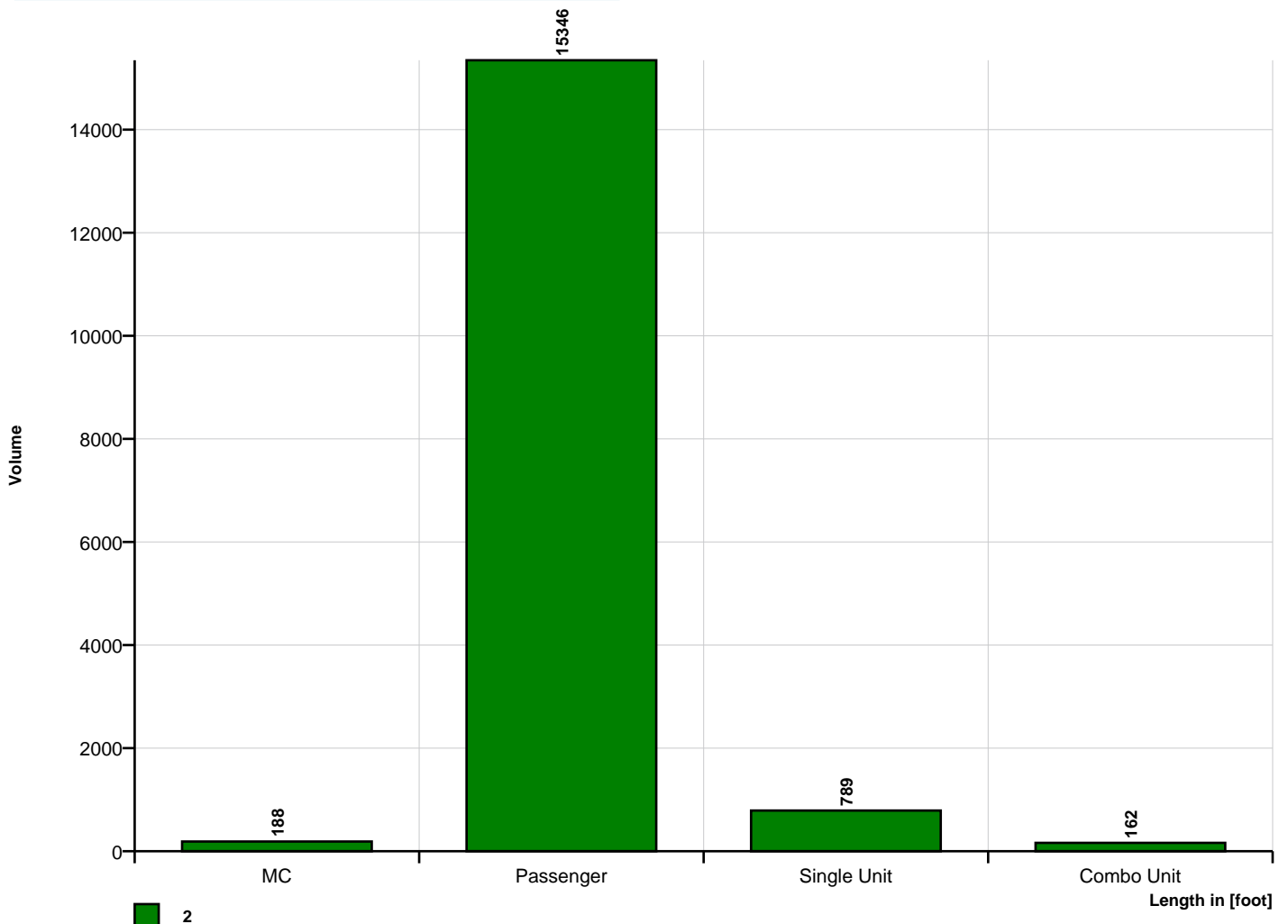
Site

Name 20790133
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790133
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 11:00
 End date 04/12/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 11:00	274	28	223	18	5	0	0	2	4	29	39	92	81	19	6	1	1	0	0	18	38	62	31	39	44
04/09/2019 12:00	385	5	352	21	7	1	0	0	7	17	70	134	121	26	6	4	0	0	0	8	39	60	26	37	42
04/09/2019 13:00	354	1	330	17	6	0	0	0	4	15	62	158	86	20	8	0	1	0	0	21	39	65	34	37	42
04/09/2019 14:00	364	1	334	28	1	0	0	1	11	39	78	117	89	24	4	2	0	0	0	16	37	59	27	37	42
04/09/2019 15:00	416	2	386	22	6	0	0	9	15	49	88	142	84	23	4	2	0	0	0	16	36	57	16	34	39
04/09/2019 16:00	418	1	392	19	6	0	0	0	15	39	110	137	87	26	2	2	0	0	0	21	37	60	21	34	39
04/09/2019 17:00	405	3	389	12	1	0	0	0	0	38	98	142	90	28	8	0	1	0	0	26	38	62	26	36	41
04/09/2019 18:00	289	14	269	6	0	0	0	1	6	27	52	103	73	20	5	1	0	1	0	19	38	67	31	37	44
04/09/2019 19:00	225	20	202	1	2	0	0	0	1	6	42	89	65	18	4	1	0	0	0	24	39	55	34	39	44
04/09/2019 20:00	202	7	194	1	0	0	0	0	0	7	39	89	50	14	2	1	0	0	0	26	39	55	34	37	44
04/09/2019 21:00	156	9	144	3	0	0	0	0	0	3	26	48	47	22	9	1	1	0	0	27	41	62	34	41	47
04/09/2019 22:00	97	6	88	2	1	0	0	0	1	0	13	29	31	10	8	5	0	1	0	21	42	67	36	42	49
04/09/2019 23:00	80	1	75	1	3	0	0	0	0	2	7	28	29	9	3	0	1	1	0	29	41	67	36	41	45

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1528	20	1436	59	13	0	0	10	36	153	348	524	334	97	19	5	1	1	0	16	37	67	16	16	27
06:00-22:00	3488	91	3215	148	34	1	0	13	63	269	704	1251	873	240	58	15	4	1	0	8	38	67	8	8	8
00:00-24:00	3665	98	3378	151	38	1	0	13	64	271	724	1308	933	259	69	20	5	3	0	8	38	67	8	8	8

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	31	1	29	0	1	0	0	0	0	1	3	9	14	4	0	0	0	0	0	26	40	49	36	41	44
04/10/2019 01:00	20	0	16	3	1	0	0	0	0	1	2	2	7	4	2	2	0	0	0	29	44	55	37	44	50
04/10/2019 02:00	11	0	8	3	0	0	0	0	0	0	0	4	5	0	2	1	0	0	0	37	44	55	39	42	52
04/10/2019 03:00	18	0	18	0	0	0	0	0	0	0	1	4	6	4	3	1	0	0	0	32	45	55	37	44	50
04/10/2019 04:00	41	0	39	2	0	0	0	0	0	0	3	13	12	9	3	2	0	0	0	31	43	55	39	42	49
04/10/2019 05:00	85	1	82	0	2	0	0	0	0	0	2	20	28	24	9	2	1	0	0	31	45	60	39	44	49
04/10/2019 06:00	189	3	172	13	1	0	0	0	0	2	15	53	68	40	8	4	0	0	0	26	42	59	37	42	47
04/10/2019 07:00	276	1	258	14	3	0	0	2	1	1	37	70	97	45	18	7	0	0	0	18	42	60	36	42	49
04/10/2019 08:00	324	3	287	29	5	1	1	0	1	23	60	116	72	40	9	3	0	0	0	9	39	57	32	39	45
04/10/2019 09:00	317	2	291	22	2	0	1	0	3	19	55	121	76	32	9	1	1	0	0	13	39	62	32	39	44
04/10/2019 10:00	350	6	315	22	7	0	0	1	7	15	57	109	114	42	5	1	0	0	0	19	39	55	31	39	44
04/10/2019 11:00	393	4	363	21	5	0	0	0	4	37	78	113	115	33	10	2	1	0	0	24	39	62	26	37	42
04/10/2019 12:00	418	11	373	30	4	0	0	4	6	32	87	145	108	25	7	6	1	0	0	18	38	62	18	36	41
04/10/2019 13:00	386	10	352	20	4	1	0	0	2	29	93	125	98	27	10	3	0	0	0	8	38	55	27	37	42
04/10/2019 14:00	336	0	313	20	3	0	1	0	1	24	77	105	97	27	4	0	0	0	0	13	38	54	32	39	44
04/10/2019 15:00	408	2	378	27	1	2	6	5	17	42	89	139	80	20	6	2	0	0	1	9	36	72	9	34	39
04/10/2019 16:00	480	3	463	11	3	0	0	2	6	26	122	170	115	29	8	1	1	0	0	18	38	62	18	34	39
04/10/2019 17:00	409	3	397	6	3	0	0	0	8	28	85	124	115	35	11	1	2	0	0	21	39	62	21	36	42
04/10/2019 18:00	368	2	359	6	1	0	0	0	5	9	62	108	133	36	13	4	0	0	0	21	40	57	31	39	44
04/10/2019 19:00	315	1	305	9	0	0	0	1	1	6	60	114	104	22	6	1	0	0	0	18	39	57	34	39	44
04/10/2019 20:00	223	0	217	4	2	0	0	0	0	13	32	71	67	30	9	3	0	0	0	26	40	55	34	39	45
04/10/2019 21:00	158	0	155	2	1	0	1	0	0	2	15	65	52	15	7	3	0	1	0	14	41	67	36	39	44
04/10/2019 22:00	92	0	90	1	1	0	0	0	0	0	3	32	42	12	2	1	1	0	0	31	42	64	37	42	47
04/10/2019 23:00	60	0	56	3	1	0	0	0	0	4	3	25	25	1	1	1	0	0	0	26	40	60	37	39	44

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	206	2	192	8	4	0	0	0	0	2	11	52	72	45	19	8	1	0	0	26	44	60	37	44	49
06:00-09:00	789	7	717	56	9	1	1	2	2	26	112	239	237	125	35	14	0	0	0	9	41	60	9	9	37
15:00-19:00	1666	10	1598	50	8	2	6	7	36	105	358	541	444	120	38	8	3	0	1	9	38	72	9	9	27
06:00-22:00	5350	51	4998	256	45	4	10	15	62	308	1024	1748	1511	498	140	42	6	1	1	8	39	72	8	8	8
00:00-24:00	5708	53	5336	268	51	4	10	15	62	314	1041	1857	1650	556	162	52	8	1	1	8	39	72	8	8	8

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	36	0	34	0	2	0	0	0	0	0	3	9	16	3	4	0	0	0	1	31	43	72	36	42	49
04/11/2019 01:00	14	0	12	2	0	0	0	0	0	0	2	2	3	6	1	1	0	0	0	34	44	55	36	45	49
04/11/2019 02:00	16	0	14	2	0	0	0	0	0	0	1	4	7	2	1	1	0	0	0	32	43	57	37	42	49
04/11/2019 03:00	17	0	15	1	1	0	0	0	0	0	1	2	5	7	1	1	0	0	0	34	46	57	39	45	49
04/11/2019 04:00	47	0	45	2	0	0	0	0	0	0	2	11	18	7	7	3	0	0	0	34	44	57	37	44	52
04/11/2019 05:00	89	0	79	8	2	0	0	0	0	3	4	18	32	21	9	3	0	0	0	26	43	57	37	44	49
04/11/2019 06:00	166	1	146	14	5	0	0	2	0	4	23	46	49	29	9	6	0	0	0	16	41	59	34	42	47
04/11/2019 07:00	289	0	261	24	4	0	0	1	1	6	35	90	102	43	10	3	0	0	0	16	41	57	36	41	47
04/11/2019 08:00	354	0	324	25	5	1	0	2	7	19	63	110	93	41	15	3	1	0	0	8	39	62	31	39	44
04/11/2019 09:00	312	0	299	9	4	0	0	0	4	14	51	112	82	37	10	2	0	0	0	22	39	60	34	39	45
04/11/2019 10:00	346	0	314	27	5	0	0	5	5	25	63	103	105	28	10	1	0	0	1	16	39	72	31	39	44
04/11/2019 11:00	372	2	343	24	3	0	0	0	5	29	60	114	116	41	5	1	0	1	0	22	39	65	29	37	42
04/11/2019 12:00	383	1	353	21	8	0	0	0	7	30	90	122	96	26	8	4	0	0	0	21	38	60	26	37	42
04/11/2019 13:00	372	2	347	23	0	0	0	0	5	24	81	134	87	25	13	7	0	0	0	21	38	60	29	37	42
04/11/2019 14:00	416	3	395	17	1	0	0	3	9	55	121	138	68	20	2	1	0	0	0	16	36	55	16	34	39
04/11/2019 15:00	461	2	426	28	5	0	0	1	19	52	114	150	89	32	4	1	0	0	0	18	37	55	18	31	37
04/11/2019 16:00	436	4	419	12	1	0	0	4	17	50	102	141	92	23	7	0	0	0	0	16	36	54	16	32	39
04/11/2019 17:00	431	17	397	13	4	0	2	4	10	33	102	147	98	29	5	2	0	0	0	14	37	55	14	34	39
04/11/2019 18:00	369	3	355	10	1	0	0	1	3	22	80	136	90	27	7	2	2	0	0	19	39	62	31	37	42
04/11/2019 19:00	375	0	370	4	1	0	0	0	4	12	97	133	89	32	7	1	0	0	0	24	39	55	31	37	42
04/11/2019 20:00	286	0	283	3	0	0	0	0	0	14	54	123	68	21	5	1	0	0	0	26	39	57	34	37	44
04/11/2019 21:00	179	0	176	2	1	0	0	1	0	5	28	64	53	18	7	2	2	0	0	16	40	62	34	39	45
04/11/2019 22:00	115	0	111	1	3	0	0	1	1	4	17	28	45	12	4	3	0	0	0	16	41	57	34	41	47
04/11/2019 23:00	65	0	61	2	2	0	0	0	3	1	5	27	18	6	3	3	0	0	0	21	40	57	36	39	45

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	219	0	199	15	5	0	0	0	0	3	13	46	81	46	23	9	0	0	1	26	44	72	37	44	49
06:00-09:00	809	1	731	63	14	1	0	5	8	29	121	246	244	113	34	12	1	0	0	8	40	62	8	8	37
15:00-19:00	1697	26	1597	63	11	0	2	10	49	157	398	574	369	111	23	5	2	0	0	14	37	62	14	14	26
06:00-22:00	5547	35	5208	256	48	1	2	24	96	394	1164	1863	1377	472	124	37	5	1	1	8	38	72	8	8	8
00:00-24:00	5946	35	5579	274	58	1	2	25	100	402	1199	1964	1521	536	154	52	5	1	2	8	39	72	8	8	8

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	54	1	47	3	3	0	0	0	0	1	3	14	22	9	4	2	0	0	0	29	43	59	37	42	47
04/12/2019 01:00	28	0	25	2	1	0	1	0	0	0	7	5	11	1	3	0	0	0	0	11	40	54	32	41	44
04/12/2019 02:00	18	0	13	5	0	0	0	0	0	0	4	4	5	2	3	0	0	0	0	31	42	54	34	42	50
04/12/2019 03:00	25	0	24	1	0	0	0	0	0	0	1	6	9	3	5	3	1	0	0	34	45	60	37	42	55
04/12/2019 04:00	49	0	45	4	0	0	0	0	0	0	2	12	23	6	5	1	0	0	0	34	43	59	39	42	49
04/12/2019 05:00	81	0	74	5	2	0	0	0	0	1	3	20	24	21	9	3	0	0	0	27	44	60	37	44	49
04/12/2019 06:00	172	0	149	20	3	0	0	0	0	2	13	40	77	25	13	2	0	0	0	26	42	57	36	42	47
04/12/2019 07:00	294	1	276	15	2	0	0	1	4	9	38	96	84	48	12	3	0	0	0	18	41	57	34	39	47
04/12/2019 08:00	346	0	315	28	3	1	0	1	3	22	79	118	97	22	3	0	0	0	0	8	38	52	31	37	44
04/12/2019 09:00	99	0	85	13	1	0	1	0	0	5	33	25	28	5	1	1	0	0	0	11	38	59	31	37	44

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	255	1	228	20	6	0	1	0	0	2	20	61	94	42	29	9	1	0	0	11	43	60	37	42	49
06:00-09:00	812	1	740	63	8	1	0	2	7	33	130	254	258	95	28	5	0	0	0	8	40	57	8	8	36
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	911	1	825	76	9	1	1	2	7	38	163	279	286	100	29	6	0	0	0	8	40	59	8	8	34
00:00-24:00	1166	2	1053	96	15	1	2	2	7	40	183	340	380	142	58	15	1	0	0	8	40	60	8	8	34

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/08/2019 19:25:22

Site

Name 20790153
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 20790153
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	465	0	436	21	8
06:00-09:00	2048	6	1925	103	14
15:00-19:00	5199	31	4989	164	15
06:00-22:00	16235	81	15564	530	60
00:00-24:00	16983	82	16269	560	72

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	6	90	39	34	39	44	39.2

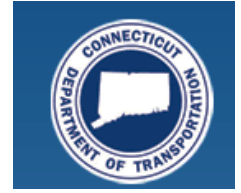
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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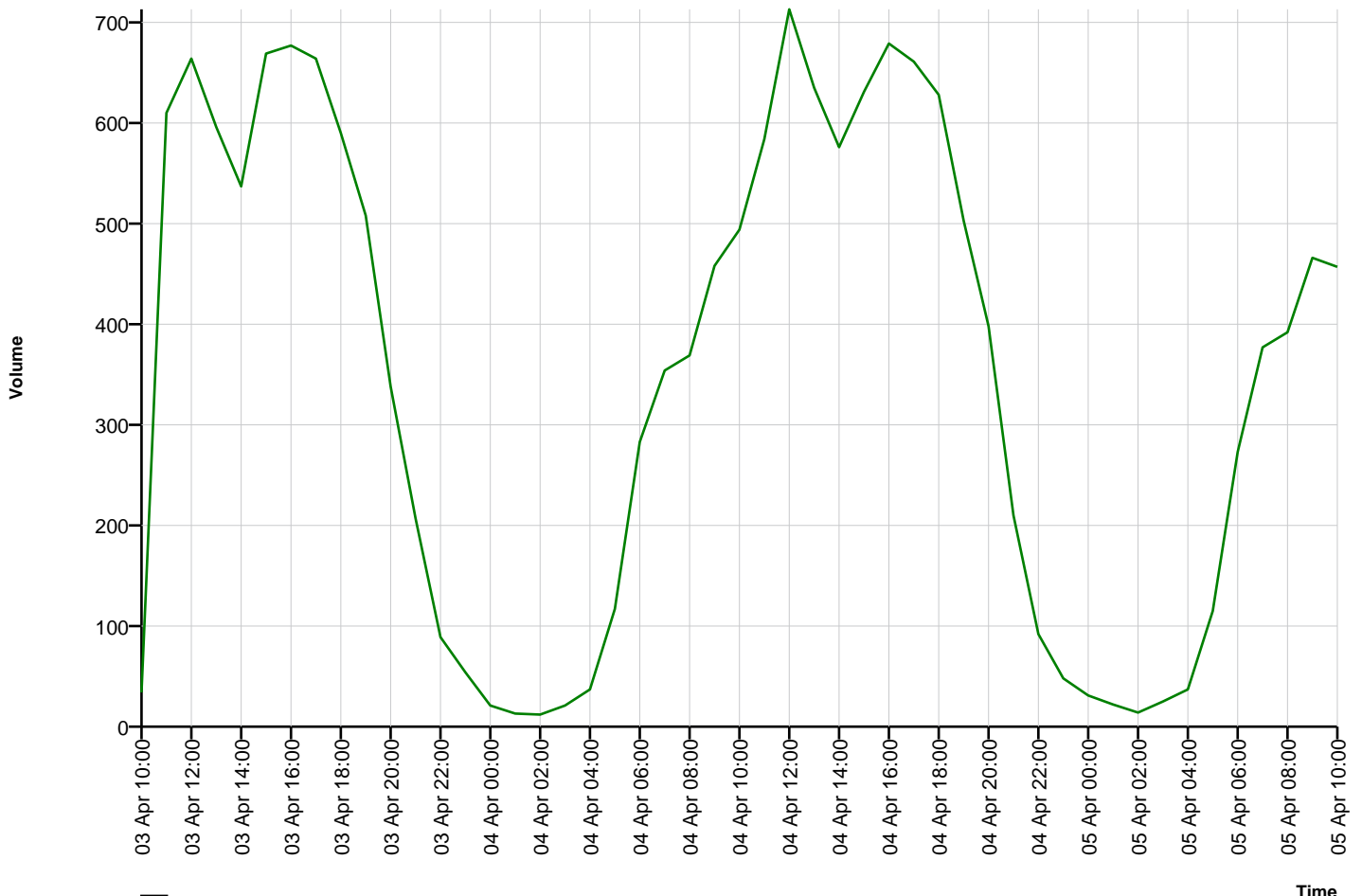
Site

Name 20790153
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 20790153
 Device type **SDR Traffic+**

Time Range

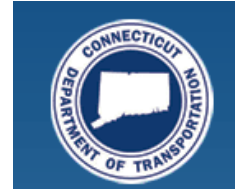
Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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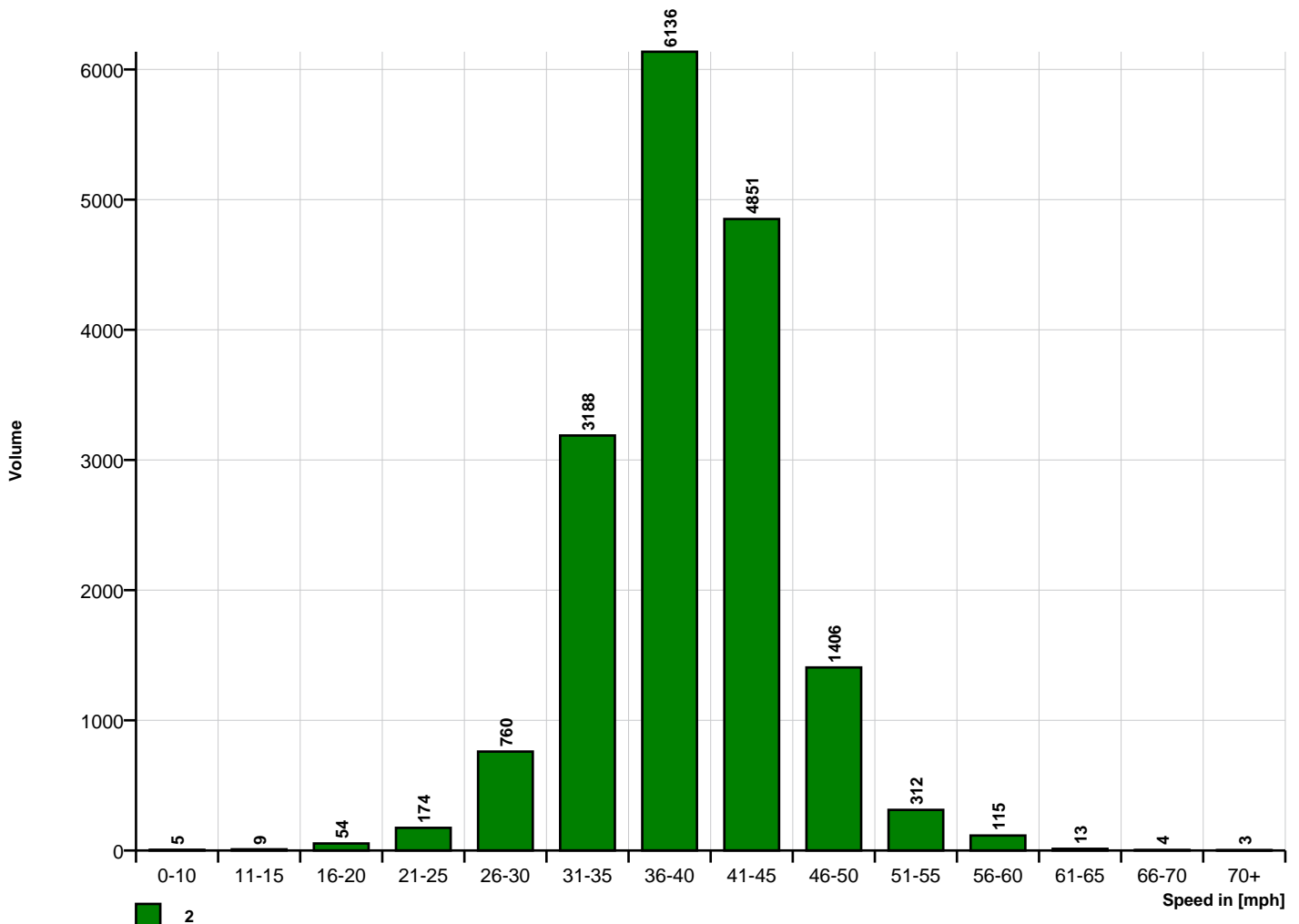
Site

Name 20790153
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 20790153
 Device type **SDR Traffic+**

Time Range

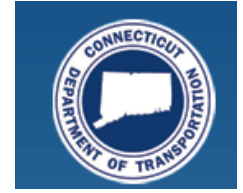
Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/08/2019 19:25:22

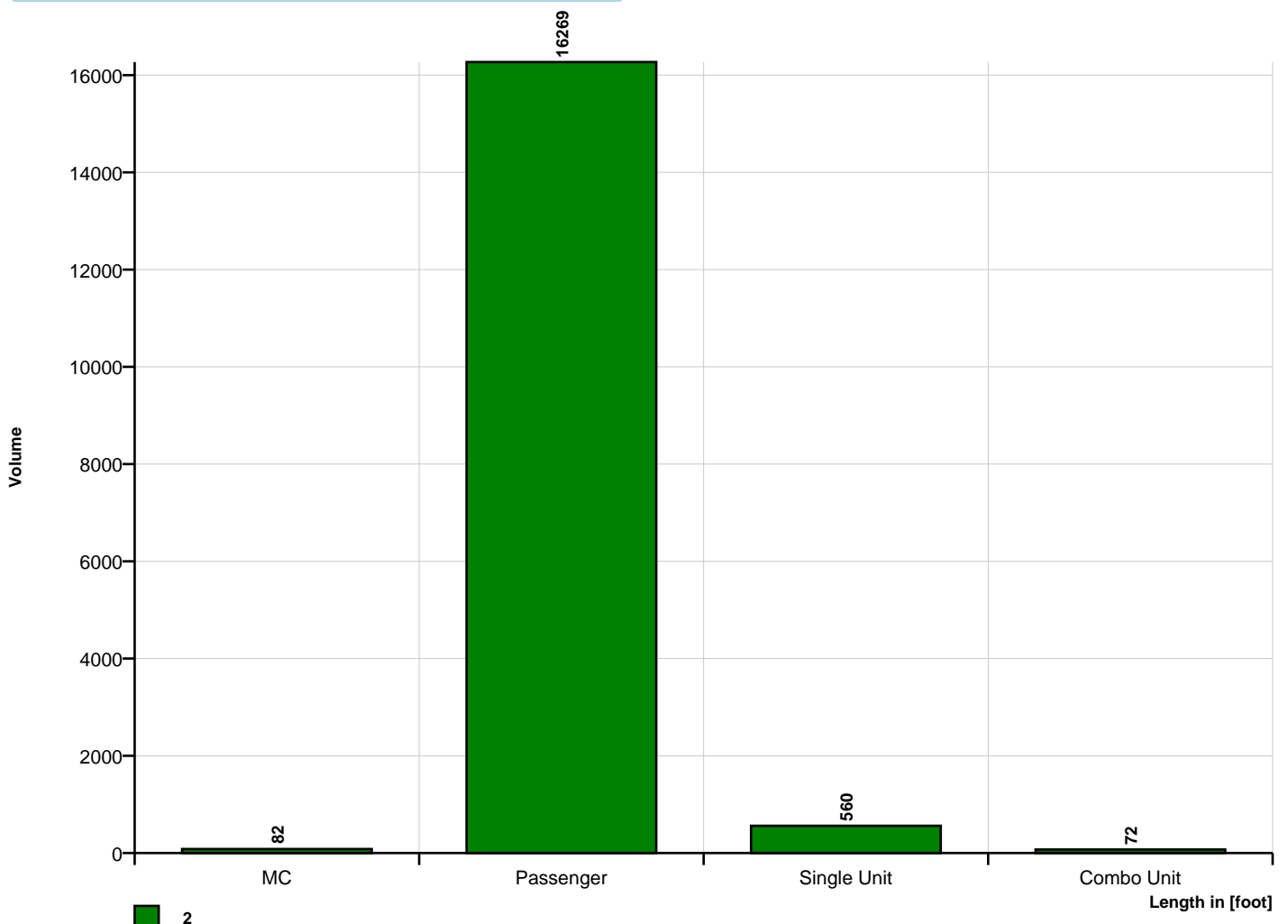
Site

Name 20790153
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 20790153
 Device type **SDR Traffic+**

Time Range

Start date 04/03/2019 10:00
 End date 04/05/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/03/2019 10:00	34	0	34	0	0	0	0	0	0	2	4	12	11	5	0	0	0	0	0	26	40	49	34	39	44
04/03/2019 11:00	610	6	582	20	2	0	0	4	11	46	126	242	145	33	3	0	0	0	0	18	38	54	31	37	42
04/03/2019 12:00	664	3	637	21	3	0	3	6	19	55	178	273	110	18	2	1	0	0	0	11	36	55	31	37	41
04/03/2019 13:00	596	4	574	16	2	0	0	3	10	20	140	237	156	19	11	2	0	0	0	19	38	55	34	37	42
04/03/2019 14:00	537	5	518	13	1	1	0	2	5	27	108	211	138	39	5	1	0	0	0	8	38	59	34	39	44
04/03/2019 15:00	669	5	639	25	0	1	0	4	8	42	164	231	178	39	2	0	0	0	0	9	38	50	31	37	42
04/03/2019 16:00	677	1	655	19	2	0	0	3	7	40	152	261	163	42	9	1	0	0	0	19	38	55	31	37	42
04/03/2019 17:00	664	3	648	12	1	0	0	1	3	29	126	232	219	44	7	3	0	0	0	19	39	57	34	39	44
04/03/2019 18:00	590	2	572	14	2	0	0	0	1	15	111	237	184	35	6	4	0	0	0	22	39	59	34	39	44
04/03/2019 19:00	508	3	499	4	2	0	0	0	3	24	98	197	148	30	6	2	0	0	0	22	39	57	34	37	44
04/03/2019 20:00	338	1	333	4	0	0	0	0	2	11	65	122	99	31	7	1	0	0	0	24	39	57	34	39	44
04/03/2019 21:00	207	0	200	5	2	0	0	0	0	2	30	57	88	20	10	0	0	0	0	29	41	52	34	41	44
04/03/2019 22:00	89	0	84	3	2	0	0	0	0	0	5	33	27	15	9	1	0	0	0	31	42	55	36	41	49
04/03/2019 23:00	54	0	54	0	0	0	0	0	0	1	4	15	11	13	7	3	0	1	0	26	44	67	37	44	52

[Wed, 3 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2600	11	2514	70	5	1	0	8	19	126	553	961	744	160	24	8	0	0	0	9	38	59	32	37	44
06:00-22:00	6094	33	5891	153	17	2	3	23	69	313	1302	2312	1639	355	68	15	0	0	0	8	38	59	32	37	42
00:00-24:00	6237	33	6029	156	19	2	3	23	69	314	1311	2360	1677	383	84	19	0	1	0	8	38	67	32	37	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/04/2019 00:00	21	0	20	0	1	0	0	0	0	0	0	2	9	7	3	1	0	0	0	37	46	55	41	44	49
04/04/2019 01:00	13	0	8	2	3	0	0	0	0	1	1	1	3	4	1	1	1	0	0	26	46	62	31	47	55
04/04/2019 02:00	12	0	12	0	0	0	0	0	0	0	1	3	5	2	1	0	0	0	0	34	42	52	39	42	47
04/04/2019 03:00	21	0	21	0	0	0	0	0	0	1	2	3	9	2	3	1	0	0	0	29	43	57	37	42	50
04/04/2019 04:00	37	0	37	0	0	0	0	0	0	0	2	4	12	11	4	1	2	0	1	31	47	90	39	45	52
04/04/2019 05:00	117	0	113	4	0	0	0	0	0	1	4	8	36	41	17	10	3	1	1	27	47	73	41	47	54
04/04/2019 06:00	283	0	267	13	3	0	0	0	1	3	4	52	128	80	13	6	0	0	0	24	44	57	39	44	49
04/04/2019 07:00	354	1	334	17	2	0	0	0	0	0	14	86	165	66	18	8	0	0	1	31	43	73	37	42	47
04/04/2019 08:00	369	1	348	19	1	0	0	0	0	1	28	94	157	66	20	3	1	0	0	29	42	65	37	42	47
04/04/2019 09:00	458	2	429	26	1	0	0	2	4	9	66	178	155	38	5	1	0	0	0	18	40	57	34	39	44
04/04/2019 10:00	494	1	476	16	1	0	0	2	3	19	73	201	146	44	3	3	1	0	0	18	39	62	34	39	44
04/04/2019 11:00	584	5	555	22	2	0	0	1	20	55	137	224	117	26	2	1	1	0	0	19	37	60	31	37	42
04/04/2019 12:00	713	2	687	21	3	0	2	1	10	40	178	294	162	23	2	1	0	0	0	14	37	60	31	37	42
04/04/2019 13:00	635	6	605	19	5	1	0	4	6	66	175	222	140	19	2	0	0	0	0	6	37	52	31	37	42
04/04/2019 14:00	576	2	552	22	0	0	0	2	10	41	133	221	132	25	10	6	0	0	0	16	38	57	31	37	42
04/04/2019 15:00	631	2	596	29	4	0	0	1	9	33	165	225	163	29	5	2	0	0	0	18	38	55	32	37	42
04/04/2019 16:00	679	7	650	21	1	0	0	2	13	43	161	253	162	42	3	0	0	0	0	19	38	52	31	37	44
04/04/2019 17:00	661	7	627	23	4	0	2	4	7	48	147	259	161	27	3	3	0	0	0	13	37	57	31	37	42
04/04/2019 18:00	628	4	602	21	1	0	0	0	6	16	137	258	170	38	3	1	0	0	0	21	38	55	34	37	42
04/04/2019 19:00	503	1	492	9	1	0	0	1	2	12	89	228	138	27	5	1	0	0	0	19	39	57	34	37	42
04/04/2019 20:00	398	1	395	1	1	0	0	0	1	7	65	178	112	32	3	0	0	0	0	24	39	52	34	39	44
04/04/2019 21:00	210	0	205	4	1	0	0	0	0	3	38	58	78	28	3	2	0	0	0	26	40	60	34	41	45
04/04/2019 22:00	92	0	88	3	1	0	0	0	0	2	17	27	27	15	3	1	0	0	0	29	41	60	34	41	47
04/04/2019 23:00	48	1	43	3	1	0	0	0	0	0	5	14	9	13	6	0	0	1	0	32	44	67	36	44	49

[Thu, 4 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	221	0	211	6	4	0	0	0	0	3	10	21	74	67	29	14	6	1	2	26	46	90	39	45	52
06:00-09:00	1006	2	949	49	6	0	0	0	1	4	46	232	450	212	51	17	1	0	1	24	43	73	37	42	47
15:00-19:00	2599	20	2475	94	10	0	2	7	35	140	610	995	656	136	14	6	0	0	0	13	38	57	31	37	42
06:00-22:00	8176	42	7820	283	31	1	4	20	92	396	1610	3031	2286	610	100	38	3	0	1	6	39	73	32	37	44
00:00-24:00	8537	43	8162	295	37	1	4	20	92	401	1642	3093	2396	705	138	53	9	2	3	6	39	90	34	39	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/05/2019 00:00	31	0	29	2	0	0	0	0	0	0	2	7	9	7	2	5	0	0	0	31	45	60	37	44	55
04/05/2019 01:00	22	0	16	3	3	0	0	0	0	0	4	3	9	1	4	1	0	1	0	31	44	67	34	44	54
04/05/2019 02:00	14	0	13	1	0	0	0	0	0	0	0	3	9	2	0	0	0	0	0	36	43	49	39	42	44
04/05/2019 03:00	25	0	24	0	1	0	0	0	0	0	1	6	9	4	1	3	2	0	0	34	46	65	37	44	55
04/05/2019 04:00	37	0	33	4	0	0	0	0	0	0	4	8	11	6	3	5	1	0	0	31	45	62	37	44	55
04/05/2019 05:00	115	0	110	5	0	1	1	1	0	0	3	13	32	43	16	5	1	0	0	8	45	65	39	47	52
04/05/2019 06:00	273	1	256	13	3	0	0	1	1	2	16	64	103	65	19	4	0	0	0	16	43	59	37	42	49
04/05/2019 07:00	377	2	357	18	0	0	0	1	0	3	19	96	167	66	21	9	0	0	0	19	43	57	37	42	47
04/05/2019 08:00	392	1	363	23	5	0	0	4	1	8	33	128	157	48	10	4	0	0	0	18	41	57	36	41	45
04/05/2019 09:00	466	0	442	21	3	0	1	3	3	15	64	176	146	46	9	5	0	0	0	13	40	59	34	39	44
04/05/2019 10:00	457	2	435	19	1	1	0	1	8	17	89	179	126	30	5	2	0	0	0	6	38	57	32	39	44

[Fri, 5 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	244	0	225	15	4	1	1	1	0	0	14	40	79	63	26	19	4	1	0	8	45	67	37	44	52
06:00-09:00	1042	4	976	54	8	0	0	6	2	13	68	288	427	179	50	17	0	0	0	16	42	59	37	42	47
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1965	6	1853	94	12	1	1	10	13	45	221	643	699	255	64	24	0	0	0	6	41	59	36	41	45
00:00-24:00	2209	6	2078	109	16	2	2	11	13	45	235	683	778	318	90	43	4	1	0	6	41	67	36	41	47

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:13:52

Site

Name 20790191
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790191
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 08:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	780	3	742	29	6
06:00-09:00	2115	17	1926	148	24
15:00-19:00	4236	47	4065	101	23
06:00-22:00	13783	118	12909	633	123
00:00-24:00	15041	125	14122	664	130

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	8	93	33	26	31	41	30.9

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:13:52

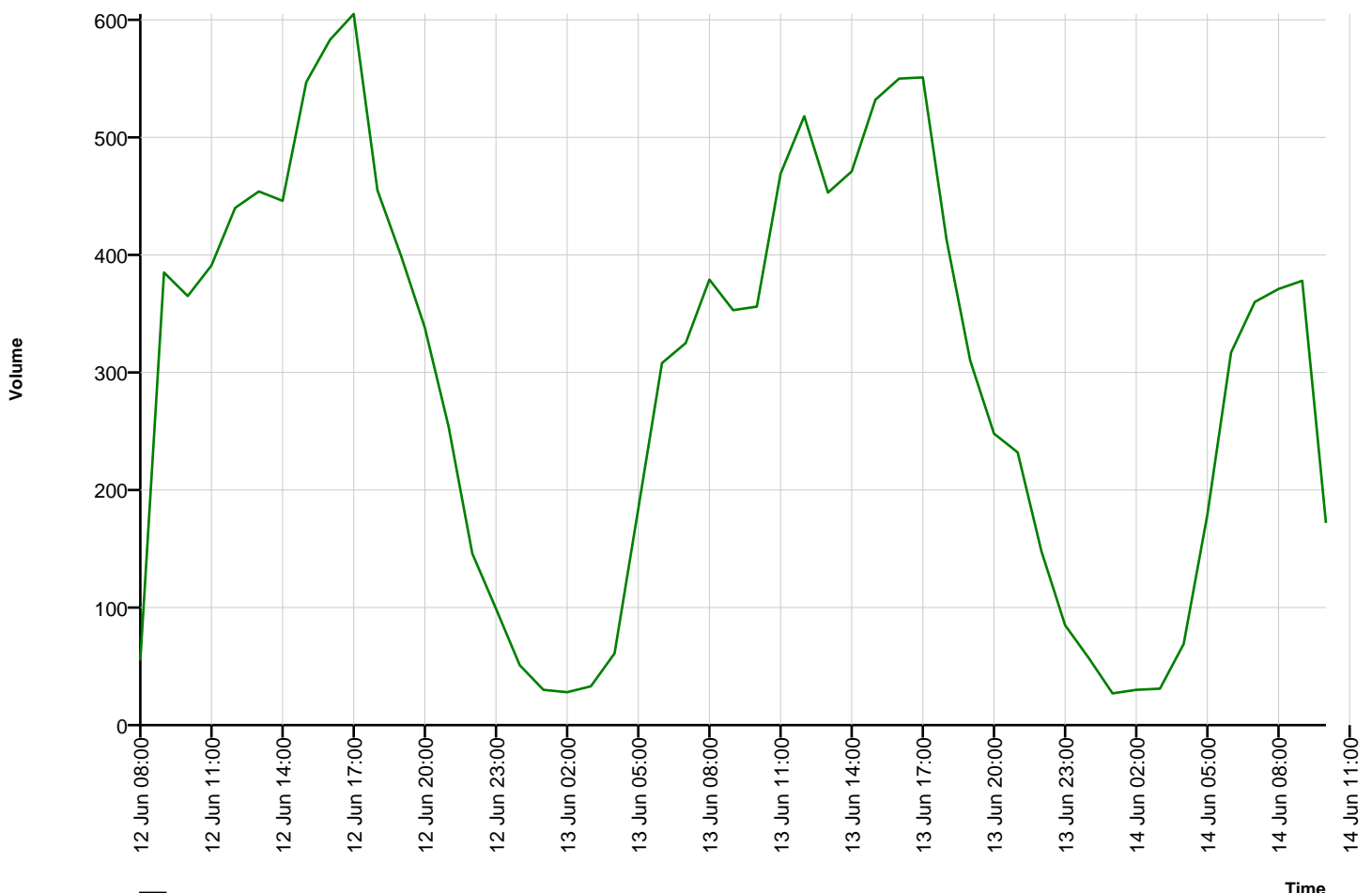
Site

Name 20790191
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790191
 Device type **SDR Traffic+**

Time Range

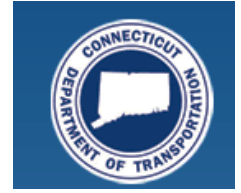
Start date 06/12/2019 08:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

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 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:13:52

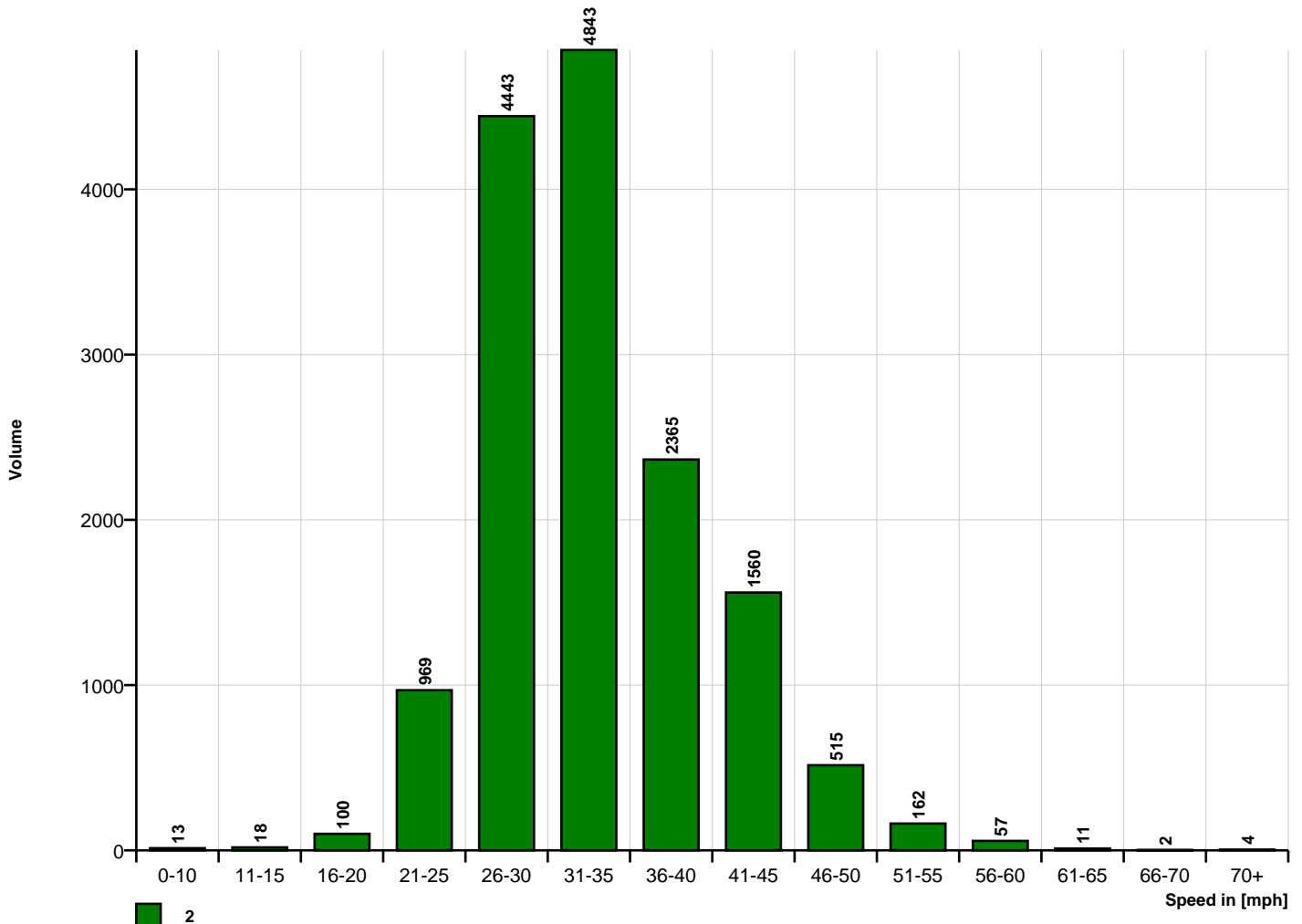
Site

Name 20790191
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790191
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 08:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
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Speed histogram



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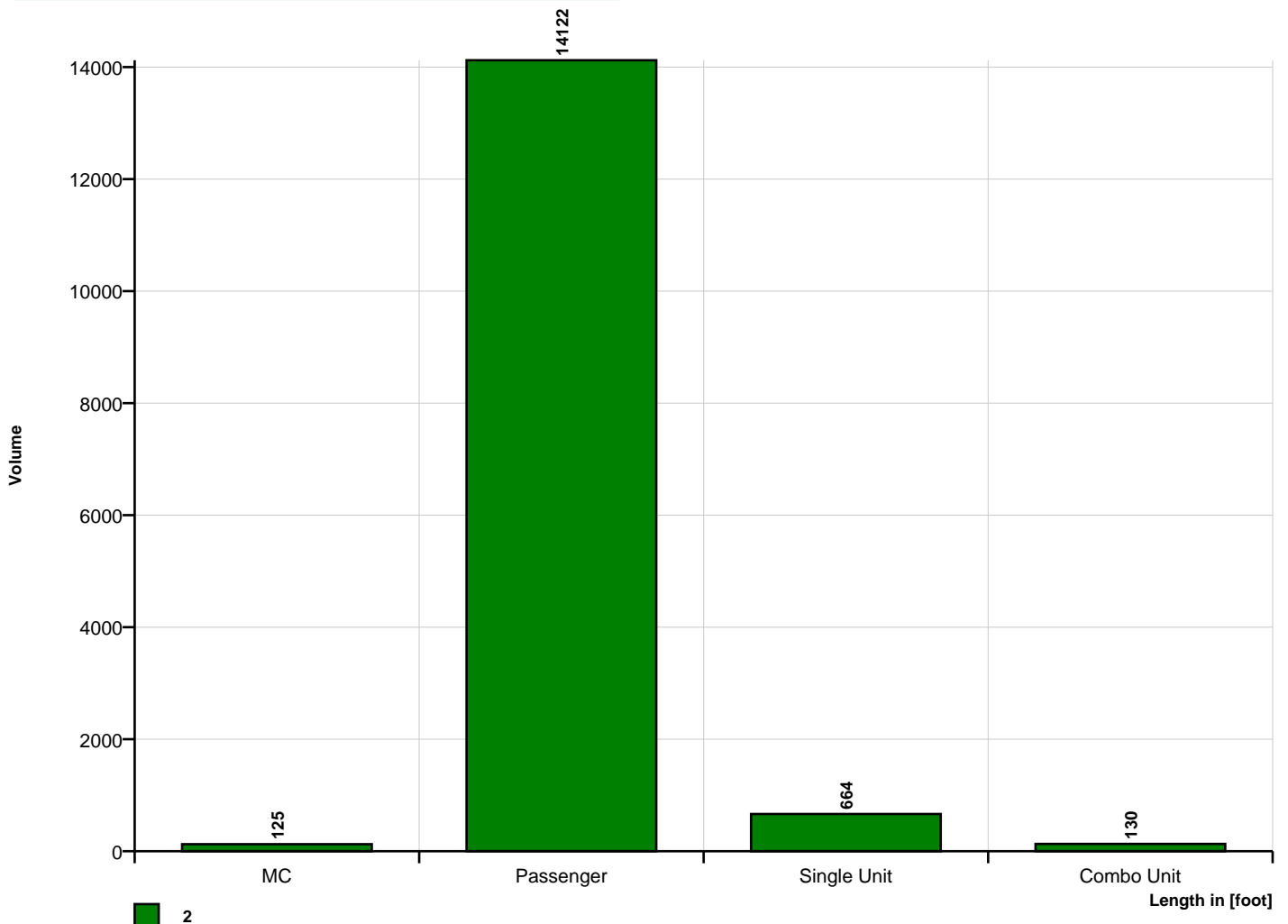
Site

Name 20790191
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 20790191
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 08:00
 End date 06/14/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 08:00	55	1	45	8	1	0	1	0	6	15	12	14	6	1	0	0	0	0	0	11	33	45	26	31	39
06/12/2019 09:00	385	3	341	35	6	0	1	5	47	103	120	53	39	12	5	1	0	0	0	14	32	55	26	31	39
06/12/2019 10:00	365	5	328	26	6	0	0	6	26	107	122	60	29	13	2	0	0	0	0	18	33	52	26	31	37
06/12/2019 11:00	391	5	352	25	9	0	0	6	33	147	131	45	25	2	2	0	0	0	0	18	31	54	26	31	36
06/12/2019 12:00	440	2	403	30	5	0	1	2	28	149	130	67	51	10	2	0	0	0	0	11	33	52	26	31	39
06/12/2019 13:00	454	5	411	36	2	2	0	3	37	154	157	61	33	7	0	0	0	0	0	8	32	49	26	31	37
06/12/2019 14:00	446	1	405	33	7	1	0	6	32	141	152	62	43	8	1	0	0	0	0	8	32	52	26	31	39
06/12/2019 15:00	547	5	513	25	4	0	1	10	55	171	178	88	41	3	0	0	0	0	0	11	32	47	26	31	37
06/12/2019 16:00	583	12	555	15	1	0	0	9	44	190	213	98	26	3	0	0	0	0	0	18	31	49	26	31	36
06/12/2019 17:00	605	13	575	13	4	0	0	2	59	202	220	86	29	5	2	0	0	0	0	16	31	52	26	31	37
06/12/2019 18:00	455	6	436	12	1	0	0	1	31	157	148	57	43	13	5	0	0	0	0	19	33	54	26	31	39
06/12/2019 19:00	399	3	393	1	2	1	0	0	21	117	125	72	48	13	2	0	0	0	0	8	33	54	26	31	41
06/12/2019 20:00	338	4	332	1	1	0	0	3	26	137	101	32	30	5	4	1	0	0	0	19	32	55	26	31	39
06/12/2019 21:00	254	1	251	2	0	0	0	0	30	79	69	46	17	11	2	1	0	0	0	21	32	55	26	31	39
06/12/2019 22:00	146	0	146	0	0	0	0	0	11	37	31	25	23	12	6	1	1	0	0	21	35	62	26	34	44
06/12/2019 23:00	99	1	97	1	0	0	0	0	10	31	19	18	13	7	0	0	1	0	0	21	34	60	26	31	42

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	55	1	45	8	1	0	1	0	6	15	12	14	6	1	0	0	0	0	0	11	33	45	26	31	39
15:00-19:00	2190	36	2079	65	10	0	1	22	189	720	759	329	139	24	7	0	0	0	0	11	32	54	26	31	37
06:00-22:00	5717	66	5340	262	49	4	4	53	475	1869	1878	841	460	106	27	3	0	0	0	8	32	55	26	31	37
00:00-24:00	5962	67	5583	263	49	4	4	53	496	1937	1928	884	496	125	33	4	2	0	0	8	32	62	26	31	39

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	51	0	50	0	1	0	0	0	2	10	12	11	7	8	0	0	0	0	1	21	37	83	29	36	45
06/13/2019 01:00	30	0	27	3	0	0	0	0	3	5	9	4	3	4	1	2	0	0	0	24	36	57	26	34	47
06/13/2019 02:00	28	0	24	4	0	0	0	0	2	1	9	3	5	4	3	1	0	0	0	24	39	55	31	39	49
06/13/2019 03:00	33	0	31	2	0	0	0	0	2	5	6	7	3	6	3	1	0	0	0	21	39	60	26	37	49
06/13/2019 04:00	61	0	57	3	1	0	0	0	1	15	13	6	8	6	6	4	1	1	1	24	39	80	27	36	52
06/13/2019 05:00	184	2	176	4	2	0	0	1	2	43	59	24	22	13	14	6	1	0	0	18	37	60	29	34	47
06/13/2019 06:00	308	5	280	17	6	2	1	2	21	99	84	43	36	16	2	2	0	0	0	9	33	57	26	31	41
06/13/2019 07:00	325	0	299	22	4	0	1	2	13	63	94	67	53	27	5	1	0	0	0	14	36	55	29	34	44
06/13/2019 08:00	379	3	362	13	1	0	0	0	20	101	109	67	49	21	8	4	0	0	0	21	35	60	27	32	42
06/13/2019 09:00	353	0	324	24	5	0	0	0	15	117	99	63	45	11	3	0	0	0	0	22	34	52	26	31	41
06/13/2019 10:00	356	2	323	24	7	1	0	2	18	100	114	63	38	19	1	0	0	0	0	9	34	52	26	31	41
06/13/2019 11:00	469	4	430	30	5	2	1	13	40	144	151	68	41	7	2	0	0	0	0	8	32	52	26	31	39
06/13/2019 12:00	518	4	482	27	5	1	2	3	37	147	206	76	41	5	0	0	0	0	0	8	32	49	26	31	37
06/13/2019 13:00	453	3	417	28	5	0	0	1	30	134	173	75	29	6	5	0	0	0	0	18	32	52	26	31	37
06/13/2019 14:00	471	4	451	15	1	0	0	4	33	119	155	78	56	18	7	1	0	0	0	18	34	55	26	31	41
06/13/2019 15:00	532	4	507	13	8	0	0	2	27	176	168	86	55	15	1	2	0	0	0	19	33	57	26	31	39
06/13/2019 16:00	550	2	533	13	2	1	4	4	32	183	190	84	42	9	1	0	0	0	0	8	32	52	26	31	37
06/13/2019 17:00	551	2	539	7	3	1	0	2	24	154	203	83	67	15	2	0	0	0	0	8	33	54	26	31	41
06/13/2019 18:00	413	3	407	3	0	0	0	1	12	101	142	66	59	21	9	2	1	0	0	19	35	65	29	32	42
06/13/2019 19:00	310	1	305	4	0	1	0	2	13	102	85	46	41	16	2	2	0	0	0	8	34	57	26	31	42
06/13/2019 20:00	248	0	240	7	1	0	0	0	15	72	89	40	25	5	0	2	0	0	0	21	33	57	27	31	39
06/13/2019 21:00	232	2	226	4	0	0	1	1	8	67	71	32	30	17	5	1	0	0	0	14	34	55	26	31	42
06/13/2019 22:00	148	2	145	0	1	0	0	0	4	44	31	26	32	7	3	2	0	0	0	24	35	55	26	34	42
06/13/2019 23:00	85	1	83	1	0	0	0	0	5	21	22	15	10	8	2	4	0	0	0	22	36	59	26	32	44

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	387	2	365	16	4	0	0	1	12	79	108	55	48	41	27	14	2	1	2	18	38	83	29	34	49
06:00-09:00	1012	8	941	52	11	2	2	4	54	263	287	177	138	64	15	7	0	0	0	9	34	60	26	32	42
15:00-19:00	2046	11	1986	36	13	2	4	9	95	614	703	319	223	60	13	4	1	0	0	8	33	65	26	31	39
06:00-22:00	6468	39	6125	251	53	9	10	39	358	1879	2133	1037	707	228	53	17	1	0	0	8	33	65	26	31	41
00:00-24:00	7088	44	6718	268	58	9	10	40	379	2023	2294	1133	797	284	85	37	3	1	2	8	34	83	26	31	41

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	57	0	57	0	0	0	0	0	5	9	12	11	12	6	0	0	1	0	1	21	37	93	26	36	44
06/14/2019 01:00	27	0	26	1	0	0	0	0	0	7	6	4	6	1	1	0	2	0	0	26	38	62	29	37	42
06/14/2019 02:00	30	0	27	3	0	0	1	1	0	4	4	4	7	2	5	2	0	1	0	14	40	67	26	42	52
06/14/2019 03:00	31	0	29	1	1	0	0	0	3	7	2	9	3	3	3	0	1	0	0	21	38	65	26	37	49
06/14/2019 04:00	69	0	65	4	0	0	0	0	1	14	13	15	12	11	3	1	0	0	0	24	38	55	29	37	47
06/14/2019 05:00	179	1	173	4	1	0	0	1	5	29	60	38	23	16	4	2	1	0	0	18	36	62	29	34	44
06/14/2019 06:00	317	2	287	23	5	0	1	0	13	81	119	51	40	5	4	4	1	0	0	11	34	64	27	31	41
06/14/2019 07:00	360	2	319	36	3	0	0	4	15	81	119	66	60	11	3	1	0	0	0	18	34	57	27	31	42
06/14/2019 08:00	371	4	334	29	4	0	0	1	20	107	110	53	38	31	11	1	0	0	0	18	34	55	26	31	44
06/14/2019 09:00	378	3	341	28	6	0	2	0	25	92	119	72	47	14	5	3	0	0	1	11	34	75	26	31	41
06/14/2019 10:00	172	2	163	4	3	0	0	0	7	52	57	25	19	6	5	2	0	0	0	21	34	57	29	31	42

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	393	1	377	13	2	0	1	2	14	70	97	81	63	39	16	5	5	1	1	14	37	93	27	36	47
06:00-09:00	1048	8	940	88	12	0	1	5	48	269	348	170	138	47	18	6	1	0	0	11	34	64	27	31	42
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1598	13	1444	120	21	0	3	5	80	413	524	267	204	67	28	11	1	0	1	11	34	75	27	31	42
00:00-24:00	1991	14	1821	133	23	0	4	7	94	483	621	348	267	106	44	16	6	1	2	11	35	93	27	32	42

Author

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Generated with **DataCollect Webreporter** version 1.0 at 04/15/2019 17:59:12

Site

Name 20790250
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790250
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 10:00
 End date 04/11/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	382	0	357	16	9
06:00-09:00	1577	7	1502	56	12
15:00-19:00	2804	23	2716	47	18
06:00-22:00	10667	94	10216	282	75
00:00-24:00	11261	94	10778	300	89

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	3	67	27	18	26	36	18.2

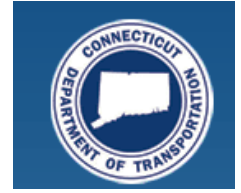
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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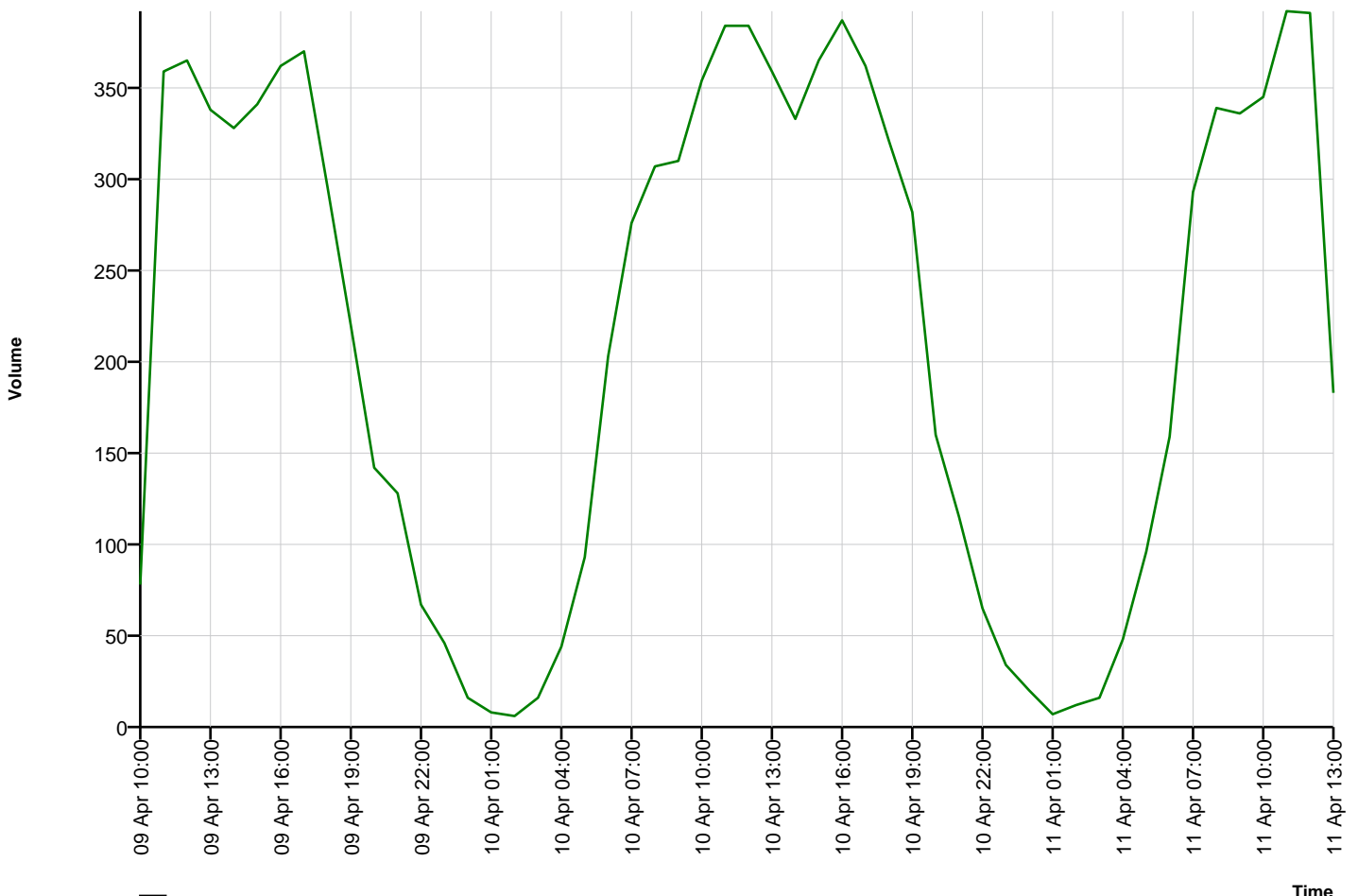
Site

Name 20790250
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790250
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 10:00
 End date 04/11/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



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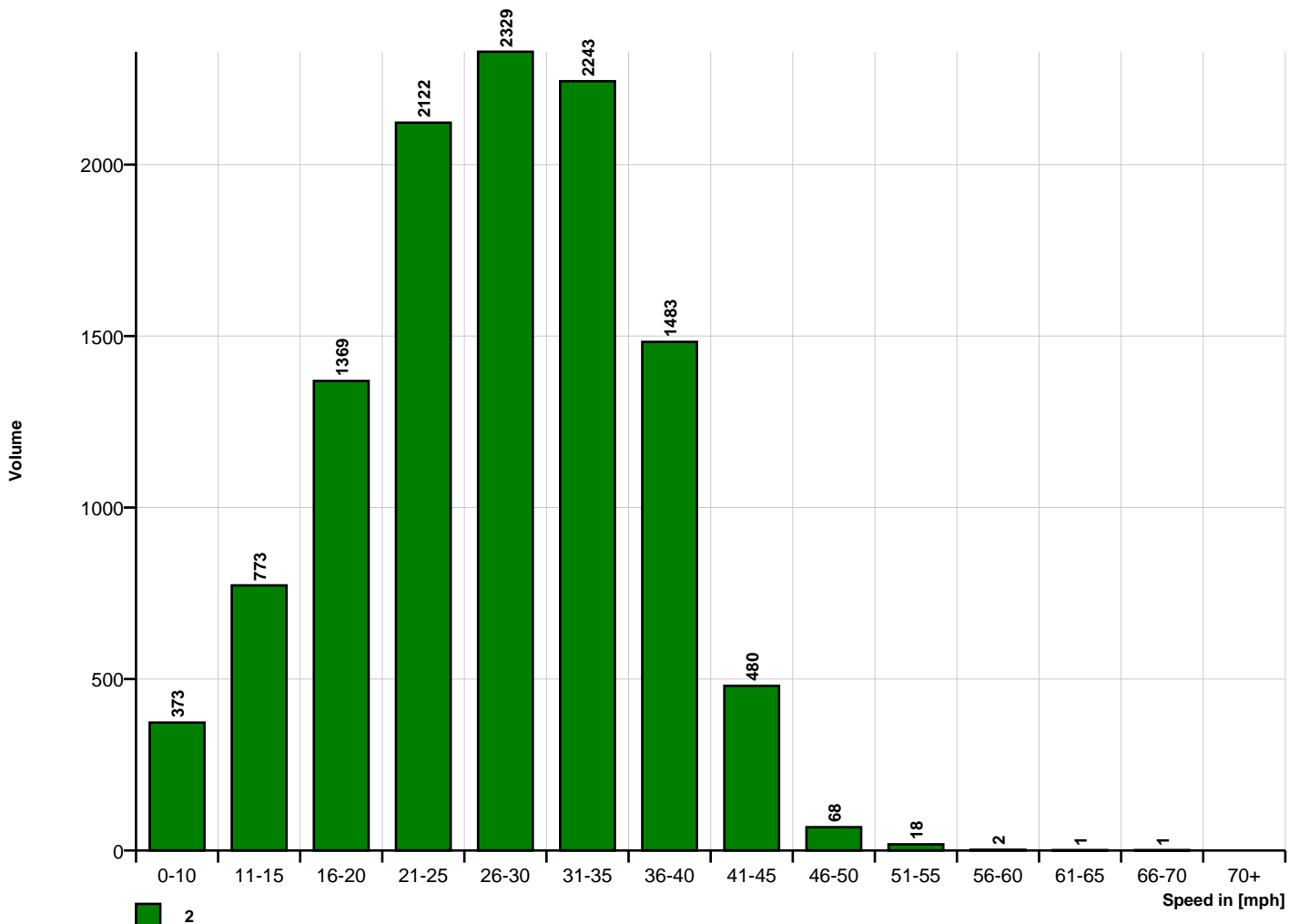
Site

Name 20790250
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790250
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 10:00
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 Days Mo, Tu, We, Th, Fr, Sa, Su
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Speed histogram



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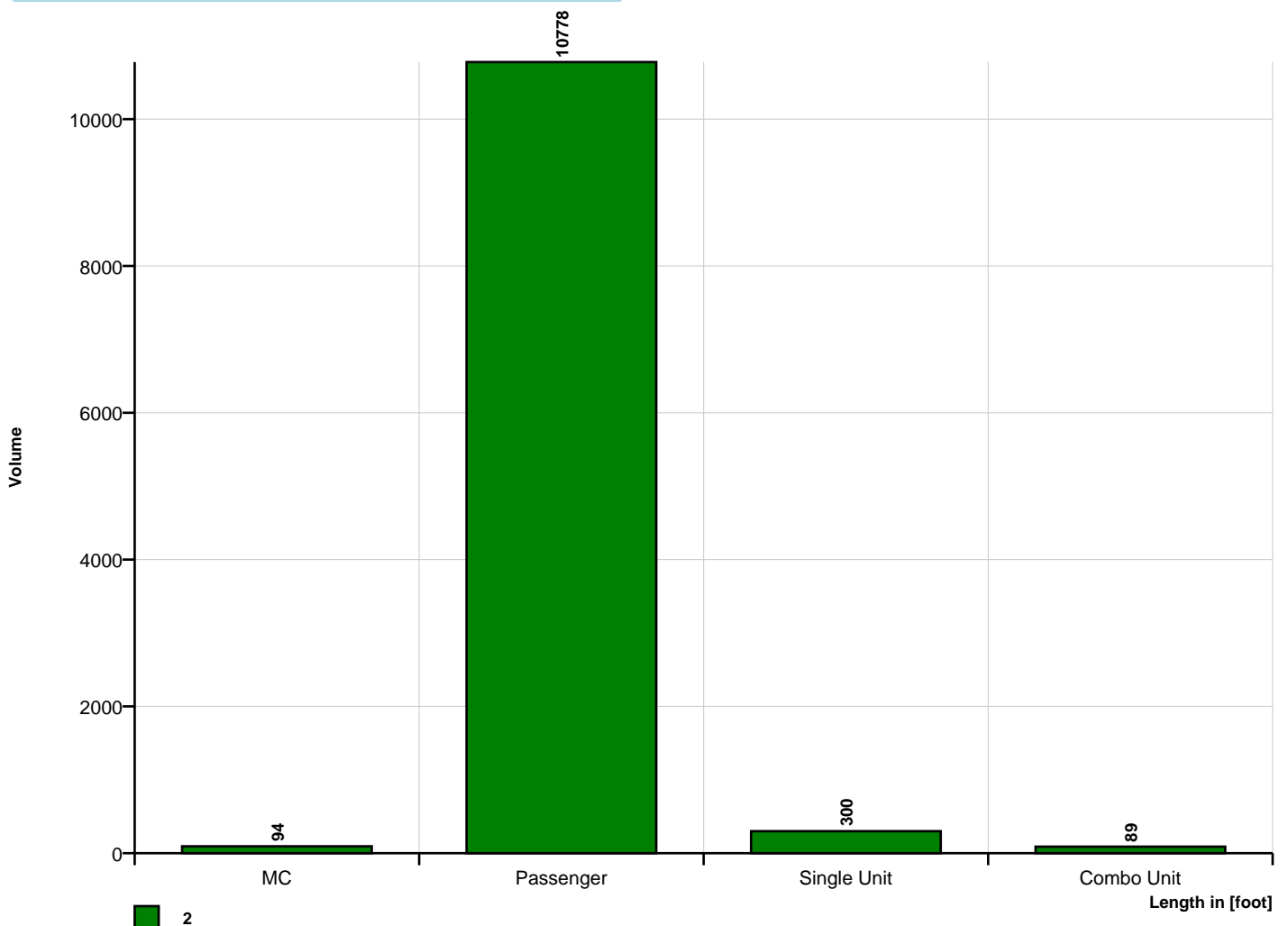
Site

Name 20790250
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790250
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 10:00
 End date 04/11/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 10:00	78	8	66	4	0	2	4	9	11	20	20	8	4	0	0	0	0	0	0	6	28	44	19	29	36
04/09/2019 11:00	359	2	341	13	3	11	37	50	65	73	81	34	7	1	0	0	0	0	0	6	26	45	16	26	34
04/09/2019 12:00	365	1	351	9	4	13	27	36	67	86	82	43	10	1	0	0	0	0	0	6	27	45	18	26	34
04/09/2019 13:00	338	2	322	8	6	10	20	31	75	61	72	53	14	1	1	0	0	0	0	6	28	52	19	26	37
04/09/2019 14:00	328	0	315	12	1	11	21	50	51	71	77	34	10	2	1	0	0	0	0	6	27	52	18	26	34
04/09/2019 15:00	341	3	323	10	5	14	24	51	86	63	48	42	13	0	0	0	0	0	0	4	26	44	16	24	36
04/09/2019 16:00	362	2	351	5	4	16	30	39	59	55	73	61	27	2	0	0	0	0	0	6	28	47	16	27	37
04/09/2019 17:00	370	2	363	4	1	8	19	41	64	70	81	72	14	1	0	0	0	0	0	6	28	47	19	29	37
04/09/2019 18:00	296	2	289	4	1	11	26	39	50	56	67	30	13	3	1	0	0	0	0	6	27	54	16	26	36
04/09/2019 19:00	220	1	216	2	1	2	8	31	55	55	40	19	5	5	0	0	0	0	0	3	27	49	19	26	34
04/09/2019 20:00	142	0	141	1	0	0	1	15	45	31	27	16	5	1	1	0	0	0	0	14	28	52	21	26	36
04/09/2019 21:00	128	0	126	2	0	0	3	15	29	32	17	17	13	1	1	0	0	0	0	11	29	52	21	27	37
04/09/2019 22:00	67	0	65	1	1	0	1	1	7	16	23	10	6	3	0	0	0	0	0	14	33	49	26	31	39
04/09/2019 23:00	46	0	43	0	3	0	0	2	3	20	10	4	6	0	1	0	0	0	0	19	31	50	26	29	41

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1369	9	1326	23	11	49	99	170	259	244	269	205	67	6	1	0	0	0	0	4	27	54	16	26	37
06:00-22:00	3327	23	3204	74	26	98	220	407	657	673	685	429	135	18	5	0	0	0	0	3	27	54	18	26	36
00:00-24:00	3440	23	3312	75	30	98	221	410	667	709	718	443	147	21	6	0	0	0	0	3	27	54	18	26	36

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	16	0	15	0	1	0	0	0	3	1	5	5	2	0	0	0	0	0	0	21	33	44	24	34	39
04/10/2019 01:00	8	0	6	1	1	0	0	0	2	2	1	1	1	1	0	0	0	0	0	24	34	49	24	31	41
04/10/2019 02:00	6	0	2	4	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	21	28	34	21	31	34
04/10/2019 03:00	16	0	16	0	0	0	0	0	3	3	6	1	1	2	0	0	0	0	0	21	33	47	24	31	42
04/10/2019 04:00	44	0	42	2	0	0	0	1	5	12	10	11	5	0	0	0	0	0	0	19	33	44	26	32	39
04/10/2019 05:00	93	0	91	0	2	0	4	5	17	15	20	14	13	4	0	0	1	0	0	11	32	62	21	31	42
04/10/2019 06:00	203	0	197	5	1	2	8	22	43	38	43	31	13	2	1	0	0	0	0	8	29	52	19	29	37
04/10/2019 07:00	276	1	263	11	1	8	21	35	34	42	64	54	12	5	1	0	0	0	0	6	28	52	18	29	37
04/10/2019 08:00	307	2	290	12	3	16	31	27	57	64	61	34	15	2	0	0	0	0	0	6	26	49	14	26	36
04/10/2019 09:00	310	2	294	12	2	6	20	39	53	71	64	42	13	2	0	0	0	0	0	6	28	45	18	26	36
04/10/2019 10:00	354	3	336	12	3	13	21	48	63	61	97	42	7	1	1	0	0	0	0	6	27	52	18	27	34
04/10/2019 11:00	384	3	363	16	2	16	25	43	55	69	85	70	19	2	0	0	0	0	0	6	28	49	18	29	37
04/10/2019 12:00	384	7	363	12	2	19	36	70	68	64	55	52	17	2	1	0	0	0	0	4	25	54	16	24	36
04/10/2019 13:00	359	2	346	9	2	13	20	48	64	71	70	56	16	1	0	0	0	0	0	6	27	45	18	27	36
04/10/2019 14:00	333	1	323	6	3	10	18	50	52	73	52	56	22	0	0	0	0	0	0	6	28	44	18	27	37
04/10/2019 15:00	365	5	346	13	1	20	41	53	61	84	57	34	15	0	0	0	0	0	0	6	25	44	14	26	34
04/10/2019 16:00	387	4	374	6	3	16	40	48	71	70	74	57	7	4	0	0	0	0	0	6	26	49	16	26	36
04/10/2019 17:00	362	2	354	3	3	14	24	29	55	71	70	76	20	2	1	0	0	0	0	6	28	52	18	29	37
04/10/2019 18:00	321	3	316	2	0	9	13	28	65	66	74	49	13	3	1	0	0	0	0	3	28	52	19	29	36
04/10/2019 19:00	282	4	277	1	0	5	11	33	69	68	42	39	14	0	1	1	0	0	0	6	27	55	19	26	36
04/10/2019 20:00	160	1	155	3	1	2	1	16	51	41	35	11	2	1	0	0	0	0	0	8	27	45	21	26	32
04/10/2019 21:00	115	0	113	2	0	2	3	9	30	36	20	9	4	2	0	0	0	0	0	8	27	47	21	26	34
04/10/2019 22:00	65	0	64	1	0	0	0	3	19	19	16	5	2	0	0	0	0	1	0	16	29	67	21	26	34
04/10/2019 23:00	34	0	33	0	1	0	0	1	8	6	6	8	5	0	0	0	0	0	0	19	32	44	24	31	39

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	183	0	172	7	4	0	4	6	32	34	45	32	22	7	0	0	1	0	0	11	32	62	24	31	41
06:00-09:00	786	3	750	28	5	26	60	84	134	144	168	119	40	9	2	0	0	0	0	6	28	52	18	27	37
15:00-19:00	1435	14	1390	24	7	59	118	158	252	291	275	216	55	9	2	0	0	0	0	3	27	52	16	26	37
06:00-22:00	4902	40	4710	125	27	171	333	598	891	989	963	712	209	29	7	1	0	0	0	3	27	55	18	26	36
00:00-24:00	5184	40	4979	133	32	171	337	608	950	1048	1030	757	238	36	7	1	1	1	0	3	27	67	18	27	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	20	0	18	0	2	0	0	0	6	6	4	3	0	0	1	0	0	0	0	21	30	52	21	29	37
04/11/2019 01:00	7	0	5	2	0	0	0	1	1	2	0	1	1	1	0	0	0	0	0	18	32	47	21	29	44
04/11/2019 02:00	12	0	10	2	0	0	0	1	1	2	7	1	0	0	0	0	0	0	0	18	31	37	24	31	34
04/11/2019 03:00	16	0	15	0	1	0	0	0	3	8	2	3	0	0	0	0	0	0	0	21	29	36	24	26	36
04/11/2019 04:00	48	0	48	0	0	0	0	1	11	10	13	5	8	0	0	0	0	0	0	18	31	44	24	31	41
04/11/2019 05:00	96	0	89	5	2	0	5	8	16	28	18	12	8	1	0	0	0	0	0	13	29	49	21	27	39
04/11/2019 06:00	159	1	147	7	4	2	7	8	21	51	48	13	8	1	0	0	0	0	0	8	29	45	22	29	34
04/11/2019 07:00	293	1	280	11	1	17	28	54	53	59	41	25	11	4	1	0	0	0	0	6	25	52	14	24	34
04/11/2019 08:00	339	2	325	10	2	22	36	50	87	72	44	19	9	0	0	0	0	0	0	6	24	44	14	24	31
04/11/2019 09:00	336	2	323	8	3	15	38	41	78	63	55	38	7	1	0	0	0	0	0	6	25	45	14	24	34
04/11/2019 10:00	345	4	318	19	4	11	37	57	68	71	58	30	11	0	2	0	0	0	0	3	25	52	16	24	34
04/11/2019 11:00	392	4	374	12	2	12	29	57	54	87	89	55	6	2	1	0	0	0	0	6	27	52	16	26	36
04/11/2019 12:00	391	3	371	11	6	18	24	45	72	86	88	44	12	1	0	1	0	0	0	3	27	55	18	26	34
04/11/2019 13:00	183	14	164	5	0	7	11	28	34	27	28	34	14	0	0	0	0	0	0	8	27	44	18	27	37

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	199	0	185	9	5	0	5	11	38	56	44	25	17	2	1	0	0	0	0	13	30	52	21	29	37
06:00-09:00	791	4	752	28	7	41	71	112	161	182	133	57	28	5	1	0	0	0	0	6	25	52	16	26	34
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	2438	31	2302	83	22	104	210	340	467	516	451	258	78	9	4	1	0	0	0	3	26	55	16	26	34
00:00-24:00	2637	31	2487	92	27	104	215	351	505	572	495	283	95	11	5	1	0	0	0	3	26	55	16	26	34

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:02:31

Site

Name 20790334
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790334
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 13:00
 End date 06/14/2019 14:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	1163	5	1105	47	6
06:00-09:00	2600	30	2442	121	7
15:00-19:00	4208	162	3921	120	5
06:00-22:00	14257	342	13379	513	23
00:00-24:00	16180	347	15234	570	29

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	3	60	24	16	24	31	4.3

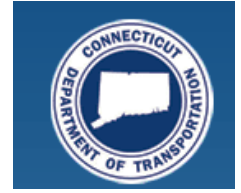
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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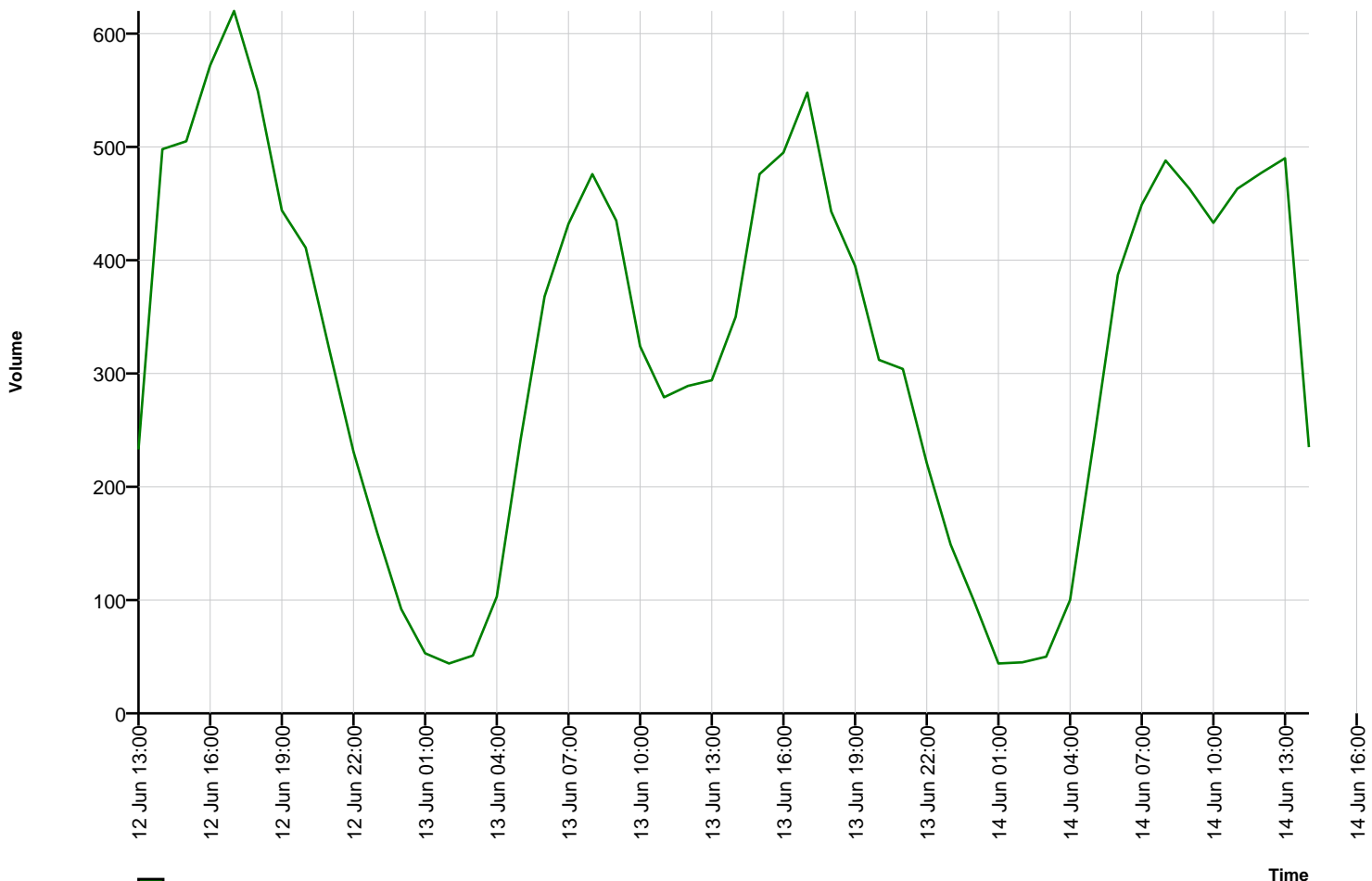
Site

Name 20790334
 Dir. Oncoming (name) 2
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 Posted Speed Limit **35**
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 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 13:00
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 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Country United States
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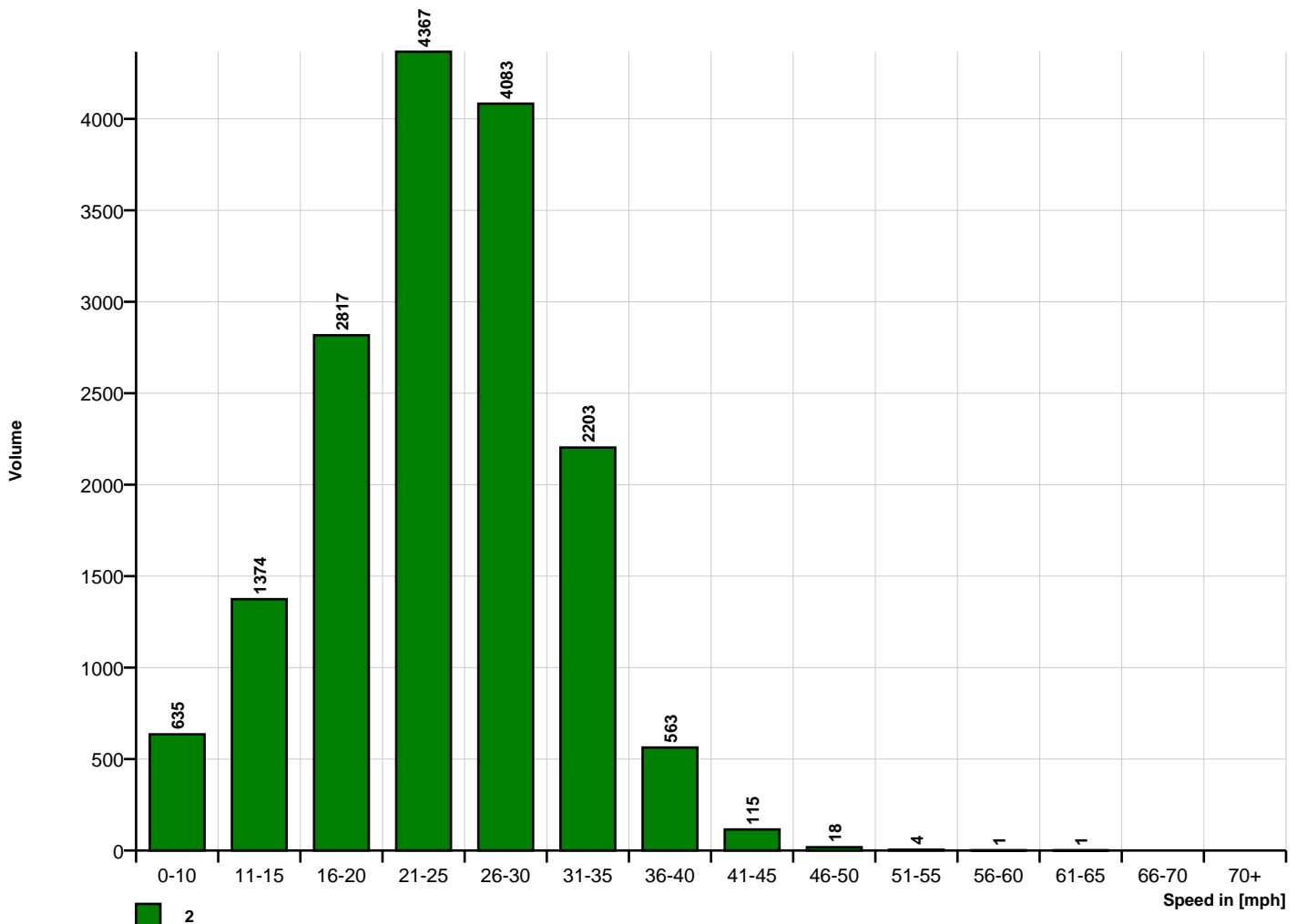
Site

Name 20790334
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790334
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 13:00
 End date 06/14/2019 14:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 08/20/2019 20:02:31

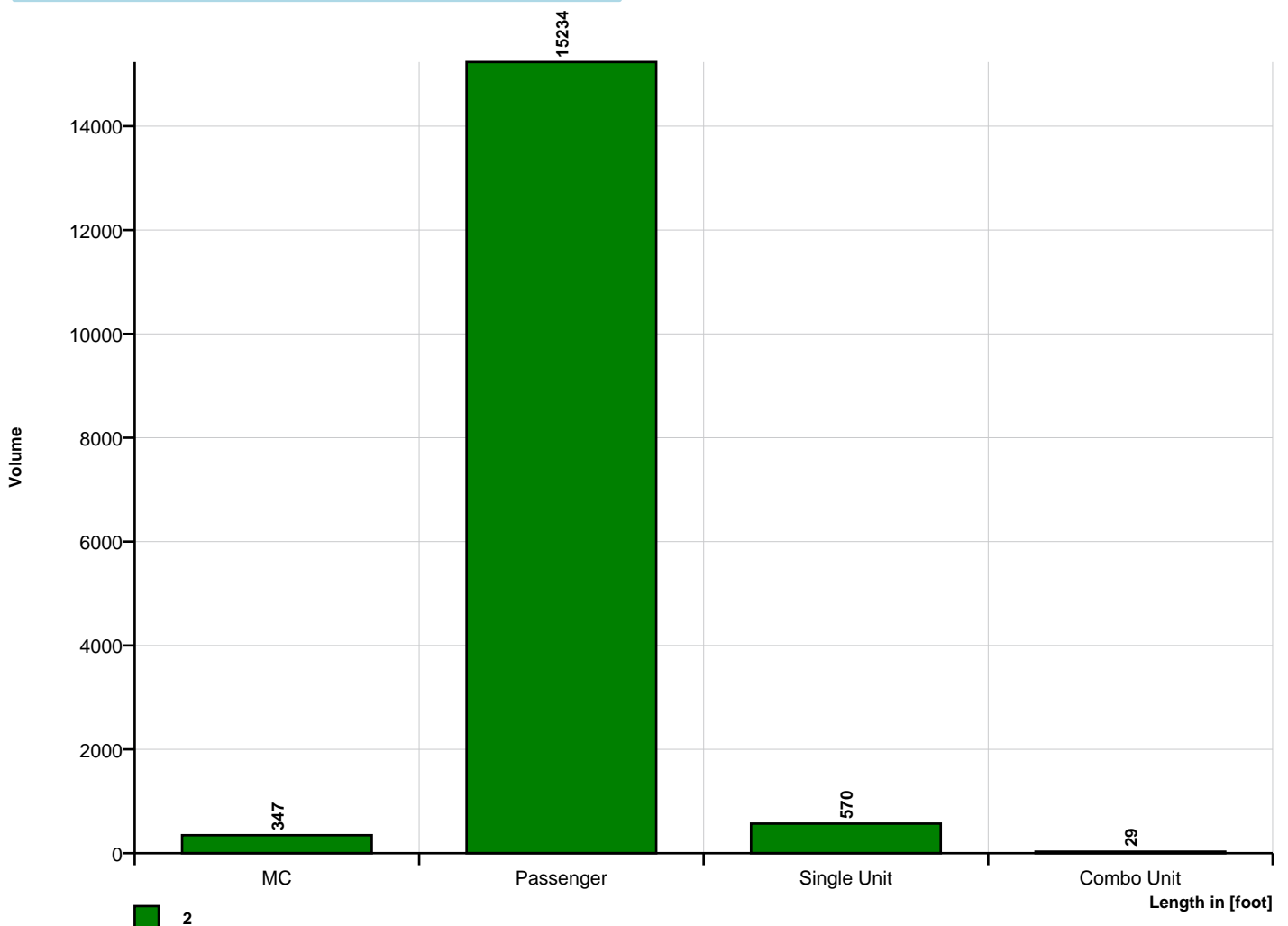
Site

Name 20790334
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790334
 Device type **SDR Traffic+**

Time Range

Start date 06/12/2019 13:00
 End date 06/14/2019 14:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/12/2019 13:00	233	20	195	17	1	7	24	38	71	55	31	5	2	0	0	0	0	0	0	6	24	42	16	24	31
06/12/2019 14:00	498	35	446	16	1	14	42	94	124	129	71	21	3	0	0	0	0	0	0	4	24	42	16	24	31
06/12/2019 15:00	505	11	470	24	0	49	58	76	114	124	66	13	3	2	0	0	0	0	0	3	22	47	13	24	31
06/12/2019 16:00	572	9	549	13	1	42	71	105	133	119	76	25	1	0	0	0	0	0	0	3	23	44	14	22	31
06/12/2019 17:00	620	86	509	24	1	51	92	117	147	128	68	14	3	0	0	0	0	0	0	4	22	44	13	21	29
06/12/2019 18:00	549	20	506	22	1	32	54	103	137	137	67	12	7	0	0	0	0	0	0	4	23	42	14	24	31
06/12/2019 19:00	444	2	436	6	0	11	37	70	124	99	85	15	3	0	0	0	0	0	0	6	24	41	18	24	31
06/12/2019 20:00	411	1	399	11	0	5	26	56	129	111	64	15	4	1	0	0	0	0	0	4	25	45	18	24	31
06/12/2019 21:00	320	2	315	3	0	12	22	54	94	85	39	11	3	0	0	0	0	0	0	4	24	41	18	24	31
06/12/2019 22:00	231	0	229	2	0	1	7	35	57	86	34	6	4	1	0	0	0	0	0	8	26	45	19	26	31
06/12/2019 23:00	159	0	158	1	0	0	2	20	49	48	32	5	3	0	0	0	0	0	0	11	26	44	21	26	31

[Wed, 12 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2246	126	2034	83	3	174	275	401	531	508	277	64	14	2	0	0	0	0	0	3	22	47	14	22	31
06:00-22:00	4152	186	3825	136	5	223	426	713	1073	987	567	131	29	3	0	0	0	0	0	3	23	47	14	24	31
00:00-24:00	4542	186	4212	139	5	224	435	768	1179	1121	633	142	36	4	0	0	0	0	0	3	24	47	16	24	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/13/2019 00:00	92	1	90	0	1	1	3	10	30	23	20	4	0	0	1	1	0	0	0	6	26	55	19	26	31
06/13/2019 01:00	53	0	50	2	1	0	1	4	15	19	9	2	1	1	0	0	1	0	0	14	28	60	21	26	31
06/13/2019 02:00	44	1	40	3	0	1	1	5	10	9	11	5	1	0	1	0	0	0	0	8	28	52	19	29	36
06/13/2019 03:00	51	0	47	4	0	0	0	9	8	21	7	3	3	0	0	0	0	0	0	16	27	44	19	26	32
06/13/2019 04:00	103	0	97	5	1	1	2	11	35	24	20	5	3	2	0	0	0	0	0	8	27	47	21	26	32
06/13/2019 05:00	242	1	230	11	0	6	10	34	67	80	31	13	1	0	0	0	0	0	0	4	25	41	18	26	31
06/13/2019 06:00	368	9	334	23	2	14	24	63	130	87	35	13	2	0	0	0	0	0	0	3	23	42	18	24	29
06/13/2019 07:00	432	4	411	17	0	21	39	85	113	93	51	26	2	2	0	0	0	0	0	4	24	47	16	24	31
06/13/2019 08:00	476	4	451	18	3	13	43	92	133	123	58	12	1	0	1	0	0	0	0	4	23	50	16	24	31
06/13/2019 09:00	435	5	412	16	2	13	38	70	136	111	51	12	4	0	0	0	0	0	0	6	24	44	16	24	31
06/13/2019 10:00	324	4	306	14	0	8	30	69	99	76	33	8	1	0	0	0	0	0	0	4	23	41	16	22	29
06/13/2019 11:00	279	6	260	13	0	8	28	63	80	62	32	6	0	0	0	0	0	0	0	6	23	39	16	21	29
06/13/2019 12:00	289	10	272	7	0	11	20	55	91	74	31	5	2	0	0	0	0	0	0	4	23	42	16	24	29
06/13/2019 13:00	294	13	278	3	0	7	25	60	89	67	35	8	2	1	0	0	0	0	0	4	23	45	16	22	31
06/13/2019 14:00	350	12	330	8	0	9	33	55	79	102	60	11	1	0	0	0	0	0	0	6	24	41	16	24	31
06/13/2019 15:00	476	9	453	13	1	26	40	79	127	126	61	13	4	0	0	0	0	0	0	4	23	42	16	24	31
06/13/2019 16:00	495	9	482	4	0	24	58	90	118	118	68	17	2	0	0	0	0	0	0	4	23	44	14	22	31
06/13/2019 17:00	548	11	523	13	1	28	79	102	139	113	68	15	4	0	0	0	0	0	0	4	22	42	14	22	31
06/13/2019 18:00	443	7	429	7	0	20	37	86	106	118	58	16	1	1	0	0	0	0	0	6	24	49	16	24	31
06/13/2019 19:00	395	3	382	10	0	5	22	71	102	108	65	19	3	0	0	0	0	0	0	4	25	44	18	24	31
06/13/2019 20:00	312	1	303	7	1	1	8	34	91	100	58	18	2	0	0	0	0	0	0	6	26	41	21	26	31
06/13/2019 21:00	304	3	291	10	0	6	16	60	77	81	51	10	3	0	0	0	0	0	0	4	25	42	18	24	31
06/13/2019 22:00	221	0	217	4	0	2	7	32	66	69	36	5	4	0	0	0	0	0	0	8	26	44	19	26	31
06/13/2019 23:00	149	0	146	3	0	0	4	18	45	50	21	7	3	1	0	0	0	0	0	11	26	49	21	26	31

[Thu, 13 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	585	3	554	25	3	9	17	73	165	176	98	32	9	3	2	1	1	0	0	4	26	60	19	26	31
06:00-09:00	1276	17	1196	58	5	48	106	240	376	303	144	51	5	2	1	0	0	0	0	3	24	50	16	24	31
15:00-19:00	1962	36	1887	37	2	98	214	357	490	475	255	61	11	1	0	0	0	0	0	4	23	49	14	24	31
06:00-22:00	6220	110	5917	183	10	214	540	1134	1710	1559	815	209	34	4	1	0	0	0	0	3	24	50	16	24	31
00:00-24:00	7175	113	6834	215	13	225	568	1257	1986	1854	970	253	50	8	3	1	1	0	0	3	24	60	16	24	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
06/14/2019 00:00	98	0	96	1	1	1	2	17	25	27	17	5	2	1	1	0	0	0	0	8	26	52	19	26	32
06/14/2019 01:00	44	0	42	2	0	0	2	5	10	16	8	2	1	0	0	0	0	0	0	11	27	42	19	26	31
06/14/2019 02:00	45	0	43	1	1	0	0	3	7	22	9	4	0	0	0	0	0	0	0	16	28	39	24	26	34
06/14/2019 03:00	50	0	46	3	1	0	1	11	7	19	9	2	1	0	0	0	0	0	0	11	26	42	19	26	31
06/14/2019 04:00	100	0	94	6	0	0	3	8	27	30	22	6	3	1	0	0	0	0	0	13	27	49	21	26	34
06/14/2019 05:00	241	2	230	9	0	3	9	41	64	67	41	12	2	2	0	0	0	0	0	6	26	49	19	26	31
06/14/2019 06:00	387	2	367	17	1	19	27	62	116	94	46	19	4	0	0	0	0	0	0	3	24	42	16	24	31
06/14/2019 07:00	449	7	417	24	1	18	37	86	110	106	58	29	4	1	0	0	0	0	0	3	24	45	16	24	31
06/14/2019 08:00	488	4	462	22	0	15	28	79	148	130	70	15	3	0	0	0	0	0	0	3	24	41	18	24	31
06/14/2019 09:00	463	1	446	15	1	14	28	88	135	111	70	13	3	1	0	0	0	0	0	6	24	49	16	24	31
06/14/2019 10:00	433	5	402	24	2	17	30	80	113	111	61	20	1	0	0	0	0	0	0	6	24	41	16	24	31
06/14/2019 11:00	463	7	439	16	1	24	49	88	124	114	54	9	1	0	0	0	0	0	0	3	23	41	14	22	29
06/14/2019 12:00	477	6	442	27	2	29	70	99	122	87	55	13	2	0	0	0	0	0	0	4	22	41	14	21	29
06/14/2019 13:00	490	10	445	35	0	25	55	84	136	125	52	11	2	0	0	0	0	0	0	6	23	42	14	22	29
06/14/2019 14:00	235	4	217	14	0	21	30	41	58	49	28	8	0	0	0	0	0	0	0	3	22	39	13	21	31

[Fri, 14 June]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	578	2	551	22	3	4	17	85	140	181	106	31	9	4	1	0	0	0	0	6	26	52	19	26	32
06:00-09:00	1324	13	1246	63	2	52	92	227	374	330	174	63	11	1	0	0	0	0	0	3	24	45	16	24	31
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	3885	46	3637	194	8	182	354	707	1062	927	494	137	20	2	0	0	0	0	0	3	23	49	16	24	31
00:00-24:00	4463	48	4188	216	11	186	371	792	1202	1108	600	168	29	6	1	0	0	0	0	3	24	52	16	24	31

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/30/2019 19:32:49

Site

Name 20790408
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790408
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 09:00
 End date 04/26/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single Unit	Limbo Unit
00:00-06:00	525	2	488	27	8
06:00-09:00	2111	4	1843	245	19
15:00-19:00	4750	32	4577	116	25
06:00-22:00	13404	69	12333	860	142
00:00-24:00	14391	73	13271	896	151

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	4	83	41	34	42	49	81.3

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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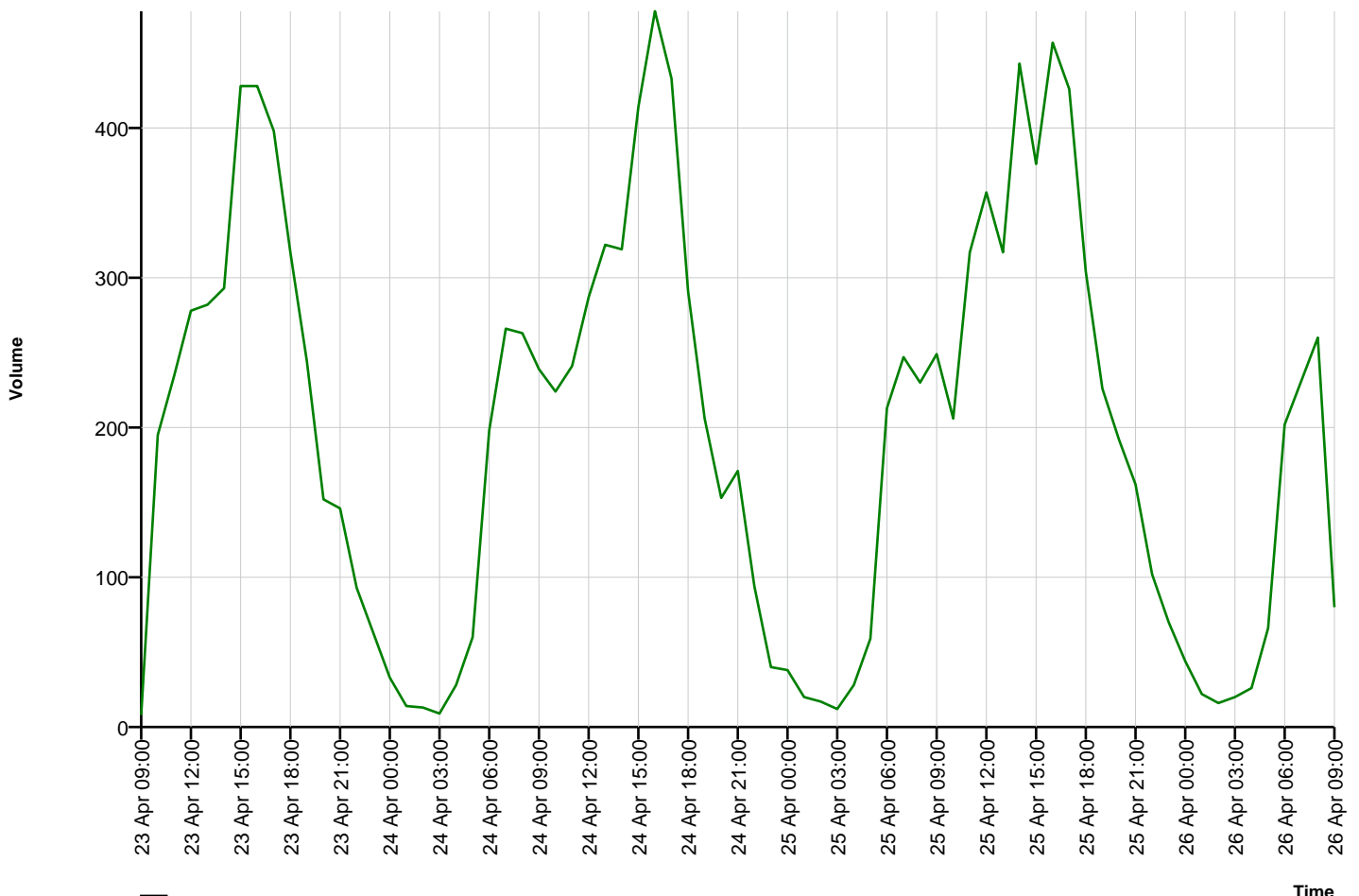
Site

Name 20790408
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790408
 Device type **SDR Traffic+**

Time Range

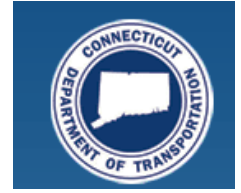
Start date 04/23/2019 09:00
 End date 04/26/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
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 Street 2800 Berlin Turnpike
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 Contact Bradley Overturf
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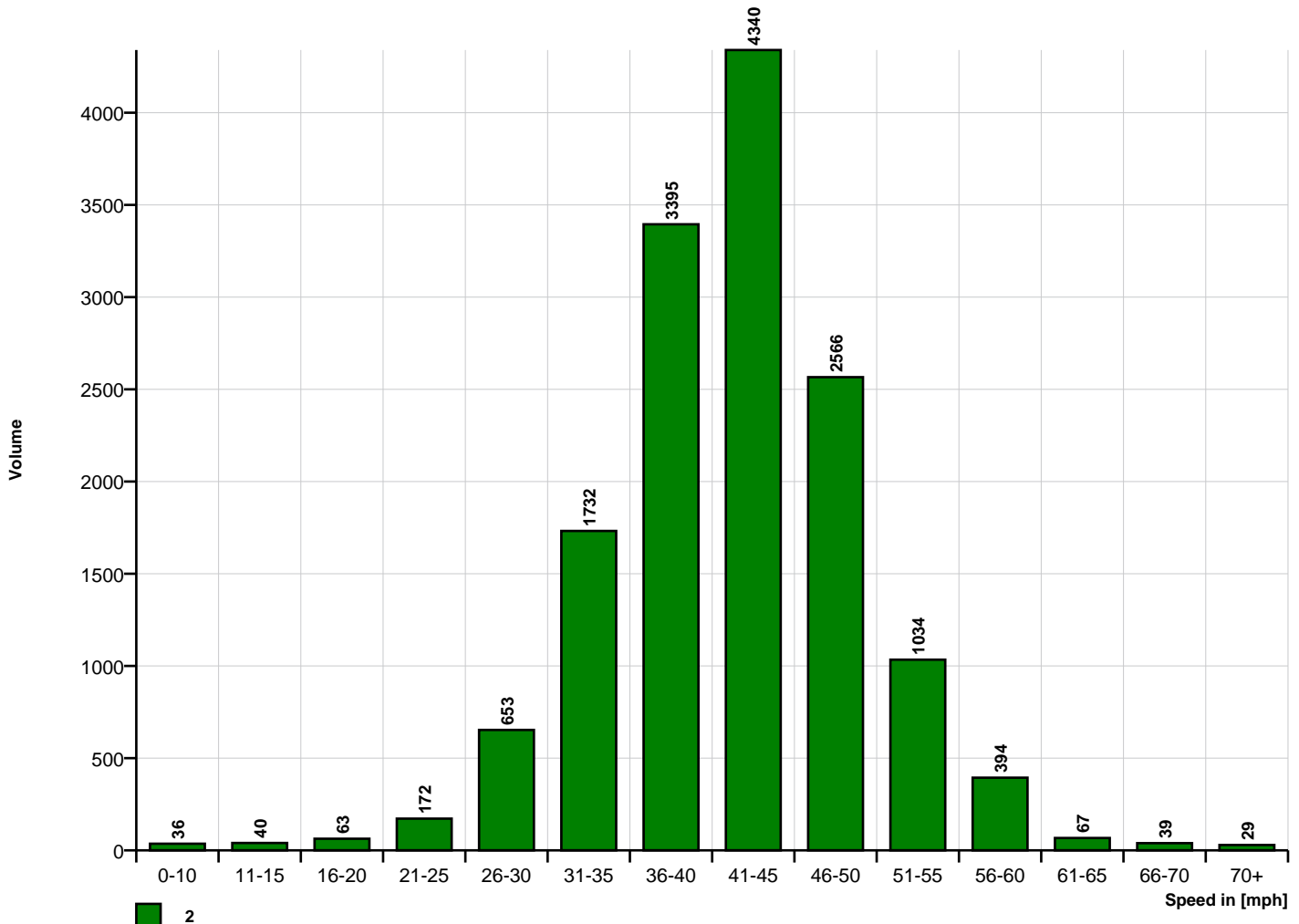
Site

Name 20790408
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790408
 Device type **SDR Traffic+**

Time Range

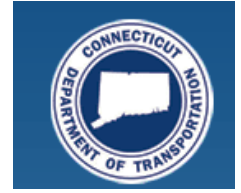
Start date 04/23/2019 09:00
 End date 04/26/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/30/2019 19:32:49

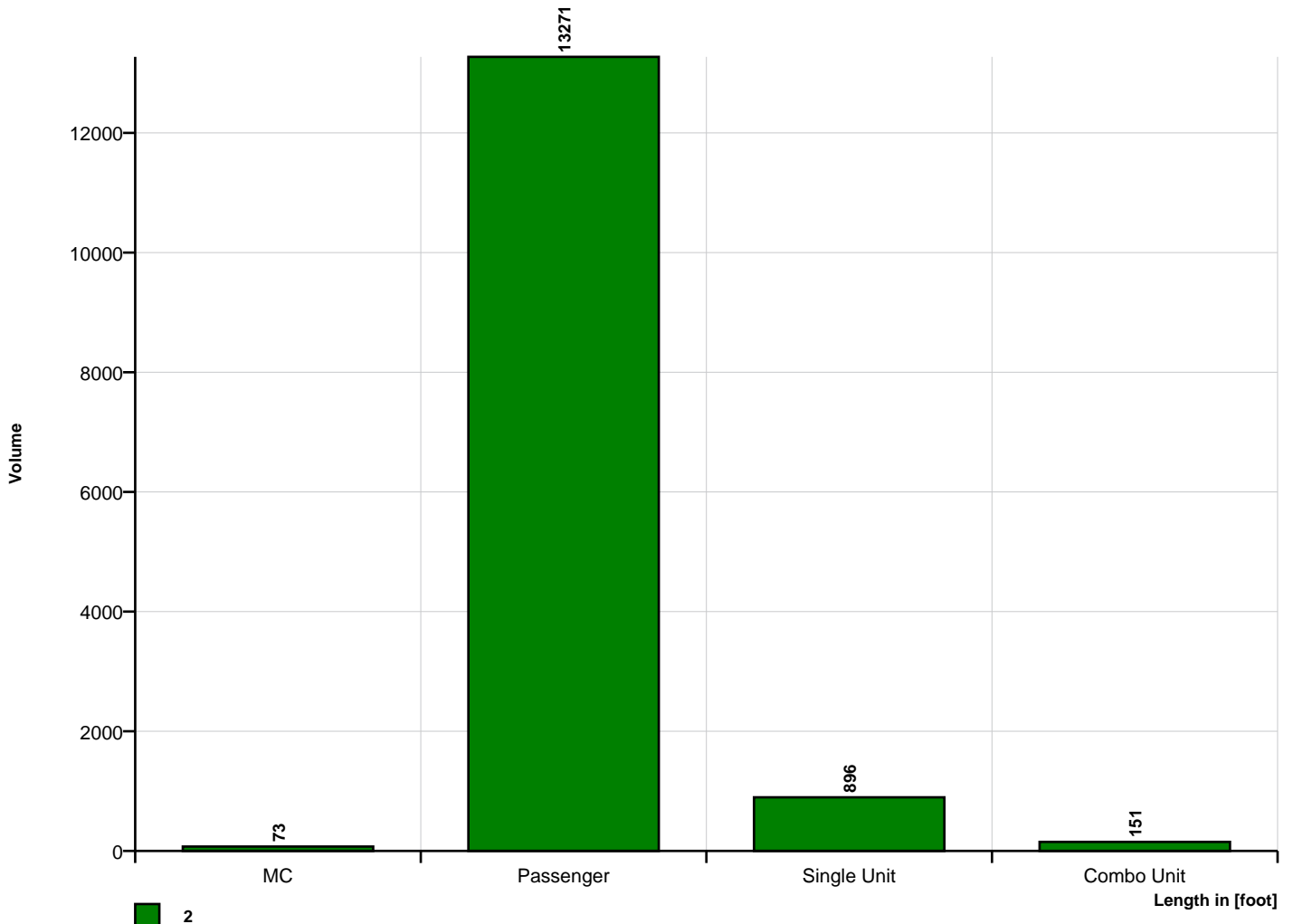
Site

Name 20790408
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790408
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 09:00
 End date 04/26/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/23/2019 09:00	8	0	6	2	0	0	0	0	1	3	0	2	1	1	0	0	0	0	0	21	34	49	26	36	42
04/23/2019 10:00	195	1	171	20	3	0	0	0	0	7	18	59	65	28	14	3	2	0	0	26	42	64	36	42	47
04/23/2019 11:00	235	1	206	23	5	0	0	0	1	10	28	52	67	52	17	8	1	0	0	24	42	62	34	42	49
04/23/2019 12:00	278	0	255	19	4	0	0	0	4	5	14	75	93	55	26	8	1	0	0	21	43	64	37	42	49
04/23/2019 13:00	282	3	233	43	3	0	0	0	0	6	42	83	90	46	11	4	0	0	0	26	41	57	34	41	47
04/23/2019 14:00	293	2	263	20	8	0	0	0	4	19	49	70	89	48	14	3	0	0	0	22	40	55	32	41	47
04/23/2019 15:00	428	3	407	18	0	0	0	1	5	32	72	107	114	72	19	10	0	0	0	19	40	60	32	39	47
04/23/2019 16:00	428	3	414	10	1	1	2	2	4	28	66	120	125	59	19	3	0	0	0	6	40	59	34	39	47
04/23/2019 17:00	398	1	386	9	2	0	1	2	8	16	81	106	116	47	18	4	0	0	0	14	39	57	32	39	45
04/23/2019 18:00	317	2	309	4	2	0	0	0	1	9	29	69	106	76	21	8	1	0	0	22	43	62	36	44	49
04/23/2019 19:00	244	2	241	1	0	0	0	0	1	8	23	50	80	62	14	8	0	0	0	21	43	59	36	42	49
04/23/2019 20:00	152	0	149	3	0	0	0	0	2	5	14	36	59	26	8	3	0	0	0	22	42	59	36	42	47
04/23/2019 21:00	146	1	140	3	2	1	0	0	2	3	14	48	48	18	9	3	1	0	0	6	41	62	36	41	47
04/23/2019 22:00	93	0	91	2	0	0	0	0	2	0	5	20	29	19	12	6	0	0	1	21	44	78	37	44	52
04/23/2019 23:00	63	0	60	3	0	0	0	0	0	0	4	11	24	14	10	0	0	0	0	31	44	54	39	44	50

[Tue, 23 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1571	9	1516	41	5	1	3	5	18	85	248	402	461	254	77	25	1	0	0	6	40	62	34	41	47
06:00-22:00	3404	19	3180	175	30	2	3	5	33	151	450	877	1053	590	190	65	6	0	0	6	41	64	34	41	47
00:00-24:00	3560	19	3331	180	30	2	3	5	35	151	459	908	1106	623	212	71	6	0	1	6	41	78	34	41	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 00:00	33	0	33	0	0	0	0	0	0	0	1	8	16	6	0	2	0	0	0	34	43	57	37	42	49
04/24/2019 01:00	14	0	12	1	1	0	0	0	0	0	1	5	2	3	2	0	1	0	0	32	44	62	36	44	52
04/24/2019 02:00	13	0	13	0	0	0	0	0	1	0	1	4	0	3	4	0	0	0	0	24	43	52	34	45	52
04/24/2019 03:00	9	0	9	0	0	0	0	0	0	0	3	3	1	2	0	0	0	0	0	31	39	49	34	37	45
04/24/2019 04:00	28	2	25	1	0	0	0	0	0	1	2	7	4	8	2	5	1	0	0	29	45	62	37	45	55
04/24/2019 05:00	60	0	51	6	3	0	0	0	0	0	4	7	18	12	13	6	0	1	1	31	47	72	39	45	52
04/24/2019 06:00	198	1	152	45	0	0	0	3	2	8	29	44	60	31	15	10	1	0	0	18	41	60	34	42	49
04/24/2019 07:00	266	0	243	18	5	0	0	0	0	6	24	52	96	53	22	10	3	2	0	27	43	70	36	44	49
04/24/2019 08:00	263	2	238	22	1	0	0	1	6	7	12	56	83	56	37	9	2	0	0	19	43	64	36	44	50
04/24/2019 09:00	239	4	213	16	6	0	0	0	0	3	28	55	82	55	12	4	1	0	0	29	42	60	36	42	47
04/24/2019 10:00	224	1	198	18	7	0	0	0	1	3	18	55	68	51	25	9	1	0	0	24	43	64	36	42	49
04/24/2019 11:00	241	0	218	17	6	0	0	1	2	5	15	52	80	50	28	13	1	1	0	18	43	67	36	44	49
04/24/2019 12:00	287	1	268	16	2	0	0	0	0	6	26	55	97	64	32	11	2	0	0	26	43	65	37	44	49
04/24/2019 13:00	322	1	269	49	3	0	0	1	3	18	54	93	75	61	15	3	0	0	0	16	40	59	32	39	47
04/24/2019 14:00	319	1	276	42	0	0	1	1	4	16	38	78	97	60	19	6	0	0	0	11	41	57	34	41	49
04/24/2019 15:00	414	7	395	10	2	14	11	19	28	52	60	83	75	36	24	7	6	1	0	4	36	68	24	37	47
04/24/2019 16:00	478	4	464	8	2	5	8	12	16	32	75	111	134	64	20	5	0	0	0	6	38	57	29	39	45
04/24/2019 17:00	433	2	416	13	2	0	0	1	3	35	80	106	119	66	16	9	1	0	0	19	40	62	31	39	47
04/24/2019 18:00	291	1	283	3	4	0	0	1	1	3	23	61	103	69	25	6	2	1	0	19	43	70	37	44	49
04/24/2019 19:00	206	3	200	3	0	0	0	0	0	5	16	37	79	44	19	5	3	1	0	27	44	67	37	44	49
04/24/2019 20:00	153	0	151	1	1	0	0	0	2	4	14	39	52	28	9	5	0	0	2	22	42	78	36	42	49
04/24/2019 21:00	171	2	168	1	0	0	0	0	1	11	25	39	50	30	10	4	3	0	0	21	41	65	34	42	47
04/24/2019 22:00	94	0	93	1	0	0	0	1	0	4	5	25	24	17	16	4	0	0	0	16	43	60	36	42	50
04/24/2019 23:00	40	1	38	1	0	0	0	0	0	0	1	6	17	7	5	6	0	0	0	31	46	60	39	44	55

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	157	2	143	8	4	0	0	0	1	1	12	34	41	34	21	13	2	1	1	24	45	72	37	44	52
06:00-09:00	727	3	633	85	6	0	0	4	8	21	65	152	239	140	74	29	6	2	0	18	43	70	36	42	49
15:00-19:00	1616	14	1558	34	10	19	19	33	48	122	238	361	431	235	85	27	9	2	0	4	39	70	31	39	47
06:00-22:00	4505	30	4152	282	41	19	20	40	69	214	537	1016	1350	818	328	116	26	6	2	4	41	78	34	42	49
00:00-24:00	4796	33	4426	292	45	19	20	41	70	219	555	1081	1432	876	370	139	28	7	3	4	41	78	34	42	49

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	38	0	38	0	0	0	0	0	1	0	2	4	13	8	7	4	1	0	0	21	46	64	39	44	54
04/25/2019 01:00	20	0	18	1	1	0	0	0	0	0	0	3	7	4	3	3	0	0	0	39	47	57	41	45	55
04/25/2019 02:00	17	0	16	1	0	0	0	0	0	1	0	2	5	4	3	1	0	1	0	26	47	65	39	47	54
04/25/2019 03:00	12	0	12	0	0	0	0	0	0	0	0	1	3	3	3	4	0	0	0	36	49	59	42	49	55
04/25/2019 04:00	28	0	24	4	0	0	0	0	0	0	4	3	9	6	5	1	0	0	0	31	44	55	36	44	52
04/25/2019 05:00	59	0	53	6	0	0	0	0	0	0	2	8	19	18	7	1	2	2	0	34	47	67	39	45	52
04/25/2019 06:00	213	0	160	48	5	0	0	0	0	9	27	51	63	30	21	12	4	0	0	26	42	62	34	42	50
04/25/2019 07:00	247	0	217	28	2	0	0	0	0	10	16	46	84	48	33	11	0	1	0	26	44	67	37	44	50
04/25/2019 08:00	230	0	218	10	2	0	0	0	2	9	22	45	65	53	30	7	2	1	0	24	43	67	36	44	49
04/25/2019 09:00	249	0	234	13	2	0	0	0	0	3	24	57	83	60	18	6	1	0	0	26	43	64	36	42	49
04/25/2019 10:00	206	2	190	14	0	0	0	0	2	9	11	49	55	58	17	7	1	0	0	24	43	62	37	42	49
04/25/2019 11:00	317	1	300	12	4	0	0	0	1	8	45	83	110	45	22	6	1	0	0	24	41	64	34	42	47
04/25/2019 12:00	357	1	335	20	1	0	0	0	0	8	39	86	123	75	25	7	0	0	0	26	42	57	36	42	47
04/25/2019 13:00	317	0	270	43	4	0	0	0	0	19	45	75	106	54	12	9	0	0	0	26	41	60	34	41	47
04/25/2019 14:00	443	5	315	91	32	0	2	0	12	31	69	93	94	74	17	7	5	21	22	13	43	83	31	41	50
04/25/2019 15:00	376	1	357	17	1	7	6	5	11	22	53	93	105	52	15	7	2	1	0	4	39	67	31	39	47
04/25/2019 16:00	457	4	436	11	6	5	8	5	17	45	69	114	116	48	17	8	1	4	2	6	38	72	29	39	47
04/25/2019 17:00	426	1	414	8	3	1	1	5	4	26	65	113	109	71	26	6	2	0	0	9	40	62	31	39	47
04/25/2019 18:00	304	3	296	5	0	0	0	0	0	9	25	48	102	76	31	16	2	0	0	26	44	64	36	44	49
04/25/2019 19:00	226	0	220	3	3	0	0	0	0	5	19	56	73	39	26	12	4	0	0	26	43	65	37	42	50
04/25/2019 20:00	192	1	186	4	1	0	0	0	2	8	31	58	51	32	8	2	0	0	0	22	40	59	34	39	47
04/25/2019 21:00	162	0	162	0	0	0	0	0	1	9	16	54	47	19	12	5	1	1	0	21	41	70	34	41	49
04/25/2019 22:00	102	0	102	0	0	0	0	0	0	2	7	20	33	27	8	6	1	0	0	27	44	60	37	44	49
04/25/2019 23:00	70	1	66	2	1	0	0	0	0	1	3	12	16	18	18	6	0	0	0	26	46	60	37	47	52

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	174	0	161	12	1	0	0	0	1	1	8	21	56	43	28	14	3	3	0	21	46	67	39	45	54
06:00-09:00	690	0	595	86	9	0	0	0	2	28	65	142	212	131	84	30	6	2	0	24	43	67	36	42	50
15:00-19:00	1563	9	1503	41	10	13	15	15	32	102	212	368	432	247	89	37	7	5	2	4	40	72	31	41	47
06:00-22:00	4722	19	4310	327	66	13	17	15	52	230	576	1121	1386	834	330	128	26	29	24	4	42	83	34	42	49
00:00-24:00	5068	20	4639	341	68	13	17	15	53	234	594	1174	1491	922	384	154	30	32	24	4	42	83	34	42	49

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/26/2019 00:00	44	0	43	1	0	0	0	0	1	1	2	12	13	8	5	4	0	0	0	24	43	60	37	42	50
04/26/2019 01:00	22	0	22	0	0	0	0	0	0	0	1	3	9	5	4	1	0	0	0	34	45	55	39	44	52
04/26/2019 02:00	16	0	15	1	0	0	0	0	1	1	1	3	7	1	1	1	0	0	0	24	41	59	31	42	49
04/26/2019 03:00	20	0	20	0	0	0	0	0	0	0	3	2	3	9	3	0	0	0	0	34	45	50	37	45	50
04/26/2019 04:00	26	0	22	3	1	0	0	0	0	0	3	2	3	10	5	3	1	0	0	31	47	60	37	47	55
04/26/2019 05:00	66	0	62	2	2	0	0	0	0	0	1	10	21	18	9	7	2	0	0	34	47	65	39	45	54
04/26/2019 06:00	202	0	155	47	0	0	0	1	4	17	25	59	66	25	4	0	0	0	1	16	40	78	31	39	44
04/26/2019 07:00	231	1	214	13	3	1	0	1	3	7	35	58	85	23	17	5	0	0	0	8	41	57	34	41	47
04/26/2019 08:00	260	0	245	14	1	0	0	0	4	16	34	62	84	40	16	7	0	0	0	21	41	59	32	41	47
04/26/2019 09:00	80	0	77	2	1	1	0	0	1	7	19	21	20	6	4	2	0	0	0	8	38	57	31	39	44

[Fri, 26 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	194	0	184	7	3	0	0	0	2	2	11	32	56	51	27	16	3	0	0	24	45	65	37	44	52
06:00-09:00	694	1	615	74	4	1	0	2	11	40	95	179	235	88	37	12	0	0	1	8	40	78	34	41	47
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	773	1	691	76	5	2	0	2	12	47	113	200	255	94	41	14	0	0	1	8	40	78	32	41	47
00:00-24:00	967	1	875	83	8	2	0	2	14	49	124	232	311	145	68	30	3	0	1	8	41	78	34	41	47

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 05/03/2019 20:08:05

Site

Name 20790432
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790432
 Device type **SDR Traffic+**

Time Range

Start date 04/30/2019 08:00
 End date 05/02/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	353	0	328	20	5
06:00-09:00	1495	1	1316	160	18
15:00-19:00	3138	3	3042	85	8
06:00-22:00	8989	6	8393	520	70
00:00-24:00	9651	6	9024	544	77

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	4	72	41	34	42	49	79.8

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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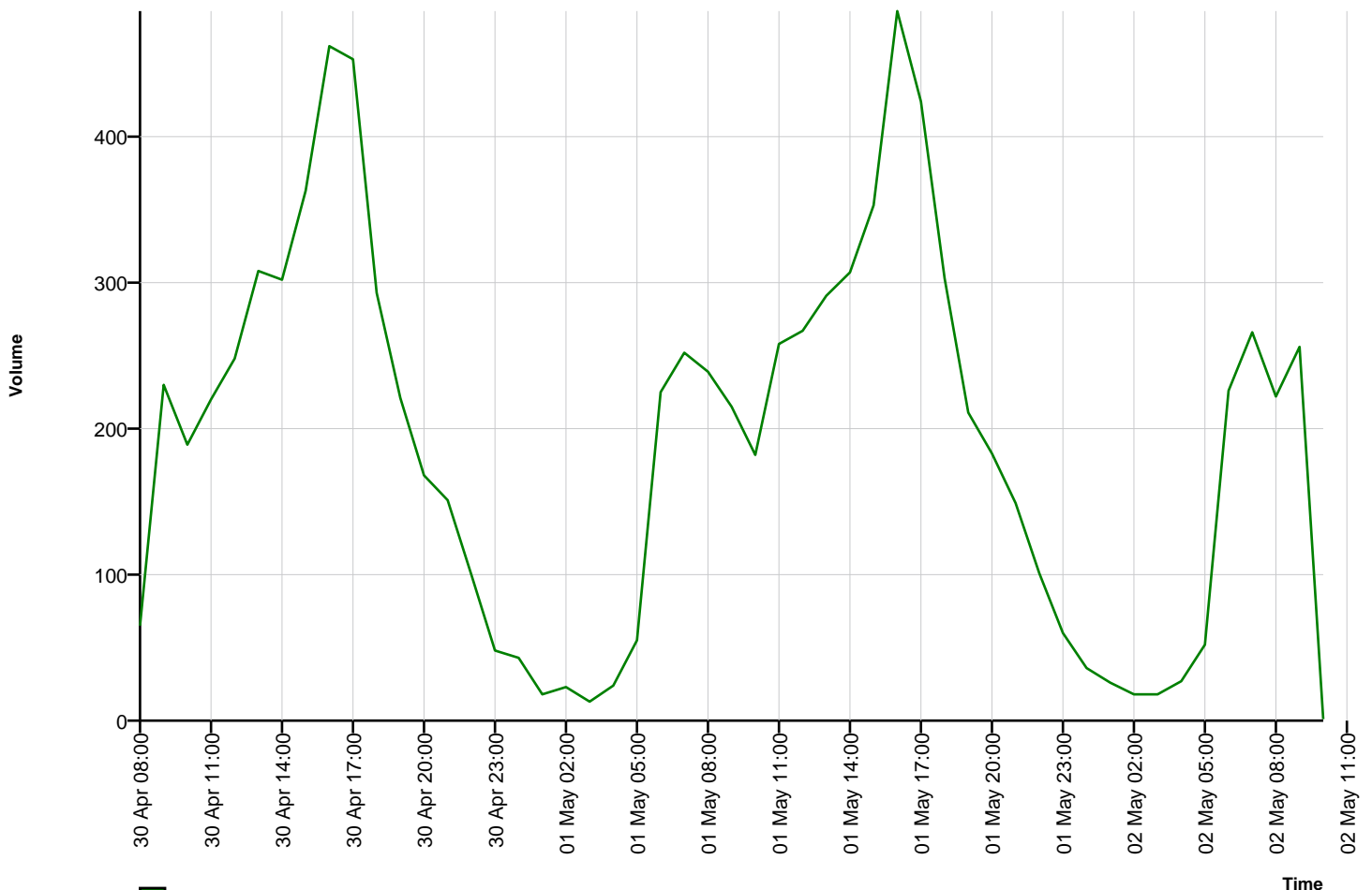
Site

Name 20790432
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790432
 Device type **SDR Traffic+**

Time Range

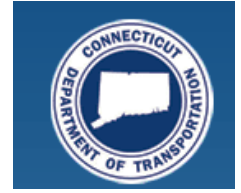
Start date 04/30/2019 08:00
 End date 05/02/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



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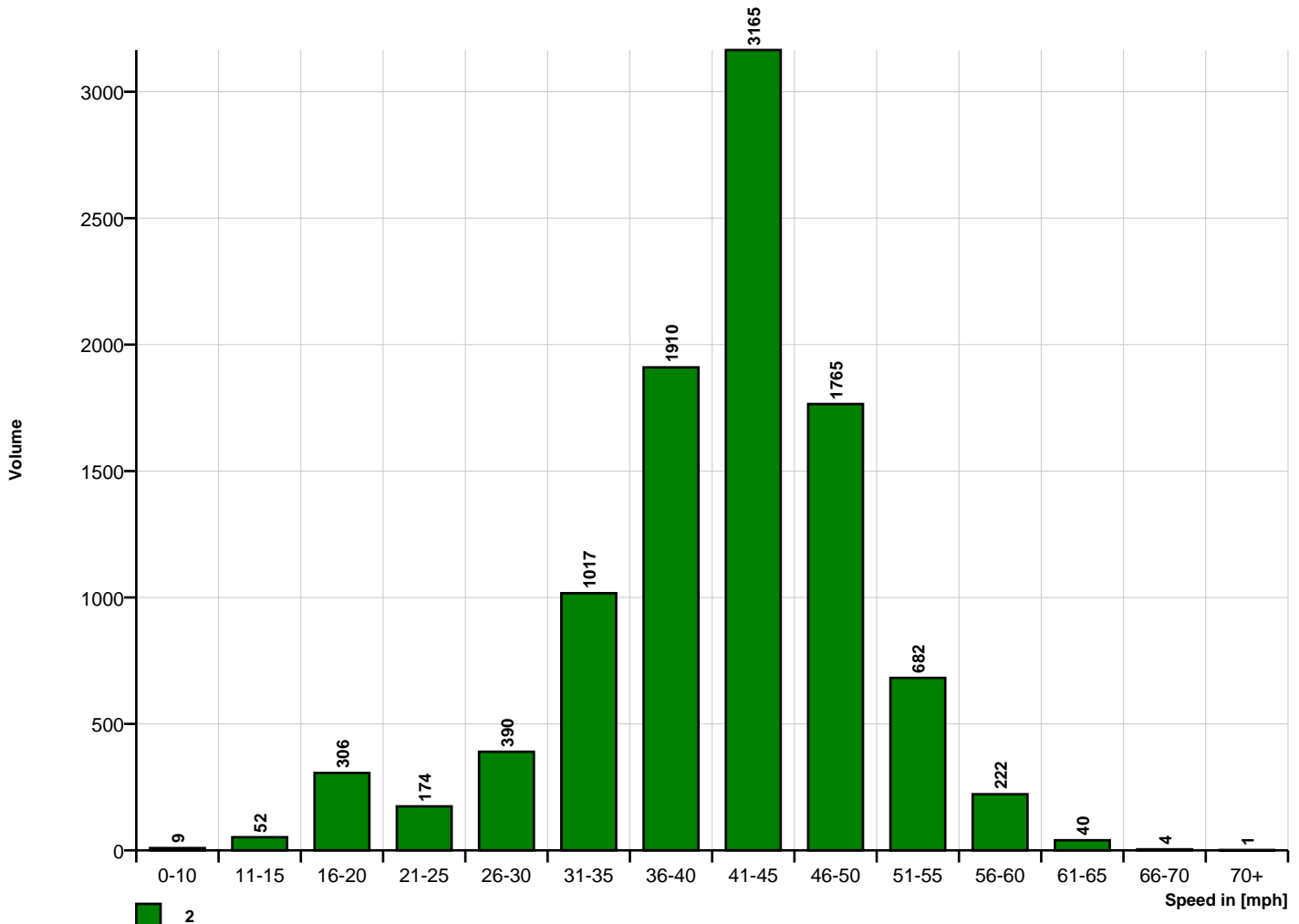
Site

Name 20790432
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790432
 Device type **SDR Traffic+**

Time Range

Start date 04/30/2019 08:00
 End date 05/02/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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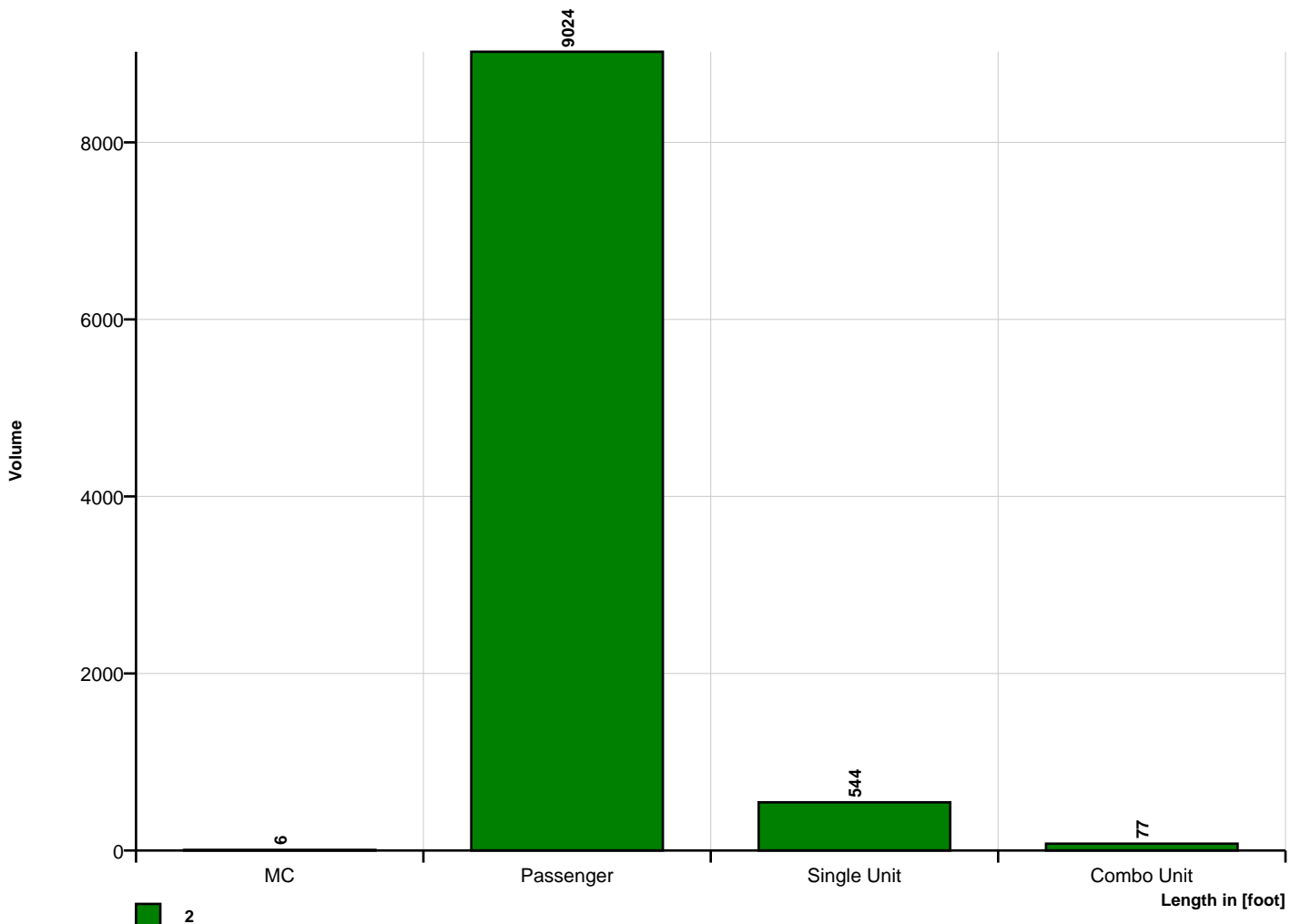
Site

Name 20790432
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 20790432
 Device type **SDR Traffic+**

Time Range

Start date 04/30/2019 08:00
 End date 05/02/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/30/2019 08:00	65	0	62	3	0	0	0	0	0	0	8	8	26	22	1	1	0	0	0	31	43	55	36	44	49
04/30/2019 09:00	230	0	215	11	4	0	1	4	4	2	15	48	84	56	10	7	0	0	0	11	42	59	36	42	49
04/30/2019 10:00	189	0	173	12	4	0	0	6	0	0	14	47	82	24	12	6	3	0	0	16	42	64	37	42	47
04/30/2019 11:00	220	0	193	21	6	1	0	6	1	3	13	53	84	44	11	0	3	0	1	8	42	72	37	42	49
04/30/2019 12:00	248	0	231	15	2	0	2	6	3	0	13	59	91	43	26	6	1	0	0	14	42	60	37	42	49
04/30/2019 13:00	308	0	270	38	0	0	1	6	4	2	16	59	123	78	15	4	0	0	0	14	42	60	37	42	47
04/30/2019 14:00	302	0	275	25	2	0	0	9	3	1	10	51	127	73	23	6	0	1	0	16	43	67	39	44	49
04/30/2019 15:00	363	0	345	18	0	0	0	8	6	0	4	39	151	99	47	12	0	1	0	16	45	70	39	44	50
04/30/2019 16:00	462	0	448	13	1	0	3	15	8	3	12	77	186	115	32	13	0	0	0	14	43	59	37	44	49
04/30/2019 17:00	453	0	445	6	2	0	0	16	5	0	4	41	163	138	71	20	4	0	0	16	45	62	41	44	52
04/30/2019 18:00	293	0	282	10	1	0	0	5	2	2	3	44	105	84	41	11	2	0	0	16	45	62	39	44	50
04/30/2019 19:00	221	0	220	0	1	0	0	6	3	0	6	23	78	73	24	9	5	0	0	18	45	64	39	44	49
04/30/2019 20:00	168	0	166	2	0	0	0	7	1	2	9	42	62	30	12	4	0	0	0	16	42	57	36	42	49
04/30/2019 21:00	151	0	147	2	2	0	0	2	1	1	12	37	76	11	11	3	0	0	0	18	42	55	37	42	44
04/30/2019 22:00	100	0	100	0	0	0	0	3	2	2	8	31	38	12	2	1	1	0	0	16	40	62	36	41	45
04/30/2019 23:00	48	0	44	2	2	0	0	4	1	0	3	12	18	5	5	0	0	0	0	16	40	54	34	42	49

[Tue, 30 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	65	0	62	3	0	0	0	0	0	0	8	8	26	22	1	1	0	0	0	31	43	55	36	44	49
15:00-19:00	1571	0	1520	47	4	0	3	44	21	5	23	201	605	436	191	56	6	1	0	14	44	70	39	44	49
06:00-22:00	3673	0	3472	176	25	1	7	96	41	16	139	628	1438	890	336	102	18	2	1	8	43	72	37	44	49
00:00-24:00	3821	0	3616	178	27	1	7	103	44	18	150	671	1494	907	343	103	19	2	1	8	43	72	37	44	49

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
05/01/2019 00:00	43	0	41	1	1	0	0	1	2	4	7	12	11	5	0	0	1	0	0	16	38	60	29	37	44
05/01/2019 01:00	18	0	15	2	1	0	0	0	1	0	3	3	5	5	1	1	0	0	0	21	41	55	34	42	49
05/01/2019 02:00	23	0	23	0	0	0	0	3	0	0	2	7	9	0	1	1	0	0	0	18	39	55	34	39	44
05/01/2019 03:00	13	0	11	1	1	0	0	0	0	0	2	4	3	3	1	0	0	0	0	31	42	52	31	42	49
05/01/2019 04:00	24	0	22	2	0	0	0	0	0	0	0	6	10	5	2	2	0	0	0	36	44	55	39	44	49
05/01/2019 05:00	55	0	49	6	0	0	0	1	2	1	0	6	25	13	6	2	0	0	0	16	44	59	39	44	49
05/01/2019 06:00	225	0	176	47	2	0	1	3	3	0	14	44	71	52	31	12	0	0	0	13	44	59	37	44	50
05/01/2019 07:00	252	0	229	20	3	0	2	8	1	0	6	33	91	62	33	16	6	0	0	13	45	65	39	44	52
05/01/2019 08:00	239	0	224	13	2	0	6	5	15	50	69	60	30	4	0	0	0	0	0	11	33	47	26	34	39
05/01/2019 09:00	215	0	192	20	3	0	0	14	3	37	76	51	31	3	0	0	0	0	0	16	34	47	27	34	41
05/01/2019 10:00	182	0	165	12	5	0	5	15	18	48	58	28	7	3	0	0	0	0	0	11	30	49	21	31	36
05/01/2019 11:00	258	0	235	20	3	0	6	12	12	49	63	71	36	3	4	1	1	0	0	13	34	60	26	34	41
05/01/2019 12:00	267	0	242	23	2	0	1	13	3	9	33	72	88	36	9	2	1	0	0	14	39	64	32	41	45
05/01/2019 13:00	291	0	247	39	5	0	4	8	12	49	99	71	38	9	1	0	0	0	0	11	34	50	27	34	41
05/01/2019 14:00	307	1	285	21	0	2	2	10	11	33	110	91	42	6	0	0	0	0	0	8	34	49	29	34	41
05/01/2019 15:00	353	2	335	15	1	2	5	10	16	38	63	55	95	46	19	1	3	0	0	4	38	62	29	39	47
05/01/2019 16:00	486	0	475	9	2	0	3	18	5	0	10	71	193	126	48	17	1	0	0	11	43	60	39	44	49
05/01/2019 17:00	424	1	413	10	0	0	0	8	4	1	13	60	168	117	37	18	1	1	0	16	44	67	39	44	49
05/01/2019 18:00	303	0	298	4	1	0	0	9	3	0	9	39	115	88	36	8	0	1	0	16	44	70	39	44	49
05/01/2019 19:00	211	1	208	1	1	0	0	10	4	0	6	26	87	54	18	8	0	0	0	16	43	59	39	44	49
05/01/2019 20:00	183	0	181	1	1	0	1	7	2	3	5	53	80	23	7	4	0	0	0	14	41	57	37	42	47
05/01/2019 21:00	149	0	148	1	0	0	1	9	1	1	12	43	52	21	9	0	0	0	0	14	40	54	34	41	47
05/01/2019 22:00	101	0	99	2	0	0	0	4	1	1	13	27	40	9	4	2	1	0	0	16	40	64	34	41	44
05/01/2019 23:00	60	0	60	0	0	0	0	2	0	1	9	15	19	9	4	1	0	0	0	18	41	55	34	41	49

[Wed, 1 May]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	176	0	161	12	3	0	0	5	5	5	14	38	63	31	11	6	1	0	0	16	41	60	34	42	49
06:00-09:00	716	0	629	80	7	0	9	16	19	50	89	137	192	118	64	28	6	0	0	11	40	65	31	41	49
15:00-19:00	1567	3	1522	38	4	2	8	45	28	39	95	225	571	378	140	44	5	2	0	4	43	70	36	44	49
06:00-22:00	4345	5	4053	256	31	4	37	159	113	318	646	868	1224	653	252	87	13	2	0	4	39	70	31	41	47
00:00-24:00	4682	5	4373	270	34	4	37	170	119	325	682	948	1346	702	271	96	15	2	0	4	39	70	31	41	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
05/02/2019 00:00	36	0	36	0	0	0	1	2	2	1	5	6	15	3	0	1	0	0	0	14	38	59	29	41	44
05/02/2019 01:00	26	0	24	1	1	0	0	2	0	0	2	4	10	6	0	2	0	0	0	16	42	59	34	42	49
05/02/2019 02:00	18	0	18	0	0	0	0	0	0	0	3	5	2	8	0	0	0	0	0	31	42	49	34	42	47
05/02/2019 03:00	18	0	17	0	1	0	0	0	0	0	4	5	3	5	1	0	0	0	0	32	41	52	34	41	47
05/02/2019 04:00	27	0	24	3	0	0	0	1	0	0	3	8	7	3	4	1	0	0	0	16	42	60	36	41	50
05/02/2019 05:00	52	0	48	4	0	0	0	2	0	0	1	10	14	8	14	5	0	0	0	18	45	60	37	44	52
05/02/2019 06:00	226	0	173	46	7	1	0	4	2	3	20	42	81	45	20	9	4	0	0	9	43	64	36	42	49
05/02/2019 07:00	266	0	237	26	3	1	1	9	1	7	23	56	88	55	21	5	1	0	0	8	42	60	34	42	49
05/02/2019 08:00	222	1	215	5	1	2	5	5	3	11	46	69	62	15	3	0	1	0	0	8	37	62	31	39	44
05/02/2019 09:00	256	0	242	11	3	0	1	8	3	25	77	86	43	8	5	0	0	0	0	13	36	52	31	36	42
05/02/2019 10:00	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34	34	34	34	34	34

[Thu, 2 May]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	177	0	167	8	2	0	1	7	2	1	18	38	51	33	19	9	0	0	0	14	42	60	34	42	49
06:00-09:00	714	1	625	77	11	4	6	18	6	21	89	167	231	115	44	14	6	0	0	8	41	64	34	41	49
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	971	1	868	88	14	4	7	26	9	46	167	253	274	123	49	14	6	0	0	8	39	64	31	39	47
00:00-24:00	1148	1	1035	96	16	4	8	33	11	47	185	291	325	156	68	23	6	0	0	8	40	64	32	39	47

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/25/2019 20:31:59

Site

Name 11480002
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480002
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 12:00
 End date 04/25/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	455	2	426	15	12
06:00-09:00	1788	11	1649	104	24
15:00-19:00	5144	34	4880	216	14
06:00-22:00	15702	73	14823	719	87
00:00-24:00	16547	77	15631	739	100

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	6	72	40	31	39	47	48.6

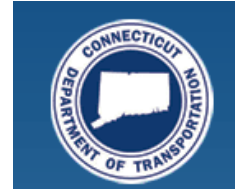
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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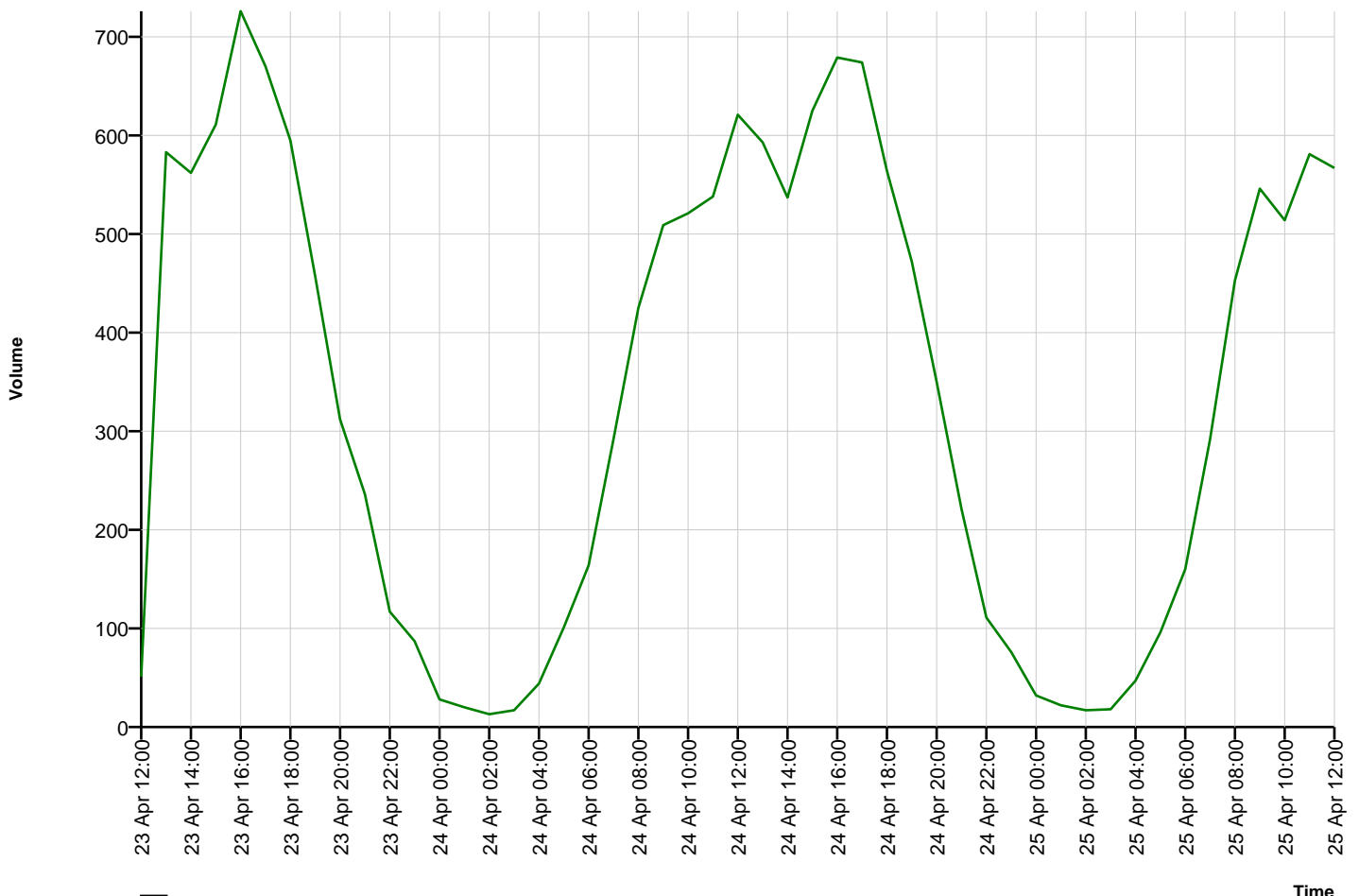
Site

Name 11480002
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480002
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 12:00
 End date 04/25/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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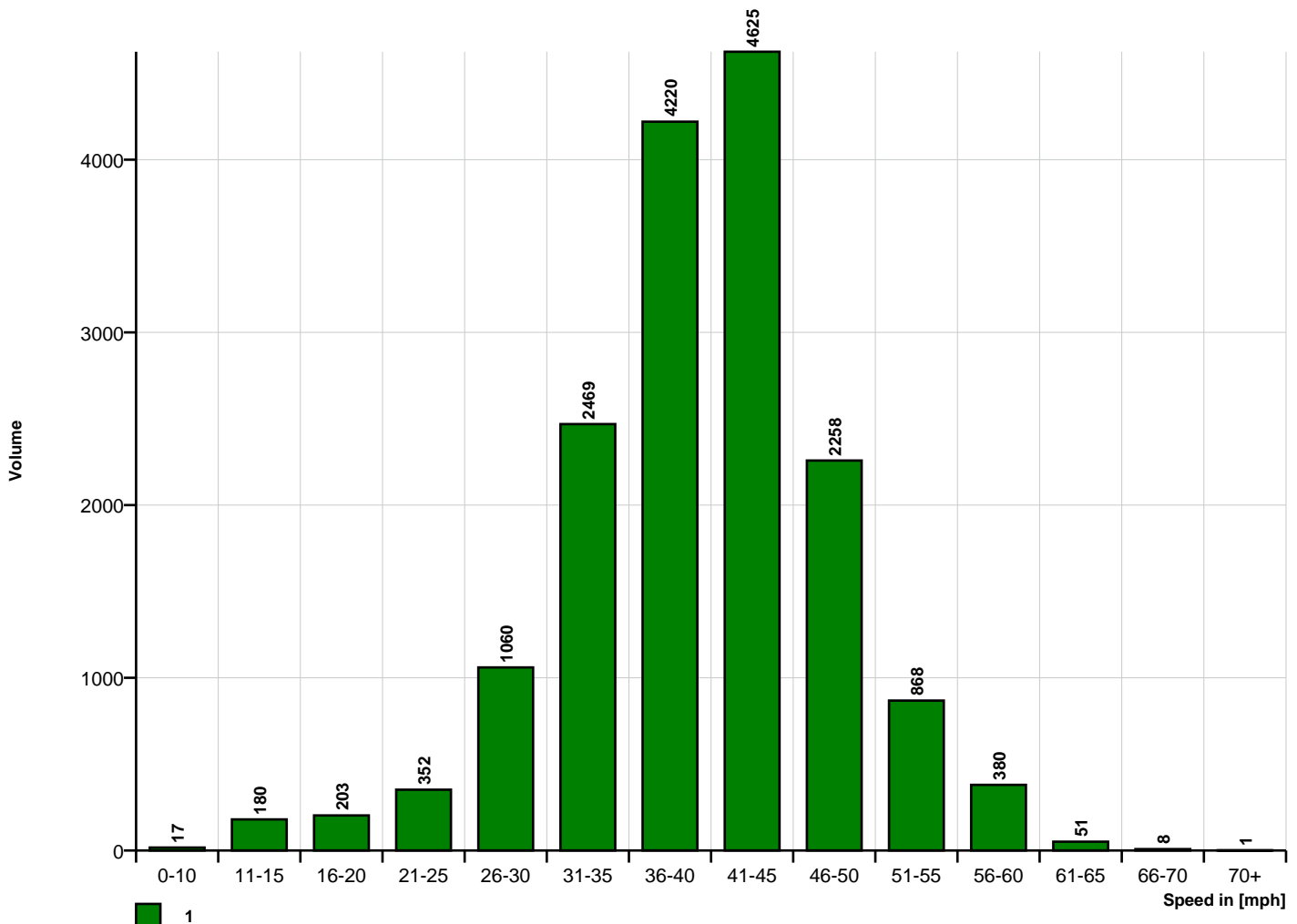
Site

Name 11480002
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480002
 Device type **SDR Traffic+**

Time Range

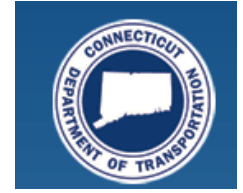
Start date 04/23/2019 12:00
 End date 04/25/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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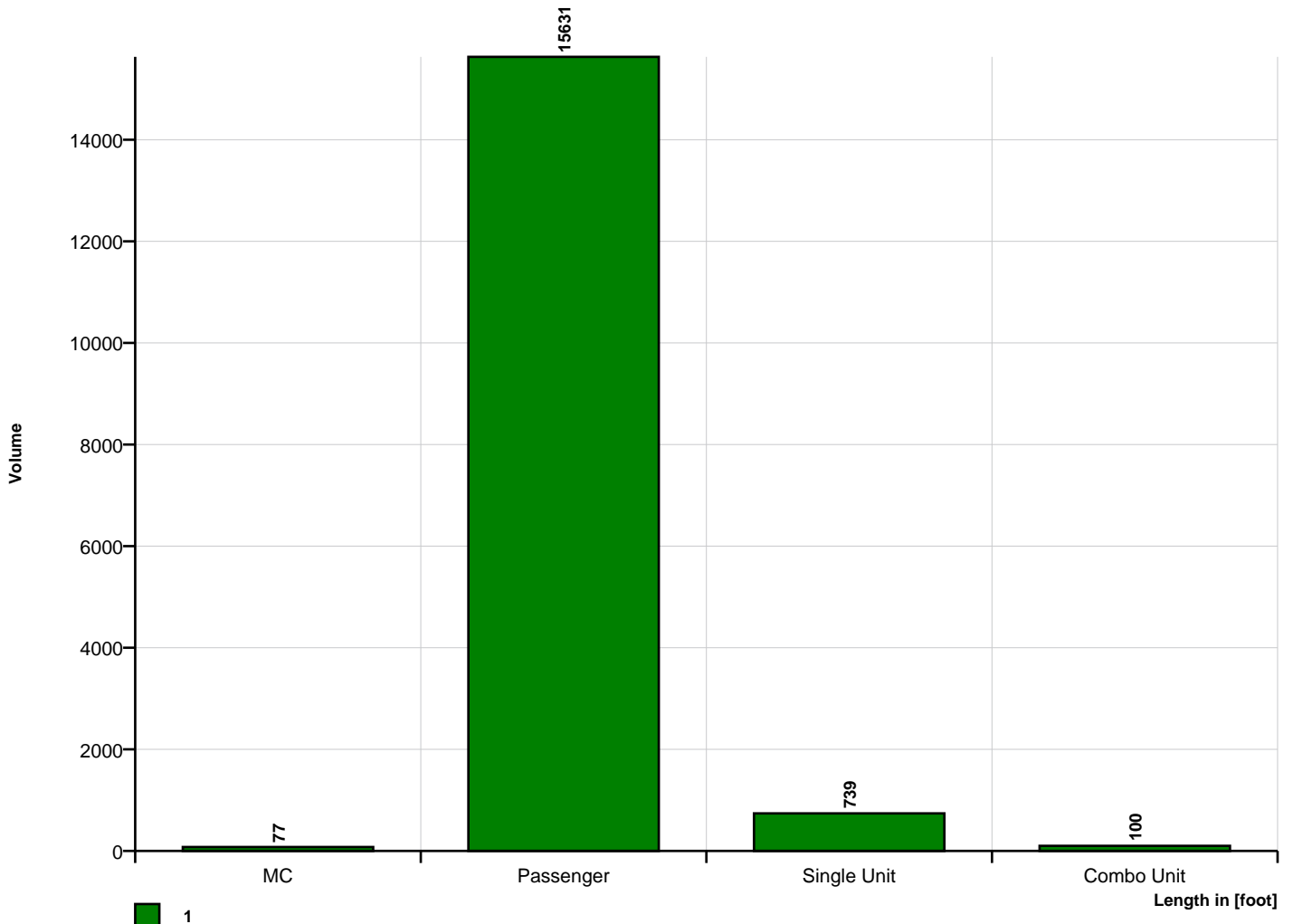
Site

Name 11480002
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480002
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 12:00
 End date 04/25/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/23/2019 12:00	51	0	48	3	0	0	0	0	0	2	14	18	10	6	1	0	0	0	0	29	39	52	31	39	44
04/23/2019 13:00	583	2	530	48	3	0	2	6	13	45	113	126	157	87	28	12	2	0	0	11	39	65	31	39	47
04/23/2019 14:00	562	0	529	31	2	1	9	10	12	29	84	160	164	62	25	9	2	0	0	9	39	62	31	39	45
04/23/2019 15:00	611	4	573	33	1	2	5	2	13	53	97	170	152	82	26	12	2	0	0	8	39	65	31	39	47
04/23/2019 16:00	726	5	696	21	4	2	3	16	36	51	125	180	183	97	25	11	1	2	0	6	38	67	31	39	47
04/23/2019 17:00	670	4	642	23	1	0	3	9	16	43	116	184	197	77	15	13	0	0	0	13	39	60	31	39	45
04/23/2019 18:00	595	1	569	23	2	1	3	7	13	57	98	148	184	50	31	5	1	0	0	8	39	64	31	39	44
04/23/2019 19:00	457	1	441	15	0	0	0	1	6	20	75	120	146	60	23	13	1	0	0	16	40	62	32	41	47
04/23/2019 20:00	312	1	305	5	1	0	0	1	1	8	16	77	105	70	26	11	2	0	0	19	43	62	37	42	49
04/23/2019 21:00	236	1	233	2	0	0	1	0	0	5	26	51	85	48	16	4	1	0	0	14	42	62	36	42	49
04/23/2019 22:00	117	1	114	1	1	0	0	0	1	1	8	24	45	26	9	3	1	1	0	24	44	70	37	44	49
04/23/2019 23:00	87	0	87	0	0	0	0	0	2	1	4	14	27	18	13	10	1	0	0	21	45	65	37	44	54

[Tue, 23 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2602	14	2480	100	8	5	14	34	78	204	436	682	716	306	97	41	4	2	0	6	39	67	31	39	47
06:00-22:00	4803	19	4566	204	14	6	26	52	110	313	764	1234	1383	639	216	90	12	2	0	6	39	67	31	39	47
00:00-24:00	5007	20	4767	205	15	6	26	52	113	315	776	1272	1455	683	238	103	14	3	0	6	40	70	31	39	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 00:00	28	1	27	0	0	0	0	0	0	1	2	6	7	5	6	2	0	0	0	27	44	57	36	44	52
04/24/2019 01:00	20	1	18	0	1	0	0	0	0	0	3	2	6	6	2	0	0	0	1	31	45	72	37	44	50
04/24/2019 02:00	13	0	12	0	1	0	0	0	1	0	2	1	5	3	0	0	0	1	0	24	43	70	31	44	49
04/24/2019 03:00	17	0	14	2	1	0	1	0	0	0	0	4	6	3	1	1	1	0	0	13	43	60	37	42	54
04/24/2019 04:00	44	0	42	0	2	0	0	0	0	1	1	6	16	13	6	3	0	0	0	29	45	57	39	44	52
04/24/2019 05:00	101	0	98	0	3	0	0	0	0	0	3	21	26	30	15	9	1	0	0	31	46	62	39	45	52
04/24/2019 06:00	164	0	146	15	3	0	3	5	1	1	6	18	43	47	28	15	1	1	0	14	45	67	37	47	52
04/24/2019 07:00	292	2	270	17	3	0	15	13	2	3	14	37	92	54	36	25	3	1	0	11	43	67	34	44	52
04/24/2019 08:00	425	3	397	16	9	1	13	11	1	8	25	78	147	89	38	15	5	0	0	8	42	64	36	44	49
04/24/2019 09:00	509	1	477	26	5	0	3	2	2	46	84	119	130	81	31	18	0	0	0	14	40	60	31	39	47
04/24/2019 10:00	521	2	484	32	3	0	1	5	11	39	94	146	138	61	17	7	2	0	0	11	39	65	31	39	47
04/24/2019 11:00	538	1	502	33	2	1	3	1	8	46	101	138	165	47	22	9	0	0	0	8	39	59	31	39	44
04/24/2019 12:00	621	3	584	29	5	0	11	11	33	50	103	145	166	74	21	8	2	0	0	11	38	62	29	39	45
04/24/2019 13:00	593	3	558	27	5	3	11	9	24	59	114	157	129	63	21	3	1	0	0	6	37	60	29	37	44
04/24/2019 14:00	537	4	508	22	3	1	2	2	5	39	87	168	151	54	25	8	1	0	0	6	39	64	31	39	45
04/24/2019 15:00	625	5	585	32	3	1	5	6	16	55	124	183	156	60	17	3	0	0	0	8	38	60	31	37	44
04/24/2019 16:00	679	5	643	29	2	2	3	10	15	54	117	188	197	63	21	10	2	0	0	8	38	64	31	39	44
04/24/2019 17:00	674	4	639	30	1	0	2	8	7	47	125	211	177	70	22	5	1	1	0	11	39	68	31	39	44
04/24/2019 18:00	564	6	533	25	0	0	0	3	7	32	80	163	160	83	27	10	1	0	0	19	40	62	32	39	47
04/24/2019 19:00	472	4	453	11	4	0	1	2	14	28	87	137	124	57	19	4	1	0	0	11	39	62	31	39	45
04/24/2019 20:00	350	0	343	6	1	0	1	0	2	5	32	93	132	66	18	6	0	0	0	14	42	57	36	42	47
04/24/2019 21:00	221	1	217	3	0	0	1	0	3	8	21	51	70	47	16	7	0	0	0	14	42	60	36	42	49
04/24/2019 22:00	111	0	109	2	0	0	1	0	1	2	7	27	39	21	11	3	0	0	0	14	43	57	36	42	49
04/24/2019 23:00	76	1	73	2	0	0	0	0	0	0	1	16	25	16	15	4	1	0	0	34	46	62	39	44	52

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	223	2	211	2	8	0	1	0	1	2	11	40	66	60	30	15	2	1	1	13	45	72	37	44	52
06:00-09:00	881	5	813	48	15	1	31	29	4	12	45	133	282	190	102	55	9	2	0	8	43	67	36	44	52
15:00-19:00	2542	20	2400	116	6	3	10	27	45	188	446	745	690	276	87	28	4	1	0	8	39	68	31	39	45
06:00-22:00	7786	44	7340	353	49	9	75	88	151	520	1214	2032	2178	1016	379	153	20	3	0	6	39	68	31	39	47
00:00-24:00	8195	47	7732	359	57	9	77	88	153	524	1233	2115	2307	1113	435	175	23	4	1	6	40	72	31	39	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	32	0	31	1	0	0	0	0	0	1	1	12	6	8	1	4	0	0	0	26	43	60	39	41	49
04/25/2019 01:00	22	0	20	1	1	0	0	0	0	0	0	9	5	2	2	2	2	0	0	36	45	62	37	42	57
04/25/2019 02:00	17	0	15	0	2	0	0	0	1	0	0	3	8	4	1	0	0	0	24	43	52	39	44	47	
04/25/2019 03:00	18	0	16	2	0	0	0	0	0	0	2	7	4	3	2	1	0	0	34	43	55	37	42	49	
04/25/2019 04:00	47	0	43	3	1	0	1	0	1	0	0	7	19	7	10	3	0	0	11	45	57	39	44	52	
04/25/2019 05:00	96	0	90	6	0	0	0	0	0	0	2	17	29	30	12	6	2	1	32	46	70	39	45	52	
04/25/2019 06:00	160	2	150	7	1	0	2	4	1	0	4	25	42	47	23	13	3	0	13	45	65	39	45	52	
04/25/2019 07:00	292	1	260	29	2	0	16	7	1	4	5	37	92	71	31	33	4	0	11	44	65	37	44	52	
04/25/2019 08:00	453	3	424	20	6	0	24	8	10	8	25	85	139	86	52	25	1	0	11	42	62	34	42	50	
04/25/2019 09:00	546	4	509	26	7	0	6	12	17	43	102	182	133	38	9	5	0	0	11	37	60	31	37	44	
04/25/2019 10:00	514	0	492	18	4	0	8	10	10	39	113	145	112	59	17	2	0	0	11	38	57	31	37	44	
04/25/2019 11:00	581	0	541	38	2	2	8	8	22	65	108	146	136	63	19	5	1	0	8	37	64	29	37	44	
04/25/2019 12:00	567	0	541	24	2	0	12	14	23	61	98	158	138	44	16	3	1	0	11	37	62	27	37	44	

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	232	0	215	13	4	0	1	0	2	1	5	55	71	54	28	16	4	1	0	11	45	70	39	44	52
06:00-09:00	907	6	836	56	9	0	42	19	12	12	34	148	274	204	106	71	8	0	0	11	43	65	36	44	52
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	3113	10	2917	162	24	2	76	63	84	220	455	778	792	408	167	86	10	0	0	8	39	65	31	39	47
00:00-24:00	3345	10	3132	175	28	2	77	63	86	221	460	833	863	462	195	102	14	1	0	8	39	70	31	39	47

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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Site

Name 21480002
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 2148002
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 12:00
 End date 04/25/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	410	3	383	15	9
06:00-09:00	1848	12	1768	58	10
15:00-19:00	4512	41	4368	96	7
06:00-22:00	14639	107	14118	377	37
00:00-24:00	15297	110	14743	397	47

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	8	80	41	34	41	47	56.7

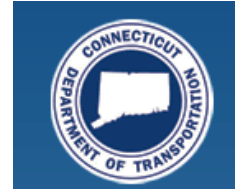
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



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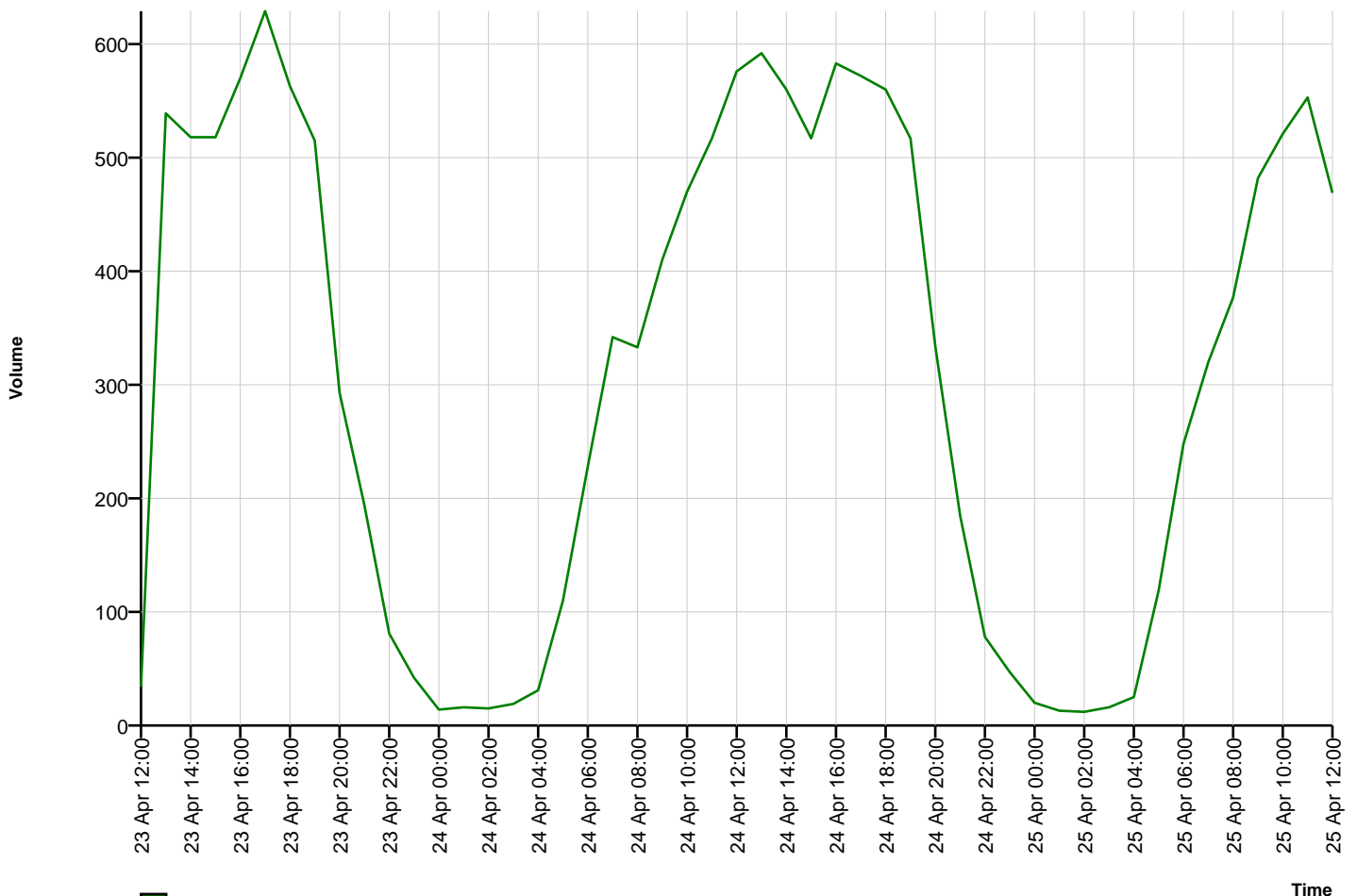
Site

Name 21480002
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 2148002
 Device type **SDR Traffic+**

Time Range

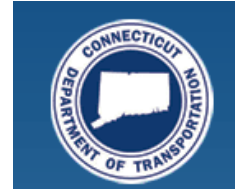
Start date 04/23/2019 12:00
 End date 04/25/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



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Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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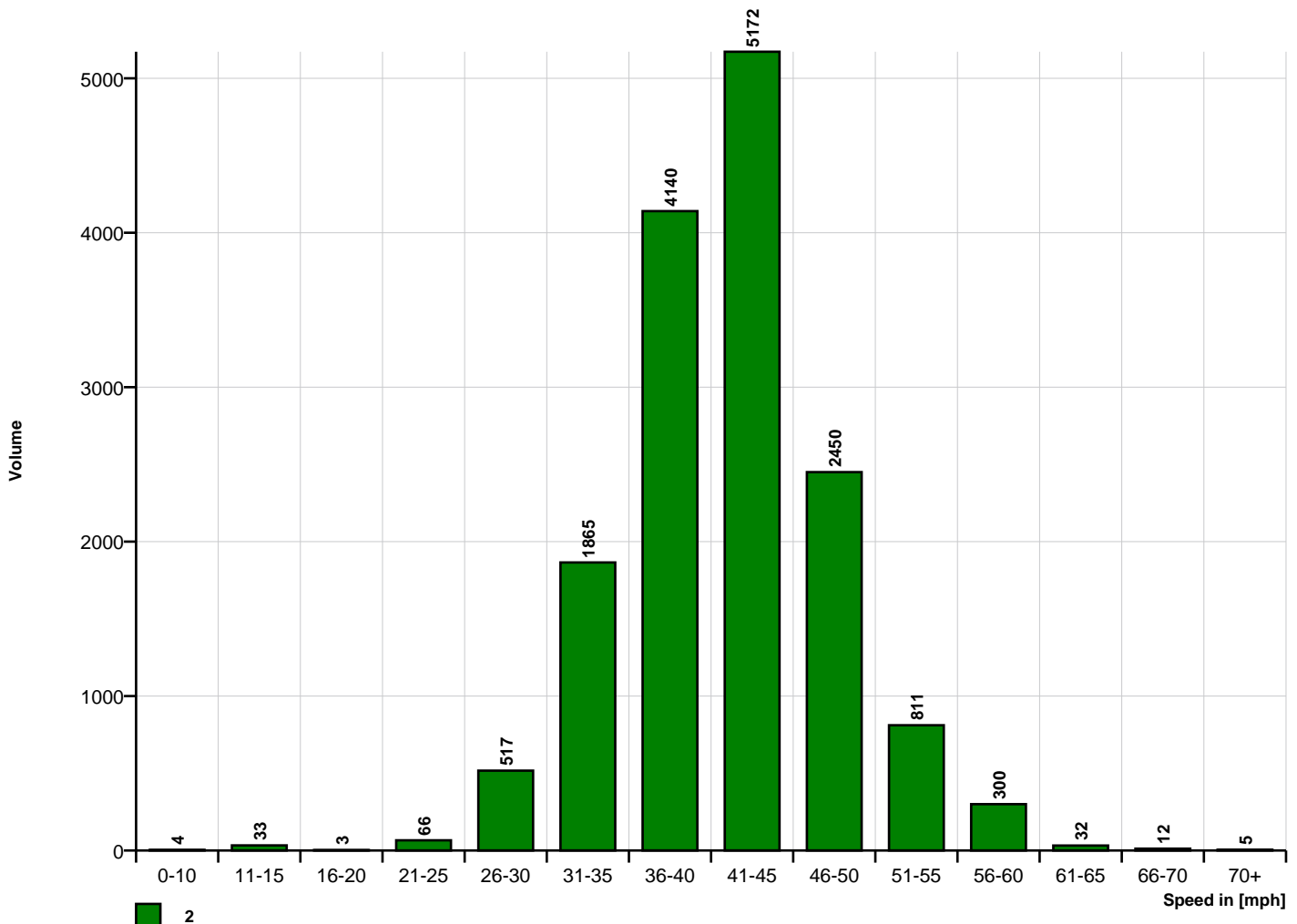
Site

Name 21480002
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 2148002
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 12:00
 End date 04/25/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



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 Street 2800 Berlin Turnpike
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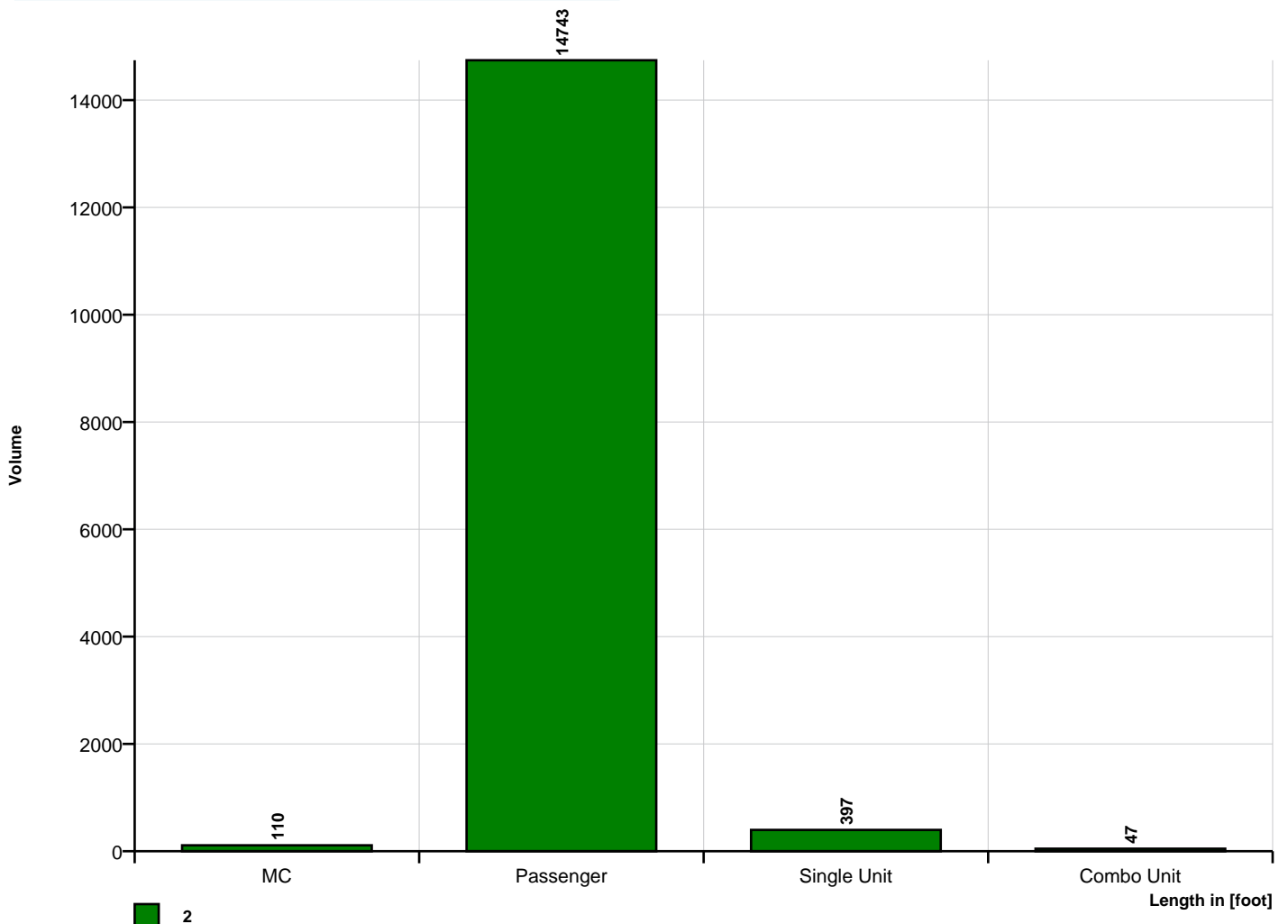
Site

Name 21480002
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 2148002
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 12:00
 End date 04/25/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/23/2019 12:00	34	1	31	2	0	0	0	0	0	0	3	12	14	4	1	0	0	0	0	32	41	50	36	41	44
04/23/2019 13:00	539	10	509	18	2	0	1	0	0	15	73	173	178	75	18	6	1	0	0	13	41	65	34	41	47
04/23/2019 14:00	518	5	495	18	0	0	1	0	3	18	64	167	168	75	19	8	0	0	0	11	41	59	34	41	45
04/23/2019 15:00	518	5	502	9	2	0	1	1	2	18	76	162	168	62	25	7	1	0	0	14	40	62	34	39	47
04/23/2019 16:00	570	6	557	7	0	0	1	0	1	13	87	176	209	64	14	6	0	0	0	11	40	60	34	41	44
04/23/2019 17:00	629	10	605	14	0	0	1	0	8	27	89	162	218	96	22	9	1	0	0	14	40	62	34	41	47
04/23/2019 18:00	563	5	543	14	1	0	1	1	8	24	82	140	193	91	15	8	1	0	1	11	40	77	34	41	47
04/23/2019 19:00	515	4	500	10	1	0	2	0	0	16	81	173	175	51	15	3	0	0	0	11	40	59	34	39	44
04/23/2019 20:00	293	4	287	2	0	0	2	0	4	9	31	86	97	44	18	2	1	0	0	11	41	62	34	41	47
04/23/2019 21:00	194	0	190	3	1	0	0	0	0	5	16	43	80	31	16	4	0	0	0	26	43	59	37	42	49
04/23/2019 22:00	81	0	79	1	1	0	0	0	0	6	5	16	30	20	4	1	0	0	0	26	42	55	37	42	49
04/23/2019 23:00	42	0	41	1	0	0	0	0	0	0	1	12	16	8	4	3	0	0	0	34	43	57	37	42	49

[Tue, 23 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2280	26	2207	44	3	0	4	2	19	82	334	640	788	313	76	30	3	0	1	11	40	77	34	41	47
06:00-22:00	4373	50	4219	97	7	0	10	2	26	145	602	1294	1500	593	163	53	5	0	1	11	41	77	34	41	47
00:00-24:00	4496	50	4339	99	8	0	10	2	26	151	608	1322	1546	621	171	57	5	0	1	11	41	77	34	41	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 00:00	14	0	13	0	1	0	0	0	0	1	0	4	5	1	3	1	0	0	0	26	43	55	39	42	52
04/24/2019 01:00	16	0	14	1	1	0	0	0	0	0	4	5	6	1	0	0	0	0	0	31	39	47	34	37	42
04/24/2019 02:00	15	0	14	1	0	1	0	0	0	0	1	5	5	2	0	1	0	0	0	8	40	59	36	41	47
04/24/2019 03:00	19	0	17	1	1	0	0	0	0	2	0	5	5	4	3	0	0	0	0	26	43	54	37	42	52
04/24/2019 04:00	31	0	31	0	0	0	0	0	0	1	3	10	7	8	2	0	0	0	0	27	42	52	36	41	49
04/24/2019 05:00	110	2	105	2	1	0	0	0	1	0	3	15	41	29	18	6	1	0	0	21	45	62	39	44	52
04/24/2019 06:00	228	0	225	2	1	0	0	0	2	6	6	21	73	62	42	24	1	0	0	24	46	64	39	45	52
04/24/2019 07:00	342	5	324	11	2	1	0	0	1	10	13	47	113	93	49	24	0	0	0	8	45	59	39	44	52
04/24/2019 08:00	333	2	315	12	4	0	0	0	0	8	21	73	115	68	37	9	1	3	0	26	43	67	37	42	49
04/24/2019 09:00	410	4	380	24	2	0	2	0	1	6	39	92	172	67	26	5	1	1	0	11	42	65	37	42	47
04/24/2019 10:00	470	2	454	11	3	0	1	0	1	11	58	125	158	74	30	15	1	0	1	13	42	70	34	41	49
04/24/2019 11:00	517	2	493	21	1	0	2	0	0	16	75	164	181	65	9	4	1	0	0	11	40	64	34	41	45
04/24/2019 12:00	576	5	560	11	0	0	2	0	2	26	57	185	191	80	26	9	1	1	0	11	41	67	34	41	47
04/24/2019 13:00	592	4	572	15	1	0	2	0	3	19	100	168	186	76	31	8	1	0	1	11	41	70	34	41	47
04/24/2019 14:00	560	4	541	15	0	1	1	0	2	18	61	165	184	104	17	8	1	0	0	8	41	62	36	41	47
04/24/2019 15:00	517	2	500	14	1	0	3	1	1	16	57	145	176	90	20	7	1	0	0	11	41	62	34	41	47
04/24/2019 16:00	583	5	564	13	1	0	0	0	5	34	78	146	197	83	32	14	0	1	0	24	41	67	34	41	47
04/24/2019 17:00	572	4	554	13	1	0	1	0	1	16	74	165	177	98	32	11	2	0	0	11	41	62	34	41	47
04/24/2019 18:00	560	4	543	12	1	0	1	0	1	19	77	139	206	88	21	7	1	1	0	14	41	65	34	41	47
04/24/2019 19:00	517	3	508	5	1	0	3	0	2	10	50	162	187	90	10	4	0	0	0	13	41	60	36	41	47
04/24/2019 20:00	334	1	329	4	0	0	0	0	4	16	31	92	118	54	14	7	0	0	0	24	41	60	34	41	47
04/24/2019 21:00	185	0	183	2	0	0	0	0	1	4	16	51	62	36	11	6	0	0	0	22	42	59	36	41	49
04/24/2019 22:00	78	0	77	1	0	0	0	0	2	0	5	26	24	18	2	0	1	0	0	24	42	62	37	41	47
04/24/2019 23:00	47	0	45	2	0	0	0	0	0	1	2	12	19	5	7	4	0	0	0	26	44	57	37	44	52

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	205	2	194	5	4	1	0	0	1	4	11	44	69	45	26	8	1	0	0	8	44	62	37	44	49
06:00-09:00	903	7	864	25	7	1	0	0	3	24	40	141	301	223	128	57	2	3	0	8	45	67	37	44	52
15:00-19:00	2232	15	2161	52	4	0	5	1	8	85	286	595	756	359	105	39	4	2	0	11	41	67	34	41	47
06:00-22:00	7296	47	7045	185	19	2	18	1	27	235	813	1940	2496	1228	407	162	12	7	2	8	42	70	34	41	47
00:00-24:00	7626	49	7361	193	23	3	18	1	30	240	831	2022	2608	1296	442	174	14	7	2	8	42	70	36	41	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	20	0	18	2	0	0	0	0	0	0	0	2	10	3	4	0	0	1	0	37	46	67	41	44	52
04/25/2019 01:00	13	0	9	3	1	0	0	0	0	0	1	3	6	3	0	0	0	0	0	34	42	49	36	42	49
04/25/2019 02:00	12	0	12	0	0	0	0	0	0	0	1	4	4	2	1	0	0	0	0	34	42	52	37	41	47
04/25/2019 03:00	16	0	16	0	0	0	0	0	0	0	1	3	4	6	0	2	0	0	0	34	46	60	37	45	49
04/25/2019 04:00	25	0	23	0	2	0	0	0	1	0	2	3	8	10	1	1	0	0	0	21	43	55	36	44	49
04/25/2019 05:00	119	1	111	5	2	0	0	0	0	1	3	15	45	38	15	2	1	0	1	26	45	72	39	44	49
04/25/2019 06:00	248	2	241	4	1	1	0	0	0	9	13	25	75	71	34	16	4	1	1	8	46	80	39	45	52
04/25/2019 07:00	320	3	305	11	1	0	0	0	0	7	17	31	114	89	43	20	4	2	0	26	45	67	39	44	52
04/25/2019 08:00	377	0	358	18	1	0	0	0	1	8	47	105	116	66	29	7	1	1	0	21	42	65	36	42	47
04/25/2019 09:00	482	0	465	16	1	0	1	0	2	19	66	135	176	58	21	6	2	0	0	11	41	64	34	41	45
04/25/2019 10:00	521	2	502	12	5	0	2	0	0	28	99	140	164	72	14	2	0	0	0	11	40	57	32	39	45
04/25/2019 11:00	553	0	534	17	2	0	1	0	3	29	82	195	152	65	24	7	0	0	0	11	40	59	34	39	45
04/25/2019 12:00	469	3	449	17	0	0	1	0	3	25	94	135	144	50	12	6	1	0	0	11	39	64	32	39	44

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	205	1	189	10	5	0	0	0	1	1	8	30	77	62	21	5	1	1	1	21	45	72	39	44	49
06:00-09:00	945	5	904	33	3	1	0	0	1	24	77	161	305	226	106	43	9	4	1	8	44	80	37	44	50
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	2970	10	2854	95	11	1	5	0	9	125	418	766	941	471	177	64	12	4	1	8	41	80	34	41	47
00:00-24:00	3175	11	3043	105	16	1	5	0	10	126	426	796	1018	533	198	69	13	5	2	8	41	80	34	41	47

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/05/2019 20:03:44

Site

Name 01480004
 Dir. Oncoming (name) 4
 Dir. Outgoing (name) 3
 Posted Speed Limit **25**
 Comment 01480004
 Device type **SDR Traffic+**

Time Range

Start date 04/02/2019 10:00
 End date 04/05/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

Cross-section		4					3				
Time	Σ	Σ	MC	Passenger	single UO	Combo Ur	Σ	MC	Passenger	single UO	Combo Ur
00:00-06:00	1006	481	0	426	45	10	525	0	451	59	15
06:00-09:00	4454	2284	3	2143	125	13	2170	8	2031	119	12
15:00-19:00	7709	4001	40	3877	73	11	3708	21	3591	92	4
06:00-22:00	24671	12453	76	11865	457	55	12218	47	11667	460	44
00:00-24:00	26230	13133	76	12480	510	67	13097	48	12451	534	64

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
Cross-section	3	34	18	14	18	21	1.3
4	3	34	17	13	18	21	1.6
3	6	31	18	16	18	21	1.0

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/05/2019 20:03:44

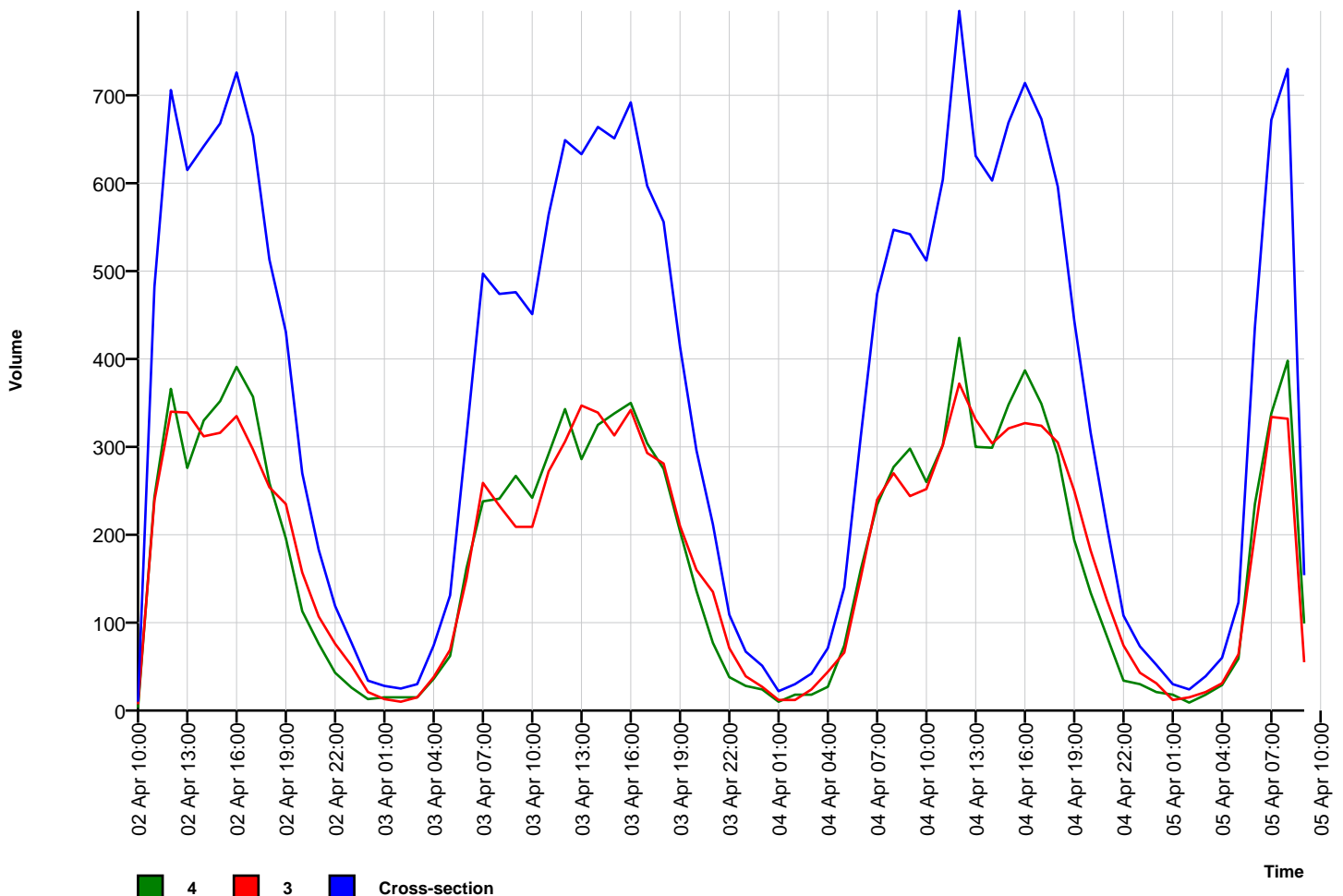
Site

Name 01480004
 Dir. Oncoming (name) 4
 Dir. Outgoing (name) 3
 Posted Speed Limit **25**
 Comment 01480004
 Device type **SDR Traffic+**

Time Range

Start date 04/02/2019 10:00
 End date 04/05/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



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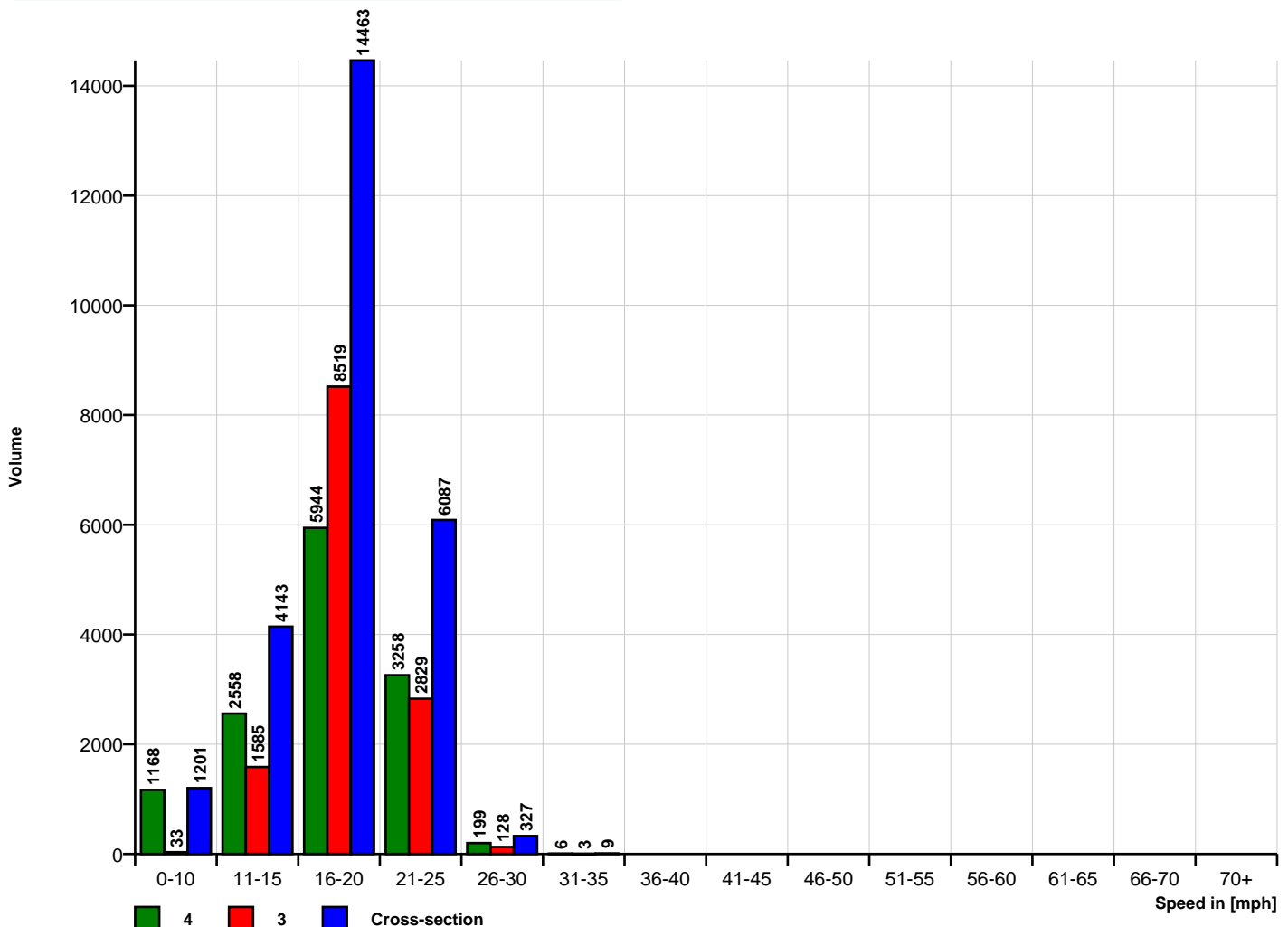
Site

Name 01480004
 Dir. Oncoming (name) 4
 Dir. Outgoing (name) 3
 Posted Speed Limit **25**
 Comment 01480004
 Device type **SDR Traffic+**

Time Range

Start date 04/02/2019 10:00
 End date 04/05/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/05/2019 20:03:44

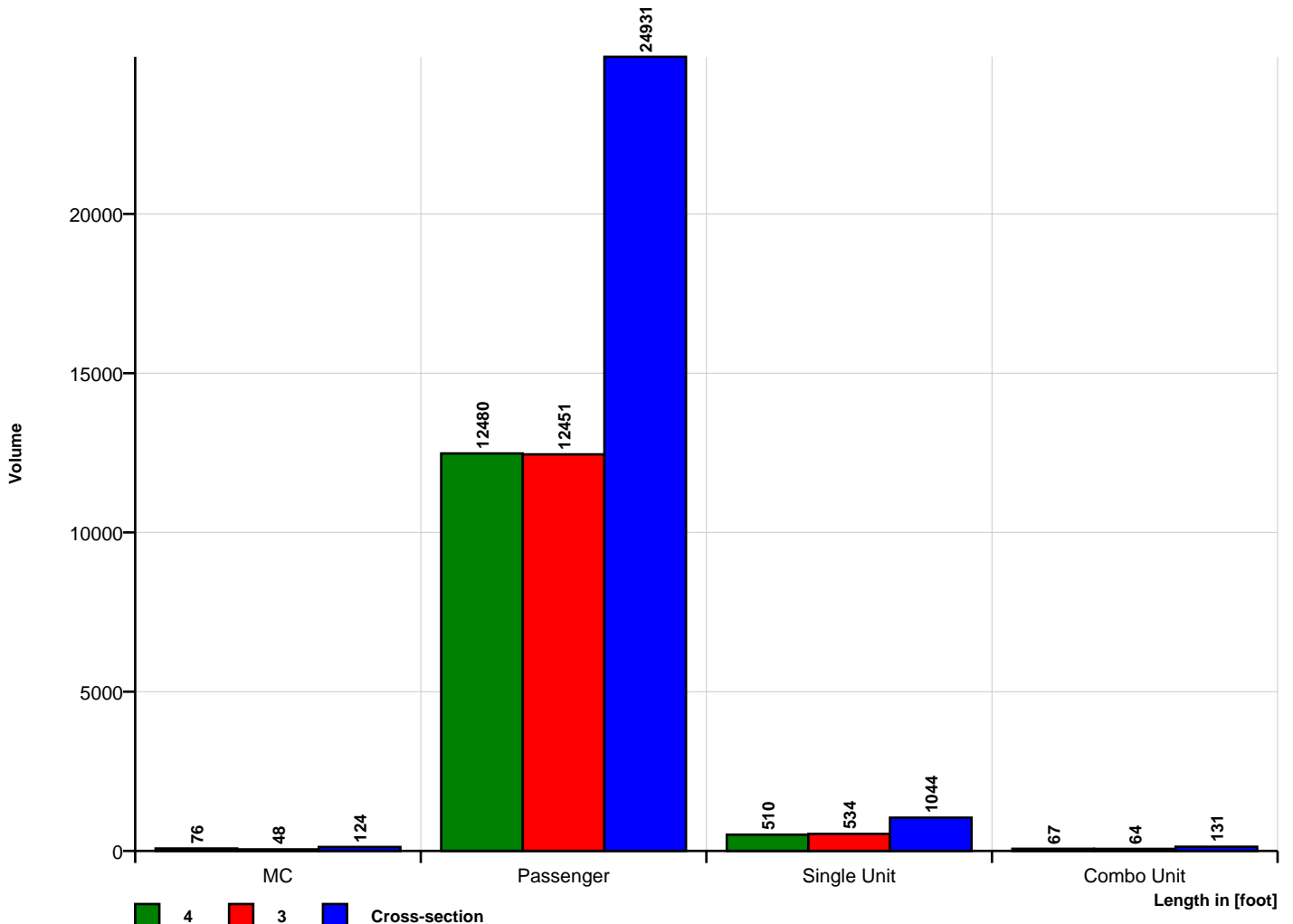
Site

Name 01480004
 Dir. Oncoming (name) 4
 Dir. Outgoing (name) 3
 Posted Speed Limit **25**
 Comment 01480004
 Device type **SDR Traffic+**

Time Range

Start date 04/02/2019 10:00
 End date 04/05/2019 09:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/02/2019 10:00	10	0	9	1	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	13	17	21	14	18	19
04/02/2019 11:00	482	0	449	27	6	15	81	278	101	7	0	0	0	0	0	0	0	0	0	3	18	27	14	18	21
04/02/2019 12:00	706	1	675	27	3	37	146	386	134	3	0	0	0	0	0	0	0	0	0	3	17	29	14	18	21
04/02/2019 13:00	615	0	576	37	2	22	105	374	111	3	0	0	0	0	0	0	0	0	0	6	18	27	14	18	21
04/02/2019 14:00	642	3	599	39	1	24	112	352	150	4	0	0	0	0	0	0	0	0	0	3	18	29	14	18	21
04/02/2019 15:00	668	5	637	25	1	40	105	367	149	7	0	0	0	0	0	0	0	0	0	3	18	26	14	18	21
04/02/2019 16:00	726	6	704	14	2	50	110	399	159	8	0	0	0	0	0	0	0	0	0	3	18	29	14	18	21
04/02/2019 17:00	654	2	643	8	1	80	93	306	169	6	0	0	0	0	0	0	0	0	0	3	17	26	11	18	21
04/02/2019 18:00	513	2	506	3	2	12	52	300	145	4	0	0	0	0	0	0	0	0	0	6	19	26	16	19	21
04/02/2019 19:00	431	0	431	0	0	7	43	270	106	5	0	0	0	0	0	0	0	0	0	8	19	26	16	19	21
04/02/2019 20:00	270	0	268	2	0	0	23	165	77	5	0	0	0	0	0	0	0	0	0	11	19	29	16	19	21
04/02/2019 21:00	183	0	178	3	2	0	27	105	47	4	0	0	0	0	0	0	0	0	0	11	19	26	16	19	21
04/02/2019 22:00	119	0	115	2	2	0	14	75	27	3	0	0	0	0	0	0	0	0	0	11	19	26	16	18	21
04/02/2019 23:00	77	0	70	7	0	0	11	39	26	0	1	0	0	0	0	0	0	0	0	11	19	31	16	19	21

[Tue, 2 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2561	15	2490	50	6	182	360	1372	622	25	0	0	0	0	0	0	0	0	0	3	18	29	14	18	21
06:00-22:00	5900	19	5675	186	20	287	899	3309	1349	56	0	0	0	0	0	0	0	0	0	3	18	29	14	18	21
00:00-24:00	6096	19	5860	195	22	287	924	3423	1402	59	1	0	0	0	0	0	0	0	0	3	18	31	14	18	21

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/03/2019 00:00	34	0	34	0	0	0	2	24	8	0	0	0	0	0	0	0	0	0	0	13	19	21	16	19	21
04/03/2019 01:00	28	0	24	3	1	0	4	15	9	0	0	0	0	0	0	0	0	0	0	14	19	21	16	19	21
04/03/2019 02:00	25	0	21	2	2	0	5	12	8	0	0	0	0	0	0	0	0	0	0	11	18	24	14	18	21
04/03/2019 03:00	30	0	24	6	0	1	6	15	7	1	0	0	0	0	0	0	0	0	0	9	18	26	13	18	21
04/03/2019 04:00	74	0	65	6	3	1	16	34	22	1	0	0	0	0	0	0	0	0	0	8	18	26	14	19	21
04/03/2019 05:00	131	0	118	13	0	0	14	81	33	3	0	0	0	0	0	0	0	0	0	11	19	29	16	18	21
04/03/2019 06:00	312	0	285	22	5	10	47	169	85	1	0	0	0	0	0	0	0	0	0	4	18	26	14	18	21
04/03/2019 07:00	497	2	461	30	4	3	54	275	160	5	0	0	0	0	0	0	0	0	0	6	19	26	16	19	21
04/03/2019 08:00	474	2	439	30	3	19	68	249	133	4	1	0	0	0	0	0	0	0	0	3	18	31	14	18	21
04/03/2019 09:00	476	2	442	26	6	17	92	245	117	5	0	0	0	0	0	0	0	0	0	6	18	26	14	18	21
04/03/2019 10:00	451	1	411	34	5	18	89	259	78	7	0	0	0	0	0	0	0	0	0	3	18	27	14	18	21
04/03/2019 11:00	564	2	536	24	2	18	88	339	111	8	0	0	0	0	0	0	0	0	0	3	18	27	14	18	21
04/03/2019 12:00	649	3	608	30	8	65	182	331	68	3	0	0	0	0	0	0	0	0	0	3	16	26	11	16	19
04/03/2019 13:00	633	6	596	29	2	32	129	383	85	3	1	0	0	0	0	0	0	0	0	3	17	31	14	18	19
04/03/2019 14:00	664	4	626	32	2	36	135	350	141	2	0	0	0	0	0	0	0	0	0	3	17	27	14	18	21
04/03/2019 15:00	651	5	628	18	0	37	82	368	154	10	0	0	0	0	0	0	0	0	0	3	18	29	14	18	21
04/03/2019 16:00	692	9	663	18	2	34	117	373	159	8	1	0	0	0	0	0	0	0	0	3	18	31	14	18	21
04/03/2019 17:00	597	15	573	9	0	98	92	287	110	10	0	0	0	0	0	0	0	0	0	3	16	29	8	18	21
04/03/2019 18:00	556	4	547	5	0	24	80	316	133	3	0	0	0	0	0	0	0	0	0	3	18	29	14	18	21
04/03/2019 19:00	414	1	411	2	0	1	44	238	124	7	0	0	0	0	0	0	0	0	0	9	19	26	16	19	21
04/03/2019 20:00	296	0	292	4	0	0	30	184	77	5	0	0	0	0	0	0	0	0	0	11	19	29	16	19	21
04/03/2019 21:00	212	0	208	3	1	0	24	127	54	7	0	0	0	0	0	0	0	0	0	13	19	29	16	18	21
04/03/2019 22:00	109	0	108	0	1	0	5	66	32	6	0	0	0	0	0	0	0	0	0	11	20	29	16	19	21
04/03/2019 23:00	67	0	60	6	1	1	11	36	18	1	0	0	0	0	0	0	0	0	0	8	19	29	14	19	21

[Wed, 3 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	322	0	286	30	6	2	47	181	87	5	0	0	0	0	0	0	0	0	0	8	18	29	14	19	21
06:00-09:00	1283	4	1185	82	12	32	169	693	378	10	1	0	0	0	0	0	0	0	0	3	18	31	14	19	21
15:00-19:00	2496	33	2411	50	2	193	371	1344	556	31	1	0	0	0	0	0	0	0	0	3	18	31	14	18	21
06:00-22:00	8138	56	7726	316	40	412	1353	4493	1789	88	3	0	0	0	0	0	0	0	0	3	18	31	14	18	21
00:00-24:00	8636	56	8180	352	48	415	1416	4776	1926	100	3	0	0	0	0	0	0	0	0	3	18	31	14	18	21

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/04/2019 00:00	51	0	46	5	0	0	8	24	19	0	0	0	0	0	0	0	0	0	0	11	19	24	14	19	21
04/04/2019 01:00	22	0	16	3	3	0	5	12	5	0	0	0	0	0	0	0	0	0	0	13	18	24	13	18	21
04/04/2019 02:00	30	0	24	5	1	0	6	14	9	1	0	0	0	0	0	0	0	0	0	13	19	26	14	19	21
04/04/2019 03:00	42	0	34	7	1	1	8	21	12	0	0	0	0	0	0	0	0	0	0	8	18	24	13	16	21
04/04/2019 04:00	71	0	59	10	2	0	13	35	22	1	0	0	0	0	0	0	0	0	0	11	18	26	14	18	21
04/04/2019 05:00	140	0	128	8	4	0	15	75	45	5	0	0	0	0	0	0	0	0	0	11	19	29	16	19	21
04/04/2019 06:00	311	0	289	19	3	4	36	153	111	7	0	0	0	0	0	0	0	0	0	8	19	26	16	19	21
04/04/2019 07:00	474	2	447	23	2	5	58	246	154	9	2	0	0	0	0	0	0	0	0	8	19	31	16	19	21
04/04/2019 08:00	547	1	508	36	2	12	60	285	174	15	1	0	0	0	0	0	0	0	0	3	19	31	16	19	21
04/04/2019 09:00	542	3	502	32	5	28	97	302	110	5	0	0	0	0	0	0	0	0	0	3	18	26	14	18	21
04/04/2019 10:00	512	5	470	34	3	19	95	285	111	2	0	0	0	0	0	0	0	0	0	6	18	29	14	18	21
04/04/2019 11:00	604	1	574	26	3	26	110	339	127	2	0	0	0	0	0	0	0	0	0	3	18	26	14	18	21
04/04/2019 12:00	796	8	755	31	2	58	163	433	137	5	0	0	0	0	0	0	0	0	0	3	17	27	13	18	21
04/04/2019 13:00	631	5	596	27	3	20	104	365	131	11	0	0	0	0	0	0	0	0	0	3	18	29	14	18	21
04/04/2019 14:00	603	2	577	23	1	39	116	323	122	3	0	0	0	0	0	0	0	0	0	3	17	29	14	18	21
04/04/2019 15:00	669	3	639	26	1	42	115	359	143	10	0	0	0	0	0	0	0	0	0	3	18	29	14	18	21
04/04/2019 16:00	714	4	694	14	2	56	117	382	148	10	1	0	0	0	0	0	0	0	0	3	17	34	13	18	21
04/04/2019 17:00	673	4	652	14	3	83	111	335	136	8	0	0	0	0	0	0	0	0	0	3	17	26	11	18	21
04/04/2019 18:00	596	2	582	11	1	30	73	340	147	6	0	0	0	0	0	0	0	0	0	3	18	26	14	18	21
04/04/2019 19:00	444	3	437	3	1	7	42	280	110	5	0	0	0	0	0	0	0	0	0	6	19	26	16	18	21
04/04/2019 20:00	316	0	314	2	0	4	32	188	86	6	0	0	0	0	0	0	0	0	0	6	19	26	16	19	21
04/04/2019 21:00	209	1	207	0	1	0	20	125	63	0	1	0	0	0	0	0	0	0	0	13	19	31	16	19	21
04/04/2019 22:00	108	1	102	3	2	0	15	60	29	4	0	0	0	0	0	0	0	0	0	11	19	27	16	19	21
04/04/2019 23:00	73	0	67	5	1	0	13	39	20	1	0	0	0	0	0	0	0	0	0	11	19	26	14	18	21

[Thu, 4 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	356	0	307	38	11	1	55	181	112	7	0	0	0	0	0	0	0	0	0	8	19	29	14	19	21
06:00-09:00	1333	3	1245	78	7	21	155	684	439	31	3	0	0	0	0	0	0	0	0	3	19	31	16	19	21
15:00-19:00	2652	13	2567	65	7	211	416	1416	574	34	1	0	0	0	0	0	0	0	0	3	17	34	14	18	21
06:00-22:00	8641	44	8243	321	33	433	1349	4740	2010	104	5	0	0	0	0	0	0	0	0	3	18	34	14	18	21
00:00-24:00	9178	45	8719	367	47	434	1432	5020	2171	116	5	0	0	0	0	0	0	0	0	3	18	34	14	18	21

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/05/2019 00:00	52	0	48	3	1	0	8	28	13	3	0	0	0	0	0	0	0	0	0	13	19	29	14	18	21
04/05/2019 01:00	30	0	22	7	1	0	7	15	8	0	0	0	0	0	0	0	0	0	0	11	18	24	14	16	21
04/05/2019 02:00	24	0	18	5	1	1	7	10	6	0	0	0	0	0	0	0	0	0	0	9	17	24	11	16	24
04/05/2019 03:00	39	0	36	2	1	0	8	19	10	2	0	0	0	0	0	0	0	0	0	11	18	26	14	18	21
04/05/2019 04:00	60	0	52	7	1	0	10	28	21	1	0	0	0	0	0	0	0	0	0	11	19	26	14	19	21
04/05/2019 05:00	123	0	108	12	3	1	23	68	28	3	0	0	0	0	0	0	0	0	0	9	18	26	14	18	21
04/05/2019 06:00	436	2	406	25	3	3	58	251	112	12	0	0	0	0	0	0	0	0	0	8	19	29	16	19	21
04/05/2019 07:00	672	2	640	28	2	17	73	372	193	17	0	0	0	0	0	0	0	0	0	6	19	29	16	19	21
04/05/2019 08:00	730	0	698	31	1	29	145	375	170	11	0	0	0	0	0	0	0	0	0	4	18	29	14	18	21
04/05/2019 09:00	154	0	144	10	0	14	32	78	27	3	0	0	0	0	0	0	0	0	0	6	17	26	11	18	21

[Fri, 5 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	328	0	284	36	8	2	63	168	86	9	0	0	0	0	0	0	0	0	0	9	18	29	14	18	21
06:00-09:00	1838	4	1744	84	6	49	276	998	475	40	0	0	0	0	0	0	0	0	0	4	18	29	14	18	21
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1992	4	1888	94	6	63	308	1076	502	43	0	0	0	0	0	0	0	0	0	4	18	29	14	18	21
00:00-24:00	2320	4	2172	130	14	65	371	1244	588	52	0	0	0	0	0	0	0	0	0	4	18	29	14	18	21

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:46:11

Site

Name 01480007
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 01480007
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

Cross-section		1					2				
Time	Σ	Σ	MC	Passenger	single U	Combo Ur	Σ	MC	Passenger	single U	Combo Ur
00:00-06:00	1692	770	3	669	54	44	922	11	766	54	91
06:00-09:00	4988	2526	17	2273	190	46	2462	37	2210	188	27
15:00-19:00	11431	5559	44	5243	201	71	5872	100	5602	126	44
06:00-22:00	33241	15995	119	14898	778	200	17246	249	16237	599	161
00:00-24:00	36167	17244	130	16021	840	253	18923	264	17730	664	265

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
Cross-section	3	57	28	21	29	34	38.4
1	3	57	28	22	29	34	37.0
2	3	52	28	21	29	34	39.6

Descriptions

Vmin: Minimal velocity

Vmax: Maximal velocity

Vavg: Average velocity

V15: Critical velocity for the first 15% of vehicles

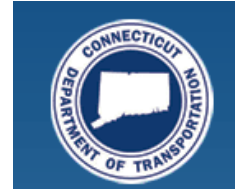
V50: Critical velocity for the first 50% of vehicles

V85: Critical velocity for the first 85% of vehicles

Vexc %: Speeding in %

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 Email bradley.overturf@ct.gov



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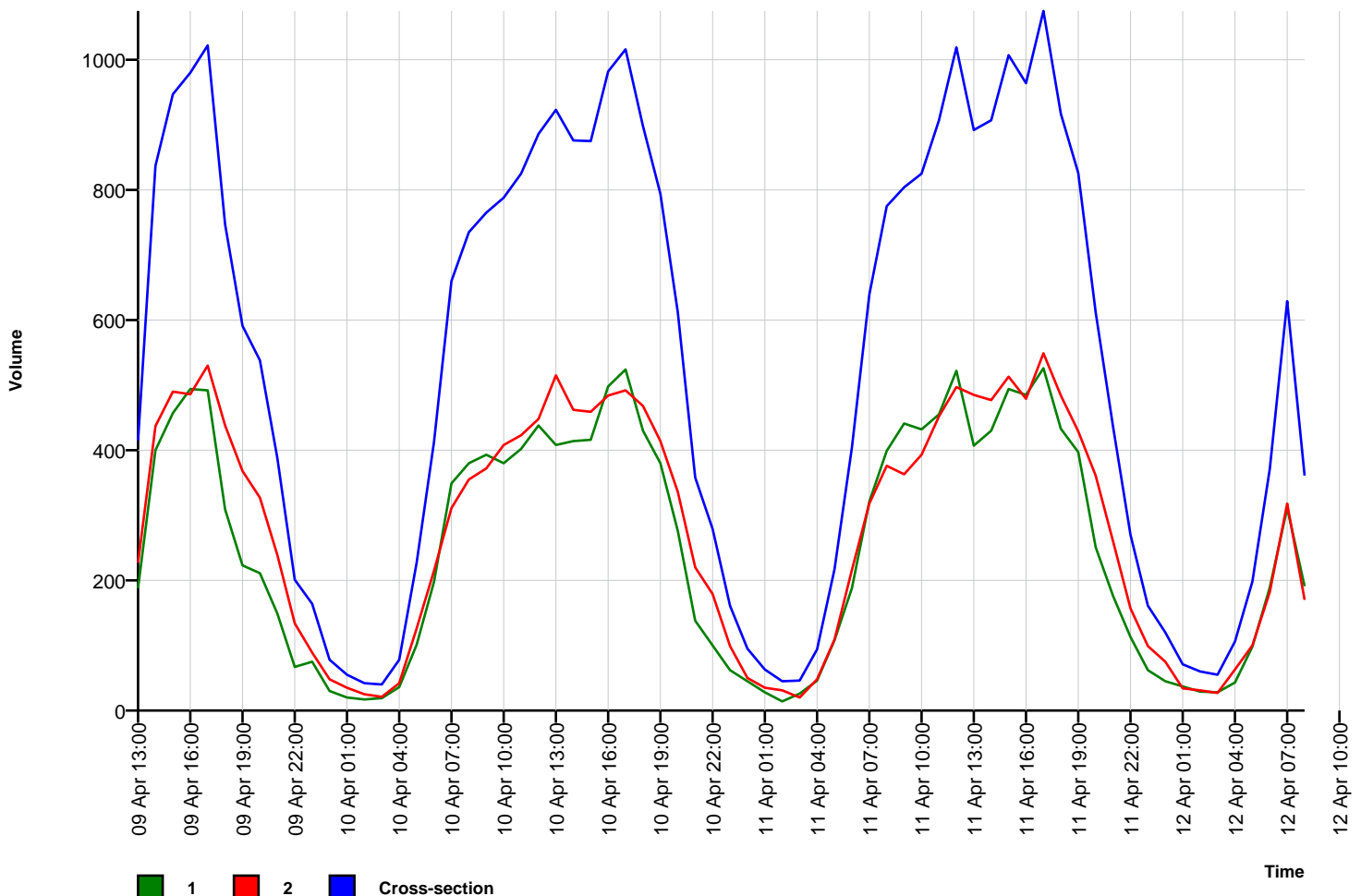
Site

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Time Range

Start date 04/09/2019 13:00
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 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

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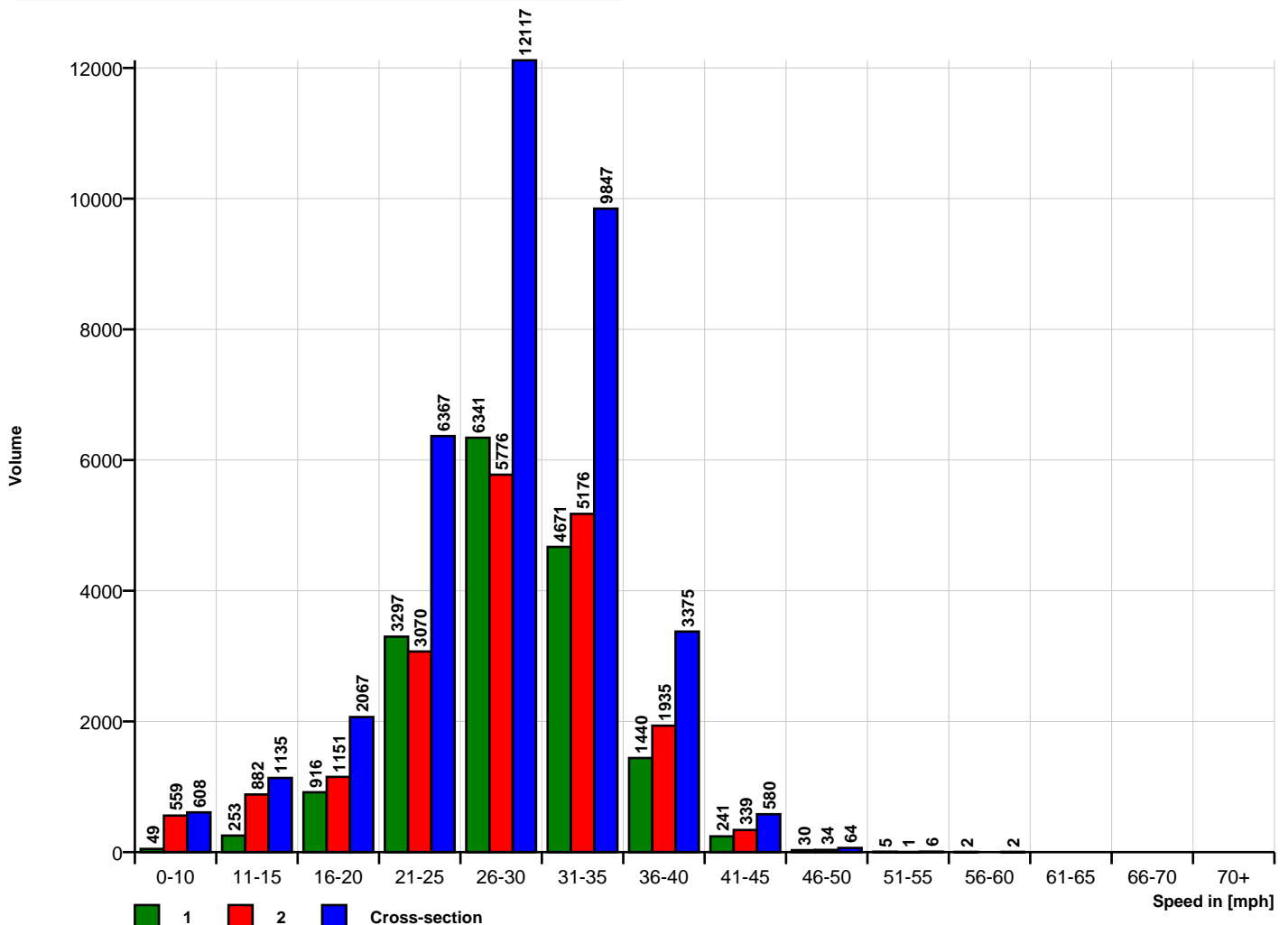
Site

Name 01480007
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 01480007
 Device type **SDR Traffic+**

Time Range

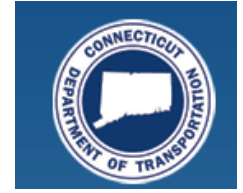
Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Country United States
 Contact Bradley Overturf
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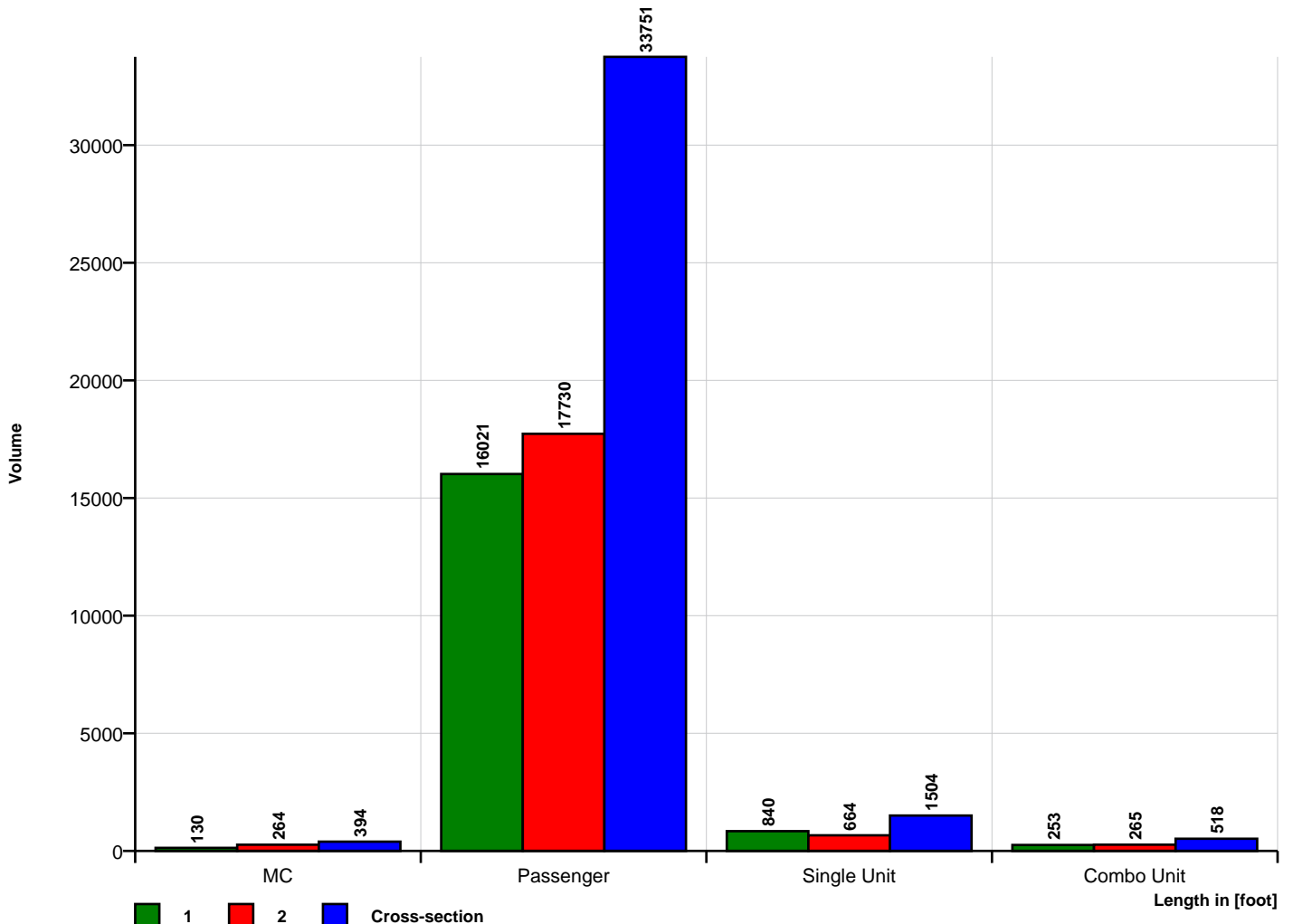
Site

Name 01480007
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 01480007
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 13:00	415	3	379	27	6	2	13	14	88	197	83	17	1	0	0	0	0	0	0	8	27	44	22	26	31
04/09/2019 14:00	837	14	778	36	9	48	66	75	136	284	173	52	3	0	0	0	0	0	0	3	25	42	16	26	32
04/09/2019 15:00	947	5	902	27	13	26	28	57	186	359	219	64	8	0	0	0	0	0	0	3	27	42	21	26	31
04/09/2019 16:00	980	8	946	19	7	28	30	56	200	348	256	54	8	0	0	0	0	0	0	6	27	42	21	27	32
04/09/2019 17:00	1022	17	976	23	6	9	26	70	176	385	282	65	9	0	0	0	0	0	0	6	28	42	21	29	32
04/09/2019 18:00	747	22	704	16	5	1	7	23	150	306	202	53	5	0	0	0	0	0	0	8	28	42	24	29	32
04/09/2019 19:00	591	15	570	4	2	1	2	14	120	239	163	47	4	1	0	0	0	0	0	9	29	47	24	29	34
04/09/2019 20:00	538	13	512	10	3	0	4	9	69	213	183	54	6	0	0	0	0	0	0	11	30	44	24	29	34
04/09/2019 21:00	388	4	376	4	4	0	1	7	48	123	141	60	8	0	0	0	0	0	0	14	31	44	26	31	36
04/09/2019 22:00	201	2	195	2	2	0	2	1	14	46	88	37	10	2	1	1	0	0	0	11	32	55	27	31	37
04/09/2019 23:00	164	1	157	1	5	0	3	2	9	37	57	43	12	0	1	0	0	0	0	13	33	50	26	31	39

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	3697	52	3529	85	31	64	91	206	712	1399	959	236	30	0	0	0	0	0	0	3	28	42	21	27	32
06:00-22:00	6465	101	6143	166	55	115	177	325	1173	2454	1702	466	52	1	0	0	0	0	0	3	28	47	21	27	32
00:00-24:00	6830	104	6495	169	62	115	182	328	1196	2537	1847	546	74	3	2	1	0	0	0	3	28	55	21	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	78	1	75	0	2	0	0	1	2	14	30	22	4	5	0	0	0	0	0	19	34	49	27	34	39
04/10/2019 01:00	55	0	43	3	9	0	0	1	3	15	14	16	2	4	0	0	0	0	0	19	33	49	26	32	39
04/10/2019 02:00	42	1	30	7	4	1	0	1	0	6	18	13	3	0	0	0	0	0	0	6	33	44	29	34	39
04/10/2019 03:00	40	1	33	3	3	0	1	1	1	7	11	13	4	2	0	0	0	0	0	13	34	49	26	34	41
04/10/2019 04:00	78	0	58	7	13	0	1	0	3	15	30	23	5	1	0	0	0	0	0	13	33	47	27	32	39
04/10/2019 05:00	227	0	202	15	10	0	3	7	13	46	86	58	12	2	0	0	0	0	0	11	33	47	26	32	37
04/10/2019 06:00	413	5	363	37	8	1	6	14	46	84	161	79	20	2	0	0	0	0	0	8	31	47	24	31	37
04/10/2019 07:00	660	2	606	43	9	3	6	10	44	147	273	149	27	1	0	0	0	0	0	6	32	47	26	31	37
04/10/2019 08:00	735	23	635	65	12	3	9	24	111	247	224	96	18	3	0	0	0	0	0	4	30	49	24	29	36
04/10/2019 09:00	765	7	695	49	14	4	11	50	130	249	235	74	11	1	0	0	0	0	0	3	29	49	21	29	34
04/10/2019 10:00	788	6	711	55	16	4	14	49	159	269	209	71	12	1	0	0	0	0	0	6	28	47	21	29	34
04/10/2019 11:00	825	9	768	38	10	5	35	43	183	328	177	44	9	0	0	1	0	0	0	6	27	57	21	26	31
04/10/2019 12:00	886	12	823	41	10	37	55	101	234	286	135	33	5	0	0	0	0	0	0	3	25	44	18	26	31
04/10/2019 13:00	923	17	859	42	5	30	55	95	206	302	185	43	7	0	0	0	0	0	0	4	26	44	19	26	31
04/10/2019 14:00	876	9	824	35	8	31	33	60	208	280	212	46	6	0	0	0	0	0	0	3	27	42	21	26	32
04/10/2019 15:00	875	15	813	36	11	34	93	92	184	279	150	38	4	1	0	0	0	0	0	3	25	49	16	26	31
04/10/2019 16:00	982	9	930	30	13	23	31	76	228	322	230	67	4	1	0	0	0	0	0	3	27	47	21	26	32
04/10/2019 17:00	1016	7	983	18	8	16	32	89	218	354	242	59	5	1	0	0	0	0	0	4	27	47	21	26	31
04/10/2019 18:00	898	10	866	11	11	16	32	42	163	300	258	74	12	1	0	0	0	0	0	4	28	45	21	29	34
04/10/2019 19:00	794	5	773	10	6	7	19	44	145	249	247	74	7	2	0	0	0	0	0	6	28	47	21	29	34
04/10/2019 20:00	612	0	594	12	6	0	1	18	92	223	208	63	7	0	0	0	0	0	0	13	30	44	24	29	34
04/10/2019 21:00	358	0	350	6	2	0	0	5	36	91	154	56	13	2	1	0	0	0	0	16	32	54	26	31	36
04/10/2019 22:00	279	5	265	6	3	2	2	4	35	74	114	43	4	1	0	0	0	0	0	8	31	45	24	31	36
04/10/2019 23:00	161	1	148	5	7	0	1	1	10	42	64	30	12	1	0	0	0	0	0	11	32	45	26	31	37

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	520	3	441	35	41	1	5	11	22	103	189	145	30	14	0	0	0	0	0	6	33	49	26	32	39
06:00-09:00	1809	30	1605	145	29	7	21	48	202	478	658	324	65	6	0	0	0	0	0	4	31	49	24	31	37
15:00-19:00	3771	41	3592	95	43	89	188	299	793	1255	880	238	25	4	0	0	0	0	0	3	27	49	19	26	32
06:00-22:00	12406	136	11593	528	149	214	432	812	2387	4010	3300	1066	167	16	1	1	0	0	0	3	28	57	21	27	34
00:00-24:00	13366	145	12447	574	200	217	440	828	2454	4229	3667	1284	213	32	1	1	0	0	0	3	28	57	21	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	95	0	82	7	6	0	0	0	11	23	30	18	10	3	0	0	0	0	0	21	33	47	26	31	39
04/11/2019 01:00	63	0	50	5	8	0	0	1	10	13	16	17	5	1	0	0	0	0	0	19	32	47	24	31	37
04/11/2019 02:00	45	2	34	3	6	1	1	0	4	6	14	13	6	0	0	0	0	0	0	8	33	44	26	34	39
04/11/2019 03:00	46	0	34	5	7	0	0	1	3	8	23	7	2	2	0	0	0	0	0	16	33	47	26	31	39
04/11/2019 04:00	94	1	74	10	9	0	0	0	1	15	35	38	3	1	1	0	0	0	0	24	34	52	27	34	39
04/11/2019 05:00	217	2	193	12	10	1	2	3	16	41	80	49	23	2	0	0	0	0	0	8	33	47	26	32	39
04/11/2019 06:00	404	3	367	30	4	3	7	9	33	108	142	85	16	1	0	0	0	0	0	8	31	45	26	31	37
04/11/2019 07:00	639	5	578	45	11	3	11	15	50	179	196	144	39	2	0	0	0	0	0	8	31	49	26	31	37
04/11/2019 08:00	775	2	703	62	8	4	9	15	134	279	251	74	9	0	0	0	0	0	0	8	29	44	24	29	34
04/11/2019 09:00	804	3	738	52	11	1	9	39	151	306	229	61	7	1	0	0	0	0	0	9	28	45	24	29	34
04/11/2019 10:00	825	7	740	58	20	2	5	26	156	320	239	68	9	0	0	0	0	0	0	6	29	44	24	29	34
04/11/2019 11:00	907	9	857	28	13	6	18	68	195	326	230	57	7	0	0	0	0	0	0	3	28	44	21	27	32
04/11/2019 12:00	1019	16	942	56	5	22	36	91	278	381	179	30	2	0	0	0	0	0	0	6	26	42	21	26	31
04/11/2019 13:00	892	7	839	39	7	24	40	62	185	314	216	45	5	1	0	0	0	0	0	3	27	47	21	26	31
04/11/2019 14:00	907	9	849	44	5	19	60	101	204	333	163	24	3	0	0	0	0	0	0	6	25	42	18	26	31
04/11/2019 15:00	1007	8	951	39	9	17	31	101	208	414	197	36	3	0	0	0	0	0	0	6	26	41	21	26	31
04/11/2019 16:00	964	18	890	48	8	91	131	117	190	293	108	32	2	0	0	0	0	0	0	3	23	42	11	24	29
04/11/2019 17:00	1075	12	1011	43	9	31	56	95	255	358	222	56	2	0	0	0	0	0	0	4	26	42	19	26	31
04/11/2019 18:00	917	13	872	17	15	32	62	62	191	309	210	48	2	1	0	0	0	0	0	3	26	47	19	26	32
04/11/2019 19:00	826	2	807	14	3	3	8	27	131	333	262	56	6	0	0	0	0	0	0	8	29	42	24	29	34
04/11/2019 20:00	612	3	597	9	3	0	5	13	72	257	202	55	8	0	0	0	0	0	0	11	30	44	26	29	34
04/11/2019 21:00	436	0	428	3	5	0	2	4	40	144	177	60	8	1	0	0	0	0	0	11	31	47	26	31	36
04/11/2019 22:00	270	2	262	4	2	1	0	9	26	57	120	45	10	2	0	0	0	0	0	8	31	49	26	31	36
04/11/2019 23:00	161	1	155	2	3	1	0	3	13	36	50	47	10	0	1	0	0	0	0	9	33	52	26	32	37

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	561	5	467	43	46	2	3	5	45	106	199	142	49	9	1	0	0	0	0	8	33	52	26	32	39
06:00-09:00	1818	10	1648	137	23	10	27	39	217	566	589	303	64	3	0	0	0	0	0	8	30	49	24	31	36
15:00-19:00	3963	51	3724	147	41	171	280	375	844	1374	737	172	9	1	0	0	0	0	0	3	25	47	18	26	31
06:00-22:00	13009	117	12169	587	136	258	490	845	2473	4654	3223	931	128	7	0	0	0	0	0	3	27	49	21	27	32
00:00-24:00	14000	125	13053	635	187	262	493	862	2557	4853	3591	1165	197	18	2	0	0	0	0	3	28	52	21	27	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	120	0	114	2	4	0	0	1	7	25	41	40	5	1	0	0	0	0	0	19	33	45	26	34	37
04/12/2019 01:00	71	1	58	2	10	0	1	1	8	17	25	10	9	0	0	0	0	0	0	13	32	44	26	31	39
04/12/2019 02:00	60	1	48	3	8	1	0	0	2	15	21	19	1	1	0	0	0	0	0	6	33	47	26	32	37
04/12/2019 03:00	55	0	43	5	7	0	0	1	1	14	19	16	3	1	0	0	0	0	0	19	33	47	29	31	39
04/12/2019 04:00	106	2	77	12	15	0	0	0	6	20	48	27	4	1	0	0	0	0	0	21	33	45	29	31	37
04/12/2019 05:00	198	2	186	6	4	6	1	5	13	36	73	44	20	0	0	0	0	0	0	8	32	44	26	32	39
04/12/2019 06:00	371	4	339	25	3	2	5	10	28	74	155	72	20	5	0	0	0	0	0	8	32	47	26	31	37
04/12/2019 07:00	629	7	563	45	14	1	2	11	52	188	238	110	25	1	1	0	0	0	0	9	32	52	26	31	36
04/12/2019 08:00	361	3	328	26	4	4	11	20	43	109	122	42	9	1	0	0	0	0	0	8	29	49	24	29	34

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	611	6	527	30	48	7	2	8	38	127	227	156	42	4	0	0	0	0	0	6	33	47	26	32	37
06:00-09:00	1361	14	1230	96	21	7	18	41	123	371	515	224	54	7	1	0	0	0	0	8	31	52	26	31	36
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1361	14	1230	96	21	7	18	41	123	371	515	224	54	7	1	0	0	0	0	8	31	52	26	31	36
00:00-24:00	1971	20	1756	126	69	14	20	49	160	498	742	380	96	11	1	0	0	0	0	6	31	52	26	31	37

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:46:35

Site

Name 11480007
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **30**
 Comment 11480007
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	770	3	669	54	44
06:00-09:00	2526	17	2273	190	46
15:00-19:00	5559	44	5243	201	71
06:00-22:00	15995	119	14898	778	200
00:00-24:00	17244	130	16021	840	253

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	57	28	22	29	34	37.0

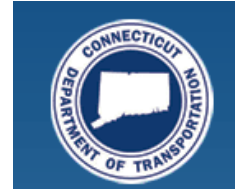
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 Contact Bradley Overturf
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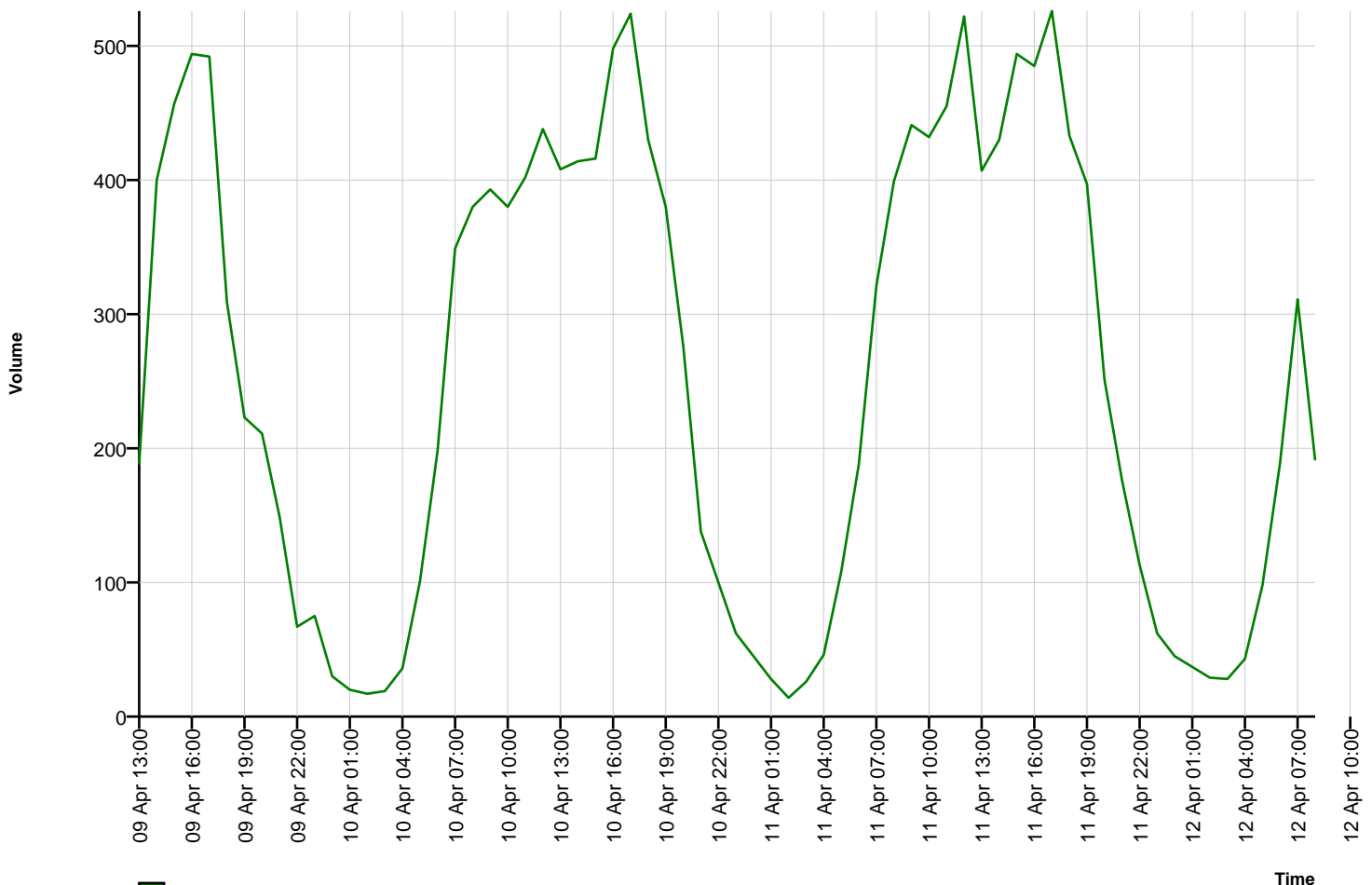
Site

Name 11480007
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **30**
 Comment 11480007
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
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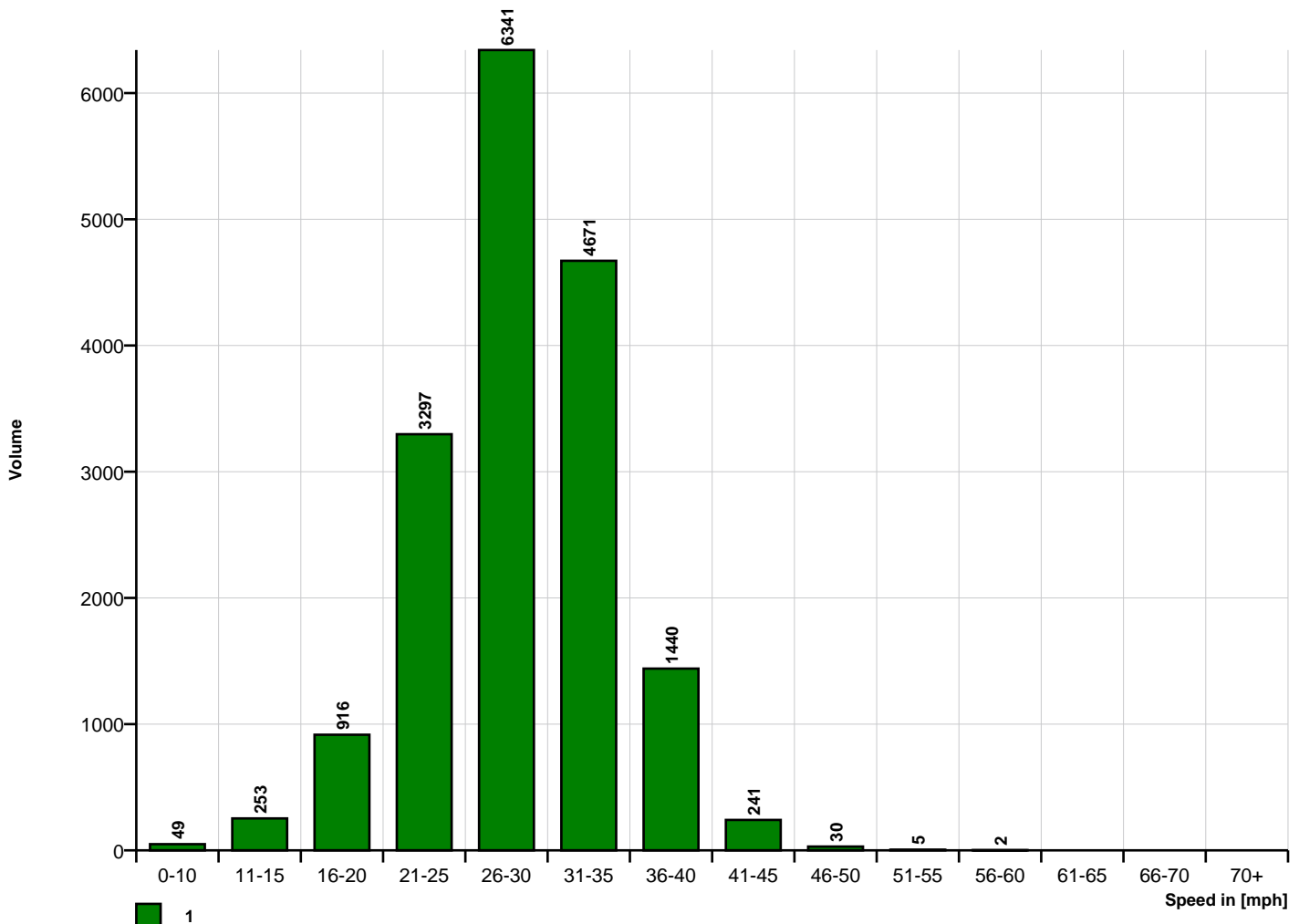
Site

Name 11480007
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **30**
 Comment 11480007
 Device type **SDR Traffic+**

Time Range

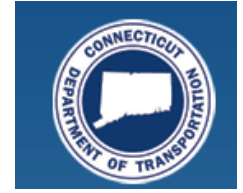
Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:46:35

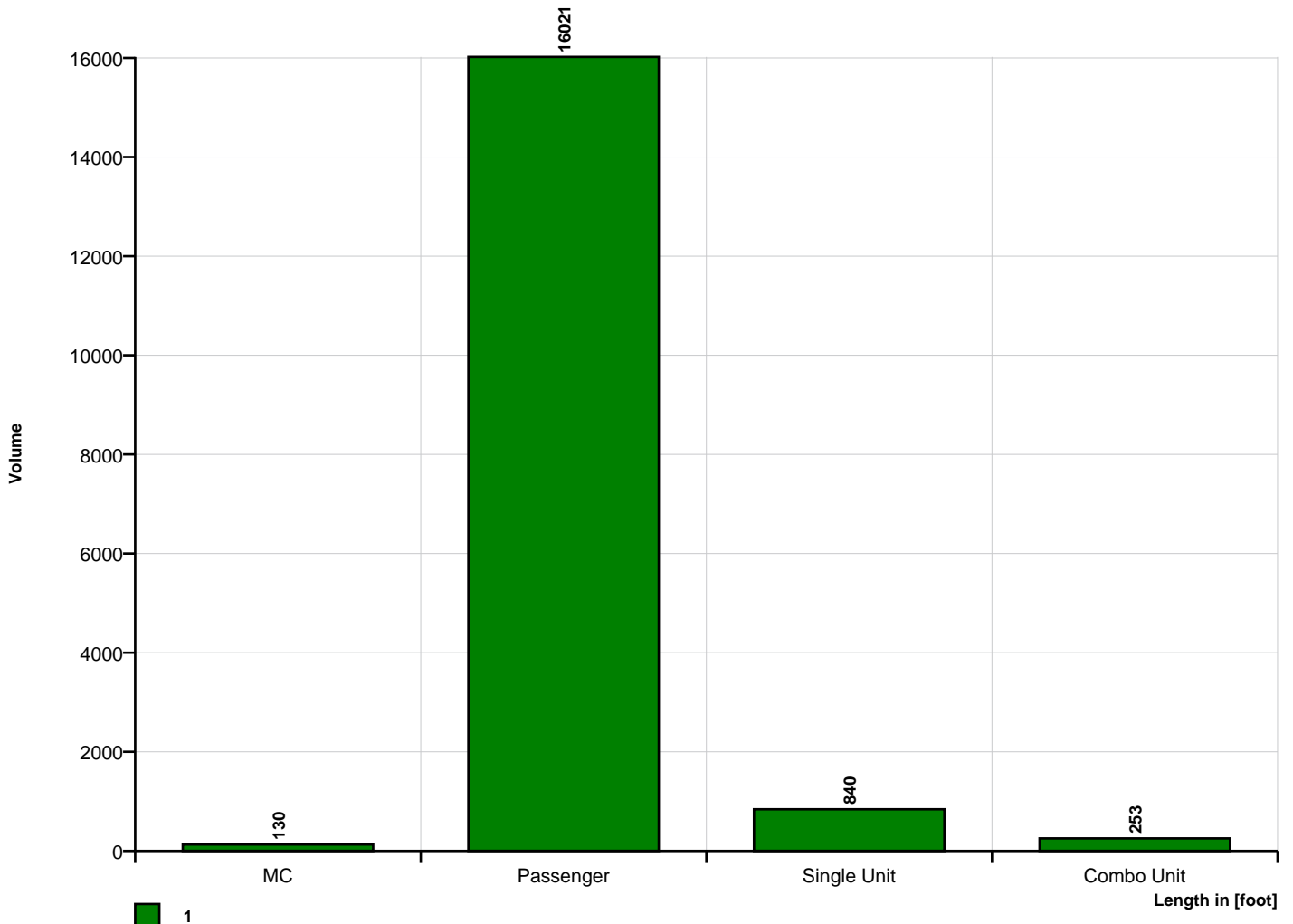
Site

Name 11480007
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **30**
 Comment 11480007
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 13:00	188	2	168	16	2	0	0	5	43	92	42	5	1	0	0	0	0	0	0	16	28	44	24	26	31
04/09/2019 14:00	400	1	375	19	5	0	8	27	75	175	90	25	0	0	0	0	0	0	0	11	28	39	22	27	32
04/09/2019 15:00	457	1	430	15	11	2	1	17	95	198	113	28	3	0	0	0	0	0	0	8	28	42	24	27	31
04/09/2019 16:00	494	3	477	11	3	0	1	14	85	208	145	37	4	0	0	0	0	0	0	14	29	42	24	29	34
04/09/2019 17:00	492	6	469	14	3	0	6	25	90	190	142	36	3	0	0	0	0	0	0	13	28	42	22	29	32
04/09/2019 18:00	309	14	280	12	3	0	4	8	71	128	78	19	1	0	0	0	0	0	0	13	28	41	24	27	32
04/09/2019 19:00	223	14	206	2	1	1	1	9	51	88	54	17	1	1	0	0	0	0	0	9	28	47	22	27	32
04/09/2019 20:00	211	10	199	2	0	0	2	7	34	89	64	13	2	0	0	0	0	0	0	14	29	44	24	29	34
04/09/2019 21:00	149	1	145	2	1	0	1	3	19	52	58	14	2	0	0	0	0	0	0	14	30	42	24	29	34
04/09/2019 22:00	67	2	65	0	0	0	1	1	9	19	24	9	2	1	1	1	0	0	0	13	31	55	24	31	36
04/09/2019 23:00	75	1	70	1	3	0	2	0	6	26	26	9	5	0	1	0	0	0	0	13	31	50	26	31	37

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1753	24	1657	52	20	2	12	64	341	725	478	120	11	0	0	0	0	0	0	8	28	42	24	29	32
06:00-22:00	2923	52	2749	93	29	3	24	115	563	1220	786	194	17	1	0	0	0	0	0	8	28	47	24	27	32
00:00-24:00	3065	55	2884	94	32	3	27	116	578	1265	836	212	24	2	2	1	0	0	0	8	28	55	24	29	32

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	30	1	29	0	0	0	0	1	0	7	17	4	1	0	0	0	0	0	0	19	32	42	27	31	36
04/10/2019 01:00	20	0	15	1	4	0	0	1	2	7	4	3	1	2	0	0	0	0	0	19	32	49	26	31	41
04/10/2019 02:00	17	0	14	2	1	0	0	0	0	5	5	6	1	0	0	0	0	0	0	26	33	41	26	34	37
04/10/2019 03:00	19	1	16	2	0	0	1	0	1	2	5	8	1	1	0	0	0	0	0	13	34	47	26	36	39
04/10/2019 04:00	36	0	30	3	3	0	0	0	3	7	13	11	2	0	0	0	0	0	0	24	33	42	27	32	39
04/10/2019 05:00	101	0	94	4	3	0	3	3	2	19	43	28	1	2	0	0	0	0	0	11	32	47	27	32	37
04/10/2019 06:00	198	5	171	18	4	0	4	4	19	47	77	37	9	1	0	0	0	0	0	13	31	47	26	31	37
04/10/2019 07:00	349	0	324	20	5	2	4	7	27	77	144	73	15	0	0	0	0	0	0	6	32	44	26	31	37
04/10/2019 08:00	380	4	332	36	8	2	6	17	59	123	122	42	7	2	0	0	0	0	0	4	29	49	24	29	34
04/10/2019 09:00	393	0	354	33	6	3	3	22	77	137	115	33	3	0	0	0	0	0	0	3	28	44	21	27	34
04/10/2019 10:00	380	1	341	32	6	2	12	33	83	136	84	24	6	0	0	0	0	0	0	8	27	44	21	26	32
04/10/2019 11:00	402	3	370	22	7	0	19	14	96	182	71	15	4	0	0	1	0	0	0	11	27	57	22	26	31
04/10/2019 12:00	438	3	406	23	6	4	5	37	127	185	68	11	1	0	0	0	0	0	0	6	26	41	21	26	31
04/10/2019 13:00	408	4	380	21	3	1	5	30	109	149	94	18	2	0	0	0	0	0	0	8	27	44	21	26	31
04/10/2019 14:00	414	1	386	23	4	2	4	21	106	157	102	19	3	0	0	0	0	0	0	8	28	42	22	27	31
04/10/2019 15:00	416	4	386	21	5	2	7	25	104	172	83	23	0	0	0	0	0	0	0	8	27	39	21	26	31
04/10/2019 16:00	498	2	475	14	7	0	3	29	108	187	132	36	3	0	0	0	0	0	0	13	28	44	22	27	34
04/10/2019 17:00	524	2	508	8	6	0	6	33	120	187	140	34	4	0	0	0	0	0	0	11	28	42	21	27	32
04/10/2019 18:00	430	0	420	4	6	1	7	15	82	143	133	40	8	1	0	0	0	0	0	8	29	45	24	29	34
04/10/2019 19:00	380	1	367	8	4	1	8	21	75	122	111	35	5	2	0	0	0	0	0	8	28	47	22	29	34
04/10/2019 20:00	276	0	265	9	2	0	1	12	59	123	63	18	0	0	0	0	0	0	0	13	28	39	24	27	31
04/10/2019 21:00	138	0	135	3	0	0	0	4	15	39	58	16	5	0	1	0	0	0	0	16	31	54	26	31	36
04/10/2019 22:00	100	3	95	1	1	1	1	2	19	33	32	12	0	0	0	0	0	0	0	8	29	39	24	29	34
04/10/2019 23:00	62	0	55	3	4	0	1	1	4	21	24	7	3	1	0	0	0	0	0	11	31	45	26	31	36

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	223	2	198	12	11	0	4	5	8	47	87	60	7	5	0	0	0	0	0	11	33	49	27	32	37
06:00-09:00	927	9	827	74	17	4	14	28	105	247	343	152	31	3	0	0	0	0	0	4	31	49	24	31	36
15:00-19:00	1868	8	1789	47	24	3	23	102	414	689	488	133	15	1	0	0	0	0	0	8	28	45	22	27	32
06:00-22:00	6024	30	5620	295	79	20	94	324	1266	2166	1597	474	75	6	1	1	0	0	0	3	28	57	22	27	34
00:00-24:00	6409	35	5968	311	95	21	100	332	1297	2267	1740	553	85	12	1	1	0	0	0	3	28	57	22	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	45	0	38	5	2	0	0	0	7	13	16	6	3	0	0	0	0	0	0	21	31	42	24	31	36
04/11/2019 01:00	28	0	21	4	3	0	0	1	6	8	6	6	0	1	0	0	0	0	0	19	30	47	24	29	37
04/11/2019 02:00	14	0	10	1	3	0	0	0	1	3	7	3	0	0	0	0	0	0	0	21	32	39	26	32	36
04/11/2019 03:00	26	0	18	4	4	0	0	0	3	5	14	3	0	1	0	0	0	0	0	22	32	45	26	31	36
04/11/2019 04:00	46	0	39	5	2	0	0	0	0	8	21	14	1	1	1	0	0	0	0	26	34	52	26	34	37
04/11/2019 05:00	108	0	99	6	3	0	2	2	8	22	43	23	8	0	0	0	0	0	0	11	32	44	26	32	39
04/11/2019 06:00	188	1	168	16	3	1	3	5	13	51	79	32	3	1	0	0	0	0	0	8	31	45	26	31	36
04/11/2019 07:00	321	1	287	26	7	2	7	11	29	92	99	59	21	1	0	0	0	0	0	8	31	47	24	31	37
04/11/2019 08:00	399	0	363	30	6	1	8	13	63	154	119	37	4	0	0	0	0	0	0	9	29	44	24	29	34
04/11/2019 09:00	441	1	397	37	6	1	3	31	93	178	108	24	3	0	0	0	0	0	0	9	28	42	21	27	32
04/11/2019 10:00	432	3	390	31	8	1	2	8	95	181	118	23	4	0	0	0	0	0	0	9	28	42	24	27	31
04/11/2019 11:00	455	1	431	15	8	2	8	39	122	172	91	18	3	0	0	0	0	0	0	3	27	44	21	26	31
04/11/2019 12:00	522	6	481	33	2	8	9	56	155	205	78	9	2	0	0	0	0	0	0	6	26	42	21	26	31
04/11/2019 13:00	407	2	381	20	4	0	3	8	77	189	103	22	4	1	0	0	0	0	0	13	28	47	24	27	32
04/11/2019 14:00	430	3	399	24	4	2	16	39	110	173	79	9	2	0	0	0	0	0	0	8	26	42	21	26	31
04/11/2019 15:00	494	2	467	18	7	1	16	50	105	204	100	17	1	0	0	0	0	0	0	9	27	41	21	26	31
04/11/2019 16:00	485	4	437	39	5	1	13	70	126	181	73	20	1	0	0	0	0	0	0	8	26	41	19	26	31
04/11/2019 17:00	526	3	480	35	8	1	9	37	128	196	123	30	2	0	0	0	0	0	0	6	27	42	21	26	32
04/11/2019 18:00	433	3	413	10	7	0	2	29	97	170	109	25	0	1	0	0	0	0	0	13	28	47	21	26	32
04/11/2019 19:00	397	0	389	6	2	1	3	18	70	153	122	26	4	0	0	0	0	0	0	9	29	42	24	29	32
04/11/2019 20:00	251	1	243	6	1	0	4	8	29	102	77	27	4	0	0	0	0	0	0	11	29	44	24	29	34
04/11/2019 21:00	176	0	175	0	1	0	2	4	13	50	79	26	2	0	0	0	0	0	0	11	31	42	26	31	36
04/11/2019 22:00	113	1	110	2	0	0	0	7	10	28	48	12	7	1	0	0	0	0	0	16	31	49	24	31	36
04/11/2019 23:00	62	1	59	1	1	1	0	1	5	19	18	17	1	0	0	0	0	0	0	9	32	42	26	31	37

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	267	0	225	25	17	0	2	3	25	59	107	55	12	3	1	0	0	0	0	11	32	52	26	31	37
06:00-09:00	908	2	818	72	16	4	18	29	105	297	297	128	28	2	0	0	0	0	0	8	30	47	24	31	36
15:00-19:00	1938	12	1797	102	27	3	40	186	456	751	405	92	4	1	0	0	0	0	0	6	27	47	21	26	31
06:00-22:00	6357	31	5901	346	79	22	108	426	1325	2451	1557	404	60	4	0	0	0	0	0	3	28	47	21	27	32
00:00-24:00	6799	33	6295	374	97	23	110	437	1365	2557	1730	488	80	8	1	0	0	0	0	3	28	52	21	27	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	45	0	41	2	2	0	0	0	1	10	17	15	1	1	0	0	0	0	0	21	33	45	27	32	37
04/12/2019 01:00	37	1	30	1	5	0	1	1	3	9	12	5	6	0	0	0	0	0	0	13	32	44	26	31	41
04/12/2019 02:00	29	0	23	2	4	0	0	0	1	9	13	6	0	0	0	0	0	0	0	21	32	39	27	31	36
04/12/2019 03:00	28	0	23	2	3	0	0	0	1	10	8	6	2	1	0	0	0	0	0	24	33	47	27	31	37
04/12/2019 04:00	43	0	36	6	1	0	0	0	5	7	20	9	1	1	0	0	0	0	0	21	32	45	26	31	37
04/12/2019 05:00	98	0	93	4	1	2	1	2	3	15	41	22	12	0	0	0	0	0	0	8	33	42	26	32	39
04/12/2019 06:00	189	2	174	11	2	0	5	4	10	36	85	35	10	4	0	0	0	0	0	11	32	47	27	31	37
04/12/2019 07:00	311	3	280	20	8	0	1	9	17	101	107	62	13	0	1	0	0	0	0	14	32	52	26	31	37
04/12/2019 08:00	191	1	174	13	3	0	8	15	16	55	62	27	7	1	0	0	0	0	0	13	30	49	24	31	36

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	280	1	246	17	16	2	2	3	14	60	111	63	22	3	0	0	0	0	0	8	32	47	26	31	37
06:00-09:00	691	6	628	44	13	0	14	28	43	192	254	124	30	5	1	0	0	0	0	11	31	52	26	31	37
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	691	6	628	44	13	0	14	28	43	192	254	124	30	5	1	0	0	0	0	11	31	52	26	31	37
00:00-24:00	971	7	874	61	29	2	16	31	57	252	365	187	52	8	1	0	0	0	0	8	32	52	26	31	37

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:46:59

Site

Name 21480007
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 21480007
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	922	11	766	54	91
06:00-09:00	2462	37	2210	188	27
15:00-19:00	5872	100	5602	126	44
06:00-22:00	17246	249	16237	599	161
00:00-24:00	18923	264	17730	664	265

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	3	52	28	21	29	34	39.6

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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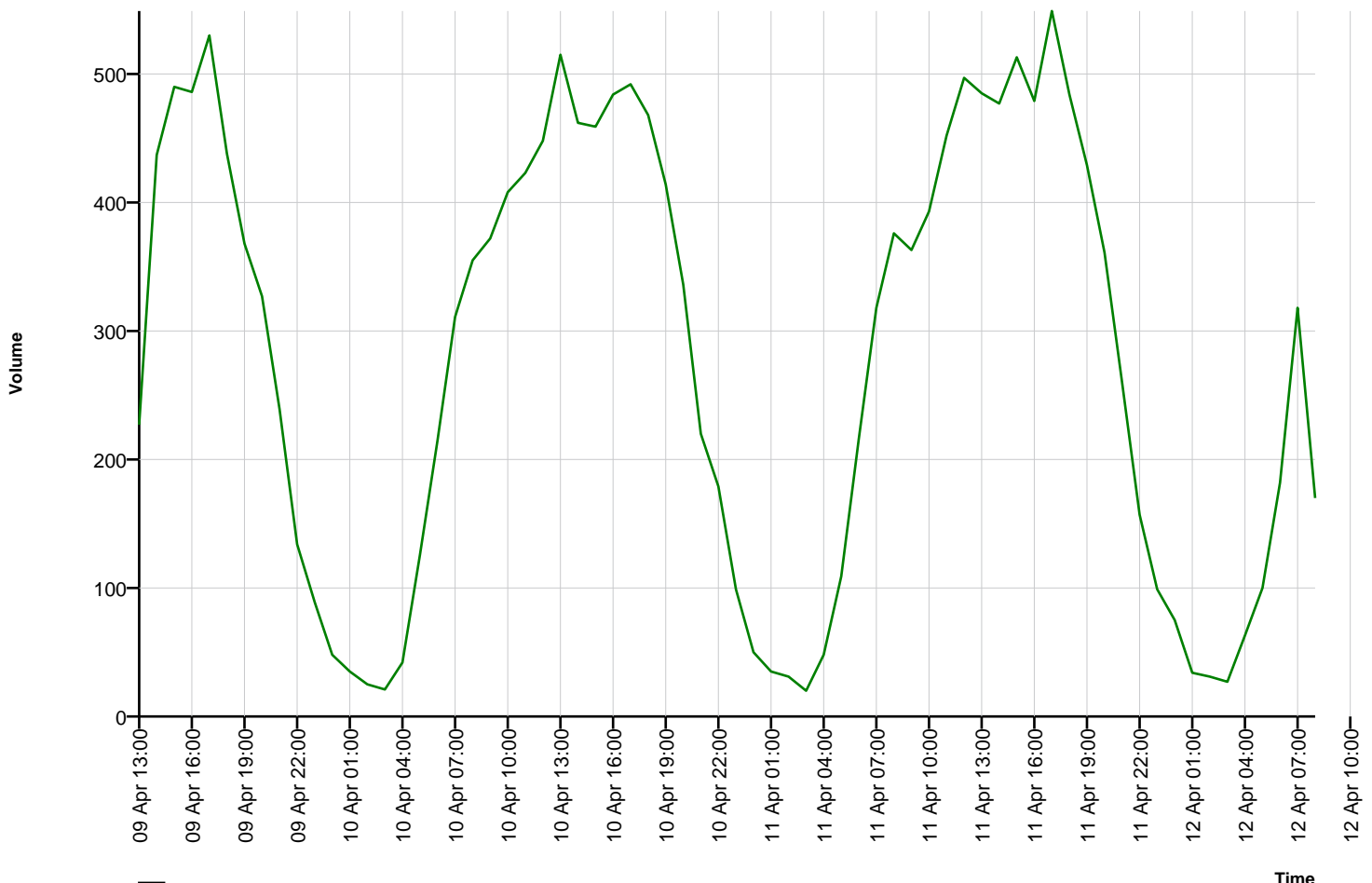
Site

Name 21480007
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 21480007
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

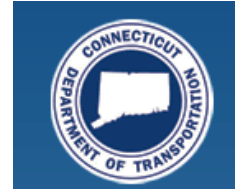
Time / Volume graph



■ 2

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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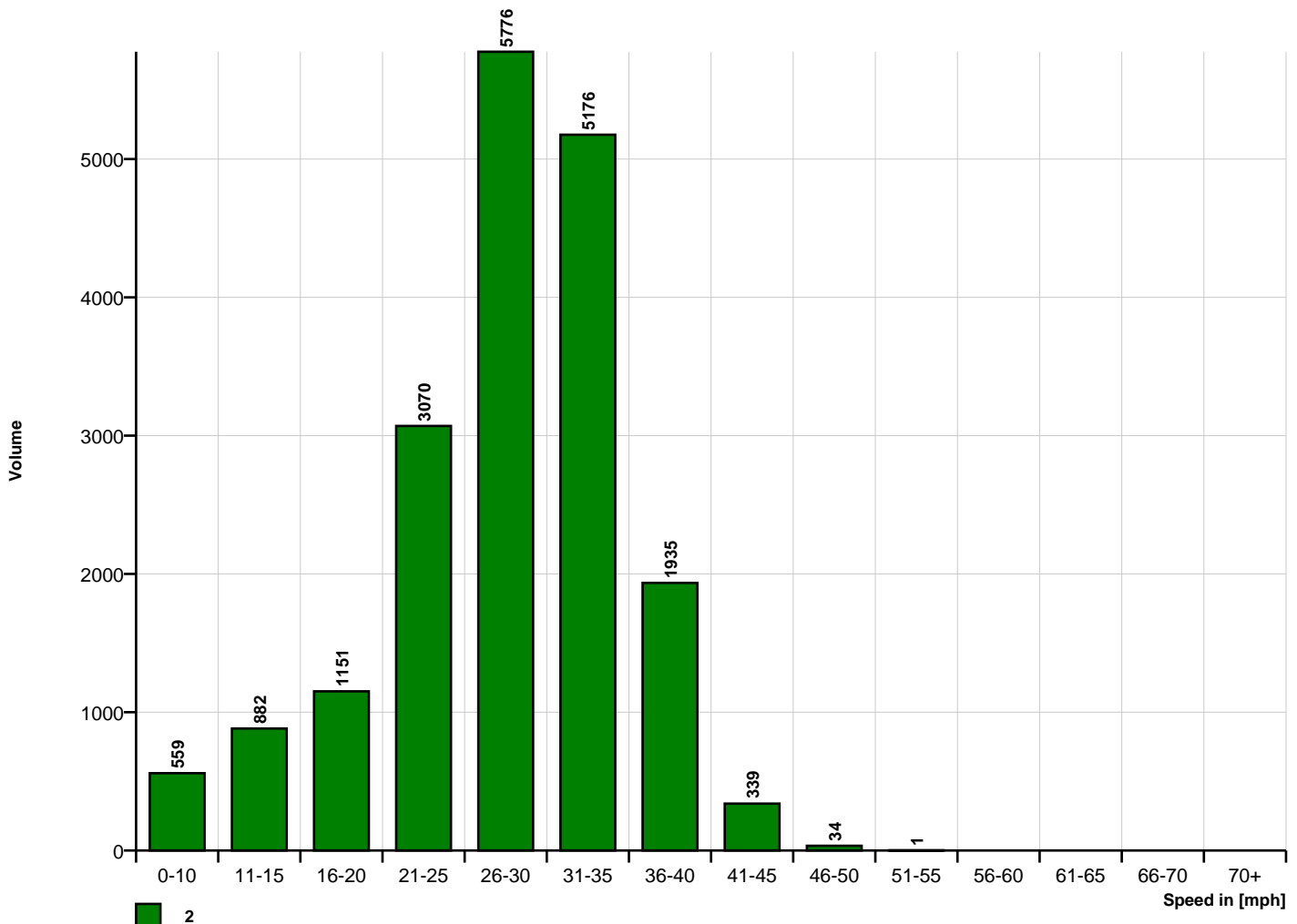
Site

Name 21480007
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 21480007
 Device type **SDR Traffic+**

Time Range

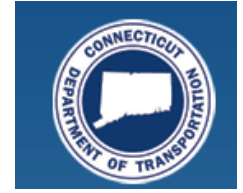
Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:46:59

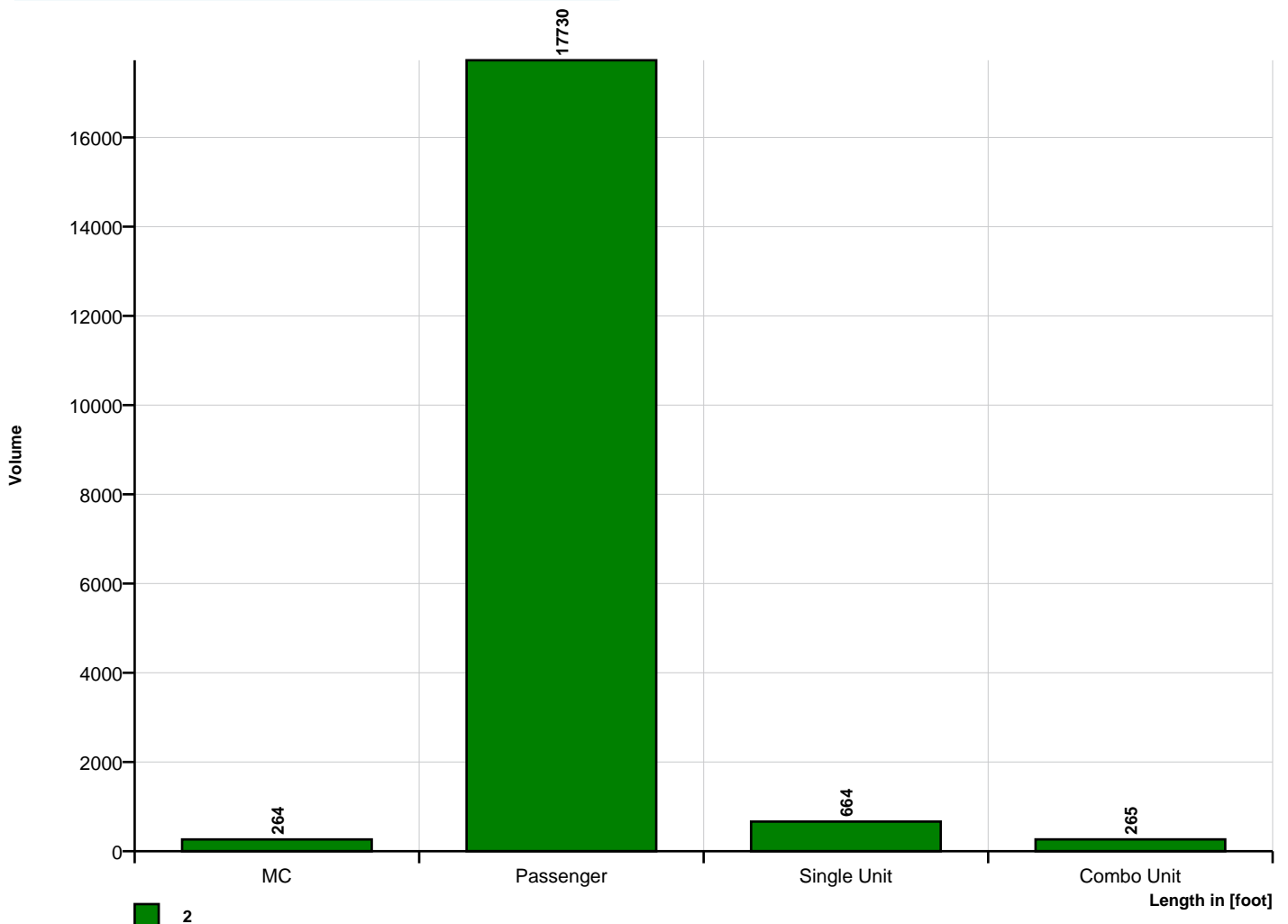
Site

Name 21480007
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 21480007
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 13:00	227	1	211	11	4	2	13	9	45	105	41	12	0	0	0	0	0	0	0	8	27	39	21	26	31
04/09/2019 14:00	437	13	403	17	4	48	58	48	61	109	83	27	3	0	0	0	0	0	0	3	23	42	11	26	31
04/09/2019 15:00	490	4	472	12	2	24	27	40	91	161	106	36	5	0	0	0	0	0	0	3	26	42	18	26	31
04/09/2019 16:00	486	5	469	8	4	28	29	42	115	140	111	17	4	0	0	0	0	0	0	6	25	42	16	26	31
04/09/2019 17:00	530	11	507	9	3	9	20	45	86	195	140	29	6	0	0	0	0	0	0	6	27	42	21	27	32
04/09/2019 18:00	438	8	424	4	2	1	3	15	79	178	124	34	4	0	0	0	0	0	0	8	29	42	24	29	34
04/09/2019 19:00	368	1	364	2	1	0	1	5	69	151	109	30	3	0	0	0	0	0	0	13	29	42	24	29	34
04/09/2019 20:00	327	3	313	8	3	0	2	2	35	124	119	41	4	0	0	0	0	0	0	11	30	44	26	31	34
04/09/2019 21:00	239	3	231	2	3	0	0	4	29	71	83	46	6	0	0	0	0	0	0	19	31	44	26	31	36
04/09/2019 22:00	134	0	130	2	2	0	1	0	5	27	64	28	8	1	0	0	0	0	0	11	33	47	29	32	37
04/09/2019 23:00	89	0	87	0	2	0	1	2	3	11	31	34	7	0	0	0	0	0	0	14	34	42	29	34	39

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1944	28	1872	33	11	62	79	142	371	674	481	116	19	0	0	0	0	0	0	3	27	42	21	26	32
06:00-22:00	3542	49	3394	73	26	112	153	210	610	1234	916	272	35	0	0	0	0	0	0	3	27	44	21	27	34
00:00-24:00	3765	49	3611	75	30	112	155	212	618	1272	1011	334	50	1	0	0	0	0	0	3	28	47	21	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	48	0	46	0	2	0	0	0	2	7	13	18	3	5	0	0	0	0	0	21	36	49	29	36	41
04/10/2019 01:00	35	0	28	2	5	0	0	0	1	8	10	13	1	2	0	0	0	0	0	22	34	49	26	34	37
04/10/2019 02:00	25	1	16	5	3	1	0	1	0	1	13	7	2	0	0	0	0	0	0	6	33	44	31	32	39
04/10/2019 03:00	21	0	17	1	3	0	0	1	0	5	6	5	3	1	0	0	0	0	0	19	34	49	26	31	41
04/10/2019 04:00	42	0	28	4	10	0	1	0	0	8	17	12	3	1	0	0	0	0	0	13	34	47	29	34	39
04/10/2019 05:00	126	0	108	11	7	0	0	4	11	27	43	30	11	0	0	0	0	0	0	19	33	44	26	32	39
04/10/2019 06:00	215	0	192	19	4	1	2	10	27	37	84	42	11	1	0	0	0	0	0	8	31	47	24	31	37
04/10/2019 07:00	311	2	282	23	4	1	2	3	17	70	129	76	12	1	0	0	0	0	0	8	32	47	26	32	37
04/10/2019 08:00	355	19	303	29	4	1	3	7	52	124	102	54	11	1	0	0	0	0	0	8	30	47	24	29	36
04/10/2019 09:00	372	7	341	16	8	1	8	28	53	112	120	41	8	1	0	0	0	0	0	8	29	49	21	29	34
04/10/2019 10:00	408	5	370	23	10	2	2	16	76	133	125	47	6	1	0	0	0	0	0	6	29	47	22	29	34
04/10/2019 11:00	423	6	398	16	3	5	16	29	87	146	106	29	5	0	0	0	0	0	0	6	27	44	21	26	32
04/10/2019 12:00	448	9	417	18	4	33	50	64	107	101	67	22	4	0	0	0	0	0	0	3	23	44	14	24	31
04/10/2019 13:00	515	13	479	21	2	29	50	65	97	153	91	25	5	0	0	0	0	0	0	4	25	42	14	26	31
04/10/2019 14:00	462	8	438	12	4	29	29	39	102	123	110	27	3	0	0	0	0	0	0	3	26	41	16	26	32
04/10/2019 15:00	459	11	427	15	6	32	86	67	80	107	67	15	4	1	0	0	0	0	0	3	22	49	13	22	31
04/10/2019 16:00	484	7	455	16	6	23	28	47	120	135	98	31	1	1	0	0	0	0	0	3	25	47	18	26	31
04/10/2019 17:00	492	5	475	10	2	16	26	56	98	167	102	25	1	1	0	0	0	0	0	4	26	47	18	26	31
04/10/2019 18:00	468	10	446	7	5	15	25	27	81	157	125	34	4	0	0	0	0	0	0	4	27	44	21	27	32
04/10/2019 19:00	414	4	406	2	2	6	11	23	70	127	136	39	2	0	0	0	0	0	0	6	28	44	21	29	34
04/10/2019 20:00	336	0	329	3	4	0	0	6	33	100	145	45	7	0	0	0	0	0	0	16	31	44	26	31	36
04/10/2019 21:00	220	0	215	3	2	0	0	1	21	52	96	40	8	2	0	0	0	0	0	16	32	47	26	31	36
04/10/2019 22:00	179	2	170	5	2	1	1	2	16	41	82	31	4	1	0	0	0	0	0	9	31	45	26	31	36
04/10/2019 23:00	99	1	93	2	3	0	0	0	6	21	40	23	9	0	0	0	0	0	0	21	33	44	27	31	39

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	297	1	243	23	30	1	1	6	14	56	102	85	23	9	0	0	0	0	0	6	34	49	26	34	39
06:00-09:00	882	21	778	71	12	3	7	20	97	231	315	172	34	3	0	0	0	0	0	8	31	47	26	31	37
15:00-19:00	1903	33	1803	48	19	86	165	197	379	566	392	105	10	3	0	0	0	0	0	3	25	49	16	26	31
06:00-22:00	6382	106	5973	233	70	194	338	488	1121	1844	1703	592	92	10	0	0	0	0	0	3	27	49	19	27	34
00:00-24:00	6957	110	6479	263	105	196	340	496	1157	1962	1927	731	128	20	0	0	0	0	0	3	28	49	21	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	50	0	44	2	4	0	0	0	4	10	14	12	7	3	0	0	0	0	0	21	34	47	29	34	41
04/11/2019 01:00	35	0	29	1	5	0	0	0	4	5	10	11	5	0	0	0	0	0	0	21	34	44	27	34	39
04/11/2019 02:00	31	2	24	2	3	1	1	0	3	3	7	10	6	0	0	0	0	0	0	8	34	44	24	36	42
04/11/2019 03:00	20	0	16	1	3	0	0	1	0	3	9	4	2	1	0	0	0	0	0	16	34	47	29	32	41
04/11/2019 04:00	48	1	35	5	7	0	0	0	1	7	14	24	2	0	0	0	0	0	0	24	35	42	29	36	39
04/11/2019 05:00	109	2	94	6	7	1	0	1	8	19	37	26	15	2	0	0	0	0	0	8	34	47	26	34	41
04/11/2019 06:00	216	2	199	14	1	2	4	4	20	57	63	53	13	0	0	0	0	0	0	8	31	44	26	31	37
04/11/2019 07:00	318	4	291	19	4	1	4	4	21	87	97	85	18	1	0	0	0	0	0	9	32	49	26	31	37
04/11/2019 08:00	376	2	340	32	2	3	1	2	71	125	132	37	5	0	0	0	0	0	0	8	29	44	24	29	34
04/11/2019 09:00	363	2	341	15	5	0	6	8	58	128	121	37	4	1	0	0	0	0	0	11	29	45	24	29	34
04/11/2019 10:00	393	4	350	27	12	1	3	18	61	139	121	45	5	0	0	0	0	0	0	6	29	44	24	29	34
04/11/2019 11:00	452	8	426	13	5	4	10	29	73	154	139	39	4	0	0	0	0	0	0	8	28	42	21	29	34
04/11/2019 12:00	497	10	461	23	3	14	27	35	123	176	101	21	0	0	0	0	0	0	0	6	26	39	19	26	31
04/11/2019 13:00	485	5	458	19	3	24	37	54	108	125	113	23	1	0	0	0	0	0	0	3	25	42	16	26	31
04/11/2019 14:00	477	6	450	20	1	17	44	62	94	160	84	15	1	0	0	0	0	0	0	6	25	42	16	26	31
04/11/2019 15:00	513	6	484	21	2	16	15	51	103	210	97	19	2	0	0	0	0	0	0	6	26	41	19	26	31
04/11/2019 16:00	479	14	453	9	3	90	118	47	64	112	35	12	1	0	0	0	0	0	0	3	19	42	8	19	29
04/11/2019 17:00	549	9	531	8	1	30	47	58	127	162	99	26	0	0	0	0	0	0	0	4	24	39	16	26	31
04/11/2019 18:00	484	10	459	7	8	32	60	33	94	139	101	23	2	0	0	0	0	0	0	3	25	41	13	26	31
04/11/2019 19:00	429	2	418	8	1	2	5	9	61	180	140	30	2	0	0	0	0	0	0	8	29	41	24	29	34
04/11/2019 20:00	361	2	354	3	2	0	1	5	43	155	125	28	4	0	0	0	0	0	0	11	30	42	26	29	34
04/11/2019 21:00	260	0	253	3	4	0	0	0	27	94	98	34	6	1	0	0	0	0	0	21	31	47	26	31	36
04/11/2019 22:00	157	1	152	2	2	1	0	2	16	29	72	33	3	1	0	0	0	0	0	8	32	49	26	31	37
04/11/2019 23:00	99	0	96	1	2	0	0	2	8	17	32	30	9	0	1	0	0	0	0	19	33	52	26	32	39

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	294	5	242	18	29	2	1	2	20	47	92	87	37	6	0	0	0	0	0	8	34	47	27	34	39
06:00-09:00	910	8	830	65	7	6	9	10	112	269	292	175	36	1	0	0	0	0	0	8	31	49	24	31	37
15:00-19:00	2025	39	1927	45	14	168	240	189	388	623	332	80	5	0	0	0	0	0	0	3	24	42	13	26	31
06:00-22:00	6652	86	6268	241	57	236	382	419	1148	2203	1666	527	68	3	0	0	0	0	0	3	27	49	19	27	34
00:00-24:00	7201	92	6758	261	90	239	383	425	1192	2296	1861	677	117	10	1	0	0	0	0	3	27	52	21	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	75	0	73	0	2	0	0	1	6	15	24	25	4	0	0	0	0	0	0	19	33	44	26	34	37
04/12/2019 01:00	34	0	28	1	5	0	0	0	5	8	13	5	3	0	0	0	0	0	0	21	32	44	26	31	39
04/12/2019 02:00	31	1	25	1	4	1	0	0	1	6	8	13	1	1	0	0	0	0	0	6	33	47	26	34	37
04/12/2019 03:00	27	0	20	3	4	0	0	1	0	4	11	10	1	0	0	0	0	0	0	19	34	44	29	32	39
04/12/2019 04:00	63	2	41	6	14	0	0	0	1	13	28	18	3	0	0	0	0	0	0	24	34	44	29	34	37
04/12/2019 05:00	100	2	93	2	3	4	0	3	10	21	32	22	8	0	0	0	0	0	0	8	31	44	24	31	39
04/12/2019 06:00	182	2	165	14	1	2	0	6	18	38	70	37	10	1	0	0	0	0	0	8	32	47	26	31	37
04/12/2019 07:00	318	4	283	25	6	1	1	2	35	87	131	48	12	1	0	0	0	0	0	9	31	45	26	31	36
04/12/2019 08:00	170	2	154	13	1	4	3	5	27	54	60	15	2	0	0	0	0	0	0	8	29	41	24	29	34

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	331	5	281	13	32	5	0	5	24	67	116	93	20	1	0	0	0	0	0	6	33	47	26	34	37
06:00-09:00	670	8	602	52	8	7	4	13	80	179	261	100	24	2	0	0	0	0	0	8	31	47	24	31	36
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	670	8	602	52	8	7	4	13	80	179	261	100	24	2	0	0	0	0	0	8	31	47	24	31	36
00:00-24:00	1000	13	882	65	40	12	4	18	103	246	377	193	44	3	0	0	0	0	0	6	31	47	26	31	37

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:50:00

Site

Name 01480008
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 01480008
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

Cross-section		1					2				
Time	Σ	Σ	MC	Passenger	single UO	Combo Ur	Σ	MC	Passenger	single UO	Combo Ur
00:00-06:00	1384	689	4	593	40	52	695	1	554	50	90
06:00-09:00	4087	2453	18	2283	113	39	1634	13	1470	128	23
15:00-19:00	9559	5639	50	5358	150	81	3920	47	3715	123	35
06:00-22:00	27546	15741	150	14757	599	235	11805	143	10999	520	143
00:00-24:00	29838	16865	155	15763	648	299	12973	147	11999	579	248

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
Cross-section	3	65	33	26	32	39	69.8
1	3	65	32	26	31	37	65.3
2	4	60	34	27	34	39	75.6

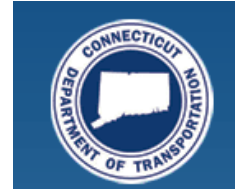
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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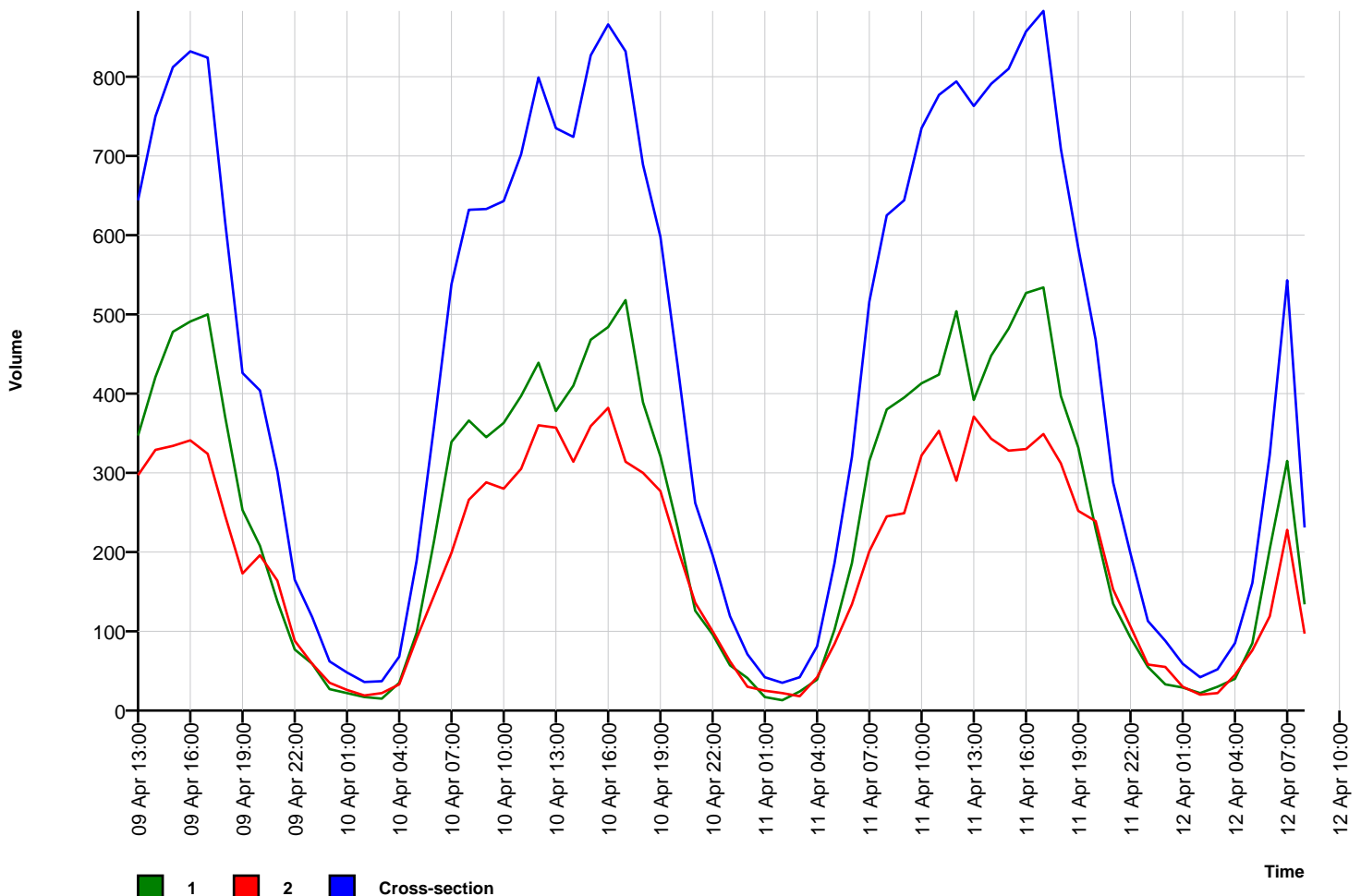
Site

Name 01480008
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 01480008
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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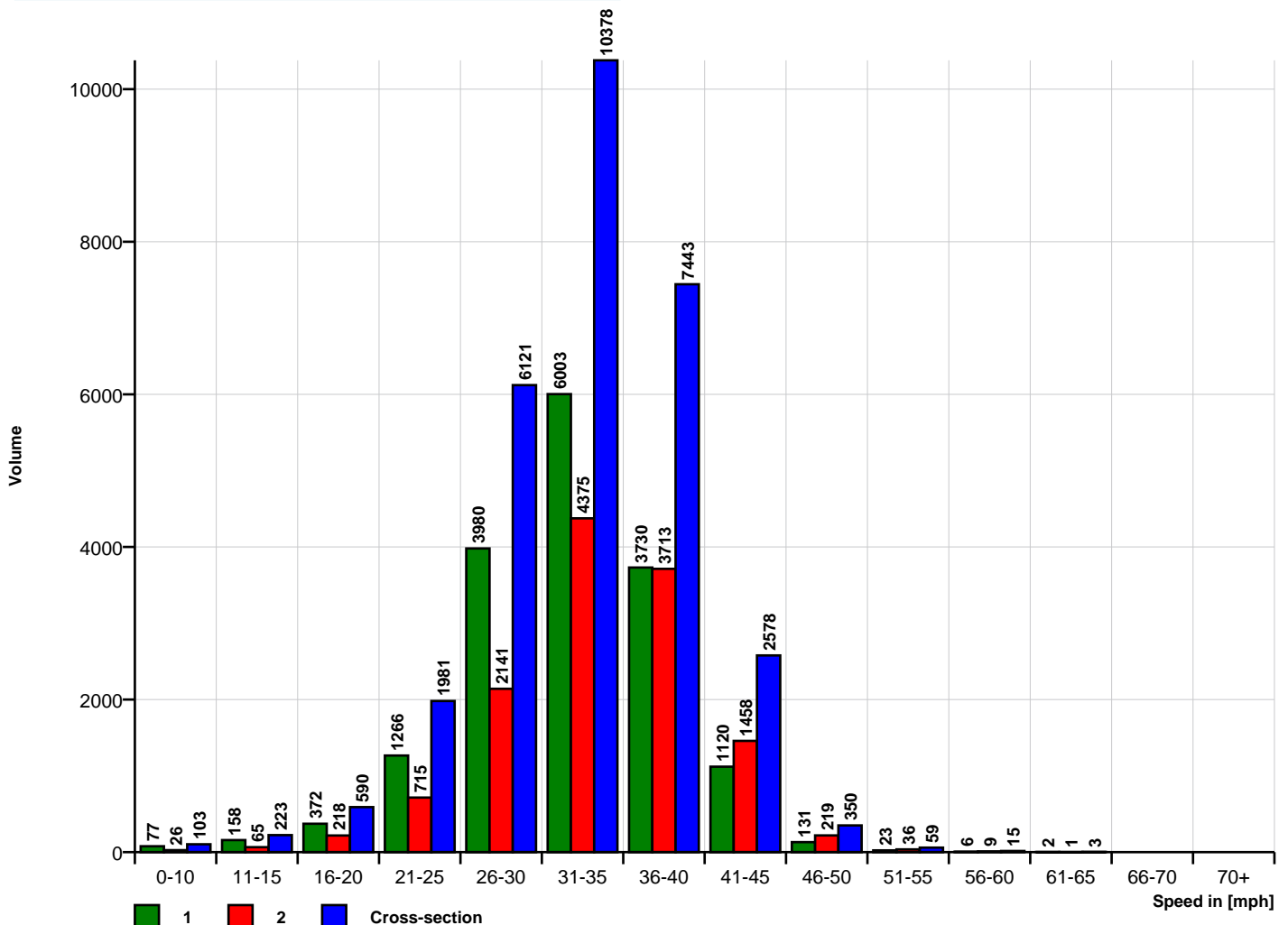
Site

Name 01480008
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 01480008
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:50:00

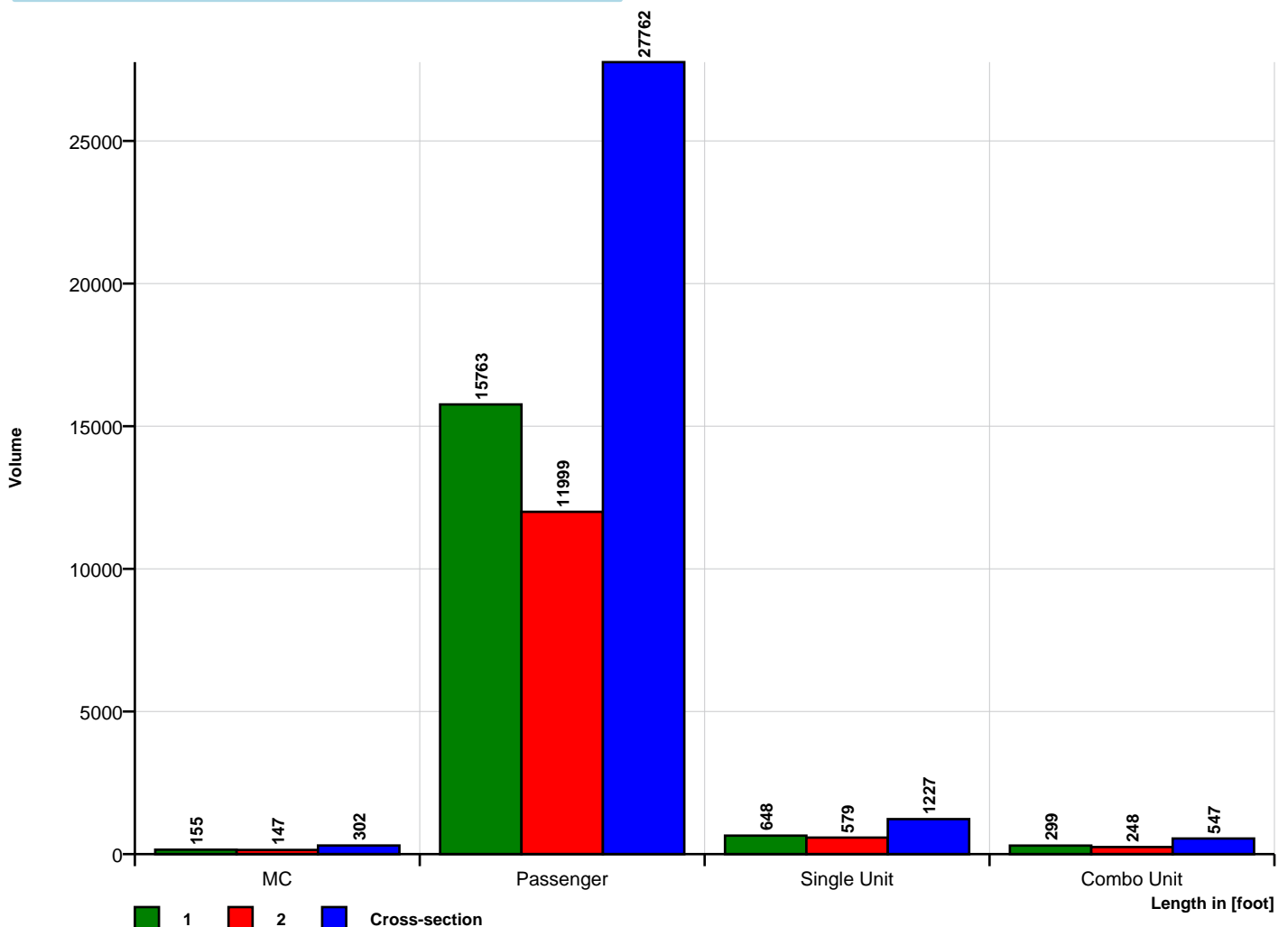
Site

Name 01480008
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 01480008
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 13:00	644	23	563	45	13	4	3	7	34	170	267	121	36	2	0	0	0	0	0	3	32	49	26	31	37
04/09/2019 14:00	750	8	708	25	9	0	2	8	63	190	276	161	41	9	0	0	0	0	0	13	32	49	26	31	37
04/09/2019 15:00	812	10	761	28	13	8	16	37	85	176	277	157	52	2	2	0	0	0	0	6	31	54	24	31	37
04/09/2019 16:00	832	8	791	25	8	0	1	15	51	190	313	194	56	10	2	0	0	0	0	14	33	54	26	32	37
04/09/2019 17:00	824	7	793	14	10	6	5	24	70	194	262	204	49	9	1	0	0	0	0	6	32	52	26	31	39
04/09/2019 18:00	617	9	585	19	4	7	2	6	32	171	247	129	21	2	0	0	0	0	0	6	32	47	26	31	37
04/09/2019 19:00	426	20	402	2	2	1	0	2	21	115	162	96	27	2	0	0	0	0	0	9	33	49	27	31	37
04/09/2019 20:00	404	6	385	9	4	0	2	0	6	52	160	141	41	2	0	0	0	0	0	11	35	49	31	34	39
04/09/2019 21:00	302	4	291	5	2	0	0	1	2	25	110	113	47	2	2	0	0	0	0	16	36	52	31	36	41
04/09/2019 22:00	165	3	157	3	2	0	0	0	4	12	66	49	29	5	0	0	0	0	0	21	36	49	31	36	42
04/09/2019 23:00	118	0	111	3	4	0	0	1	1	12	32	41	23	7	0	1	0	0	0	19	37	57	31	37	42

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	3085	34	2930	86	35	21	24	82	238	731	1099	684	178	23	5	0	0	0	0	6	32	54	26	31	37
06:00-22:00	5611	95	5279	172	65	26	31	100	364	1283	2074	1316	370	40	7	0	0	0	0	3	32	54	26	32	37
00:00-24:00	5894	98	5547	178	71	26	31	101	369	1307	2172	1406	422	52	7	1	0	0	0	3	33	57	26	32	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	62	0	59	1	2	0	0	0	2	1	13	27	13	5	1	1	0	0	0	24	38	55	32	37	44
04/10/2019 01:00	48	0	36	3	9	0	0	0	0	7	15	14	5	4	3	1	0	0	0	26	37	55	31	36	44
04/10/2019 02:00	36	0	26	4	6	0	0	0	0	5	7	13	8	2	1	0	0	0	0	26	38	52	31	39	44
04/10/2019 03:00	37	0	31	3	3	0	0	2	1	4	9	10	9	2	0	0	0	0	0	16	36	49	29	36	44
04/10/2019 04:00	68	1	48	7	12	0	0	1	2	8	20	20	9	7	1	0	0	0	0	19	36	54	29	36	44
04/10/2019 05:00	189	1	161	17	10	0	0	0	2	14	52	74	35	10	2	0	0	0	0	24	37	52	31	37	42
04/10/2019 06:00	359	1	321	30	7	0	0	1	7	21	100	150	65	9	5	2	0	0	0	19	37	57	31	37	42
04/10/2019 07:00	538	5	498	28	7	0	2	1	6	51	143	205	112	14	3	1	0	0	0	11	37	57	31	36	42
04/10/2019 08:00	632	4	583	36	9	0	1	4	18	104	205	185	103	8	3	0	1	0	0	14	35	60	29	34	41
04/10/2019 09:00	633	4	577	42	10	2	6	10	31	133	253	138	55	4	1	1	0	0	0	6	33	55	26	32	39
04/10/2019 10:00	643	7	575	43	18	1	1	8	35	143	228	173	41	10	2	1	0	0	0	8	33	59	27	34	39
04/10/2019 11:00	702	11	647	30	14	1	3	10	55	176	257	160	34	4	1	0	1	0	0	8	32	65	26	31	37
04/10/2019 12:00	799	10	734	44	11	10	20	37	86	199	295	119	31	2	0	0	0	0	0	6	30	47	24	31	36
04/10/2019 13:00	735	6	676	45	8	2	7	19	58	156	252	177	58	6	0	0	0	0	0	8	32	49	26	31	37
04/10/2019 14:00	724	7	671	37	9	0	0	1	37	133	273	221	56	2	1	0	0	0	0	19	34	52	29	34	39
04/10/2019 15:00	827	6	765	43	13	2	9	23	52	201	290	194	52	2	1	1	0	0	0	6	32	55	26	31	37
04/10/2019 16:00	866	8	819	29	10	0	6	17	55	187	313	211	71	6	0	0	0	0	0	11	33	49	26	32	39
04/10/2019 17:00	832	27	780	16	9	3	1	15	55	150	300	236	67	5	0	0	0	0	0	6	33	47	26	34	39
04/10/2019 18:00	689	4	660	15	10	0	0	3	33	127	252	196	67	11	0	0	0	0	0	18	34	49	29	34	39
04/10/2019 19:00	598	3	587	3	5	0	1	8	27	114	227	161	53	6	1	0	0	0	0	14	34	50	27	34	39
04/10/2019 20:00	434	1	424	2	7	0	1	1	14	85	171	125	35	2	0	0	0	0	0	13	34	47	29	34	39
04/10/2019 21:00	262	0	259	2	1	0	0	0	4	22	74	114	43	4	0	1	0	0	0	24	36	55	31	36	41
04/10/2019 22:00	196	0	186	6	4	0	0	0	2	14	65	72	41	2	0	0	0	0	0	21	36	47	31	36	42
04/10/2019 23:00	119	0	109	2	8	0	0	1	6	10	38	43	15	6	0	0	0	0	0	19	36	49	31	36	41

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	440	2	361	35	42	0	0	3	7	39	116	158	79	30	8	2	0	0	0	16	37	55	31	37	44
06:00-09:00	1529	10	1402	94	23	0	3	6	31	176	448	540	280	31	11	3	1	0	0	11	36	60	31	36	41
15:00-19:00	3215	45	3025	103	42	5	16	58	195	665	1156	837	257	24	1	1	0	0	0	6	33	55	26	32	39
06:00-22:00	10274	104	9577	445	148	21	58	158	573	2002	3634	2765	943	95	18	7	2	0	0	6	33	65	26	34	39
00:00-24:00	11028	106	10232	488	202	21	58	162	588	2065	3852	3038	1078	133	26	9	2	0	0	6	34	65	27	34	39

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	71	0	59	6	6	0	1	0	3	11	27	17	8	2	2	0	0	0	0	14	35	54	29	34	41
04/11/2019 01:00	42	0	31	2	9	0	0	0	1	9	18	8	4	2	0	0	0	0	0	24	34	49	29	31	39
04/11/2019 02:00	35	0	26	4	5	0	0	0	0	6	8	13	7	1	0	0	0	0	0	27	36	47	29	37	41
04/11/2019 03:00	42	0	31	1	10	0	0	0	1	7	14	14	3	3	0	0	0	0	0	21	35	49	29	34	39
04/11/2019 04:00	81	1	63	9	8	0	0	1	2	7	26	24	19	2	0	0	0	0	0	19	36	47	31	36	42
04/11/2019 05:00	186	0	163	12	11	0	0	0	1	15	47	74	39	8	2	0	0	0	0	21	37	54	31	37	42
04/11/2019 06:00	320	1	292	22	5	0	0	1	6	39	94	106	62	12	0	0	0	0	0	18	36	49	31	36	42
04/11/2019 07:00	516	5	478	23	10	0	3	2	19	73	129	178	93	14	3	3	0	0	0	13	36	59	29	37	42
04/11/2019 08:00	625	6	577	36	6	0	1	6	27	94	231	192	69	3	2	0	0	0	0	13	34	52	29	34	39
04/11/2019 09:00	644	3	590	39	12	2	9	14	40	127	219	170	52	10	1	0	0	0	0	8	33	50	26	34	39
04/11/2019 10:00	735	4	671	42	18	0	3	16	52	161	250	183	56	11	3	1	0	0	0	14	33	55	26	32	39
04/11/2019 11:00	777	6	720	36	15	0	3	15	72	184	288	164	43	8	0	0	0	0	0	13	32	49	26	31	37
04/11/2019 12:00	794	12	713	60	9	12	28	57	120	229	231	92	24	1	0	0	0	0	0	6	29	49	21	29	34
04/11/2019 13:00	763	14	703	36	10	2	6	19	58	206	291	141	36	3	1	0	0	0	0	8	32	54	26	31	37
04/11/2019 14:00	791	13	727	41	10	16	25	56	120	208	233	109	19	2	2	0	1	0	0	6	29	65	21	29	36
04/11/2019 15:00	810	9	760	33	8	10	20	43	112	220	260	120	24	1	0	0	0	0	0	3	29	49	22	31	36
04/11/2019 16:00	857	0	825	25	7	9	13	48	136	285	237	92	34	2	1	0	0	0	0	6	29	50	22	29	36
04/11/2019 17:00	883	5	854	13	11	2	10	25	90	257	316	139	43	1	0	0	0	0	0	8	31	45	26	31	36
04/11/2019 18:00	709	4	679	13	13	2	4	7	50	167	291	137	45	5	0	1	0	0	0	3	32	55	26	31	37
04/11/2019 19:00	584	2	570	9	3	0	3	2	15	114	248	156	39	6	1	0	0	0	0	11	34	50	29	32	39
04/11/2019 20:00	468	1	456	6	5	0	2	8	24	83	206	110	33	2	0	0	0	0	0	14	33	47	27	34	37
04/11/2019 21:00	288	0	281	2	5	0	1	0	6	21	104	114	39	2	1	0	0	0	0	14	36	50	31	36	39
04/11/2019 22:00	198	1	190	1	6	0	0	0	9	32	64	64	25	4	0	0	0	0	0	21	35	47	29	34	39
04/11/2019 23:00	113	0	107	3	3	0	1	0	2	11	34	30	28	7	0	0	0	0	0	13	37	49	31	36	44

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	457	1	373	34	49	0	1	1	8	55	140	150	80	18	4	0	0	0	0	14	36	54	31	36	42
06:00-09:00	1461	12	1347	81	21	0	4	9	52	206	454	476	224	29	5	3	0	0	0	13	35	59	29	36	41
15:00-19:00	3259	18	3118	84	39	23	47	123	388	929	1104	488	146	9	1	1	0	0	0	3	30	55	24	31	36
06:00-22:00	10564	85	9896	436	147	55	131	319	947	2468	3628	2203	711	83	15	5	1	0	0	3	32	65	26	31	37
00:00-24:00	11332	87	10566	474	205	55	133	320	966	2566	3866	2447	844	112	19	5	1	0	0	3	32	65	26	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	88	0	82	2	4	0	0	0	2	4	25	36	20	1	0	0	0	0	0	21	37	49	31	37	42
04/12/2019 01:00	59	0	46	1	12	0	0	0	6	4	17	15	10	6	1	0	0	0	0	21	37	54	29	37	44
04/12/2019 02:00	42	0	32	0	10	0	0	0	2	6	12	17	4	1	0	0	0	0	0	21	35	47	29	36	39
04/12/2019 03:00	52	0	40	6	6	0	0	0	0	6	23	14	7	2	0	0	0	0	0	26	36	47	31	34	41
04/12/2019 04:00	85	0	63	8	14	0	0	0	5	16	28	31	4	1	0	0	0	0	0	22	34	47	29	34	39
04/12/2019 05:00	161	2	150	4	5	0	0	0	1	11	46	63	31	8	1	0	0	0	0	21	37	52	31	37	42
04/12/2019 06:00	323	3	297	20	3	0	0	0	5	23	93	123	64	14	1	0	0	0	0	21	37	52	31	37	42
04/12/2019 07:00	543	2	497	34	10	1	1	2	11	65	168	195	77	19	4	0	0	0	0	4	36	52	31	36	41
04/12/2019 08:00	231	4	210	12	5	0	0	5	26	48	76	58	17	1	0	0	0	0	0	18	33	47	26	32	39

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	487	2	413	21	51	0	0	0	16	47	151	176	76	19	2	0	0	0	0	21	36	54	31	36	42
06:00-09:00	1097	9	1004	66	18	1	1	7	42	136	337	376	158	34	5	0	0	0	0	4	35	52	29	36	41
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1097	9	1004	66	18	1	1	7	42	136	337	376	158	34	5	0	0	0	0	4	35	52	29	36	41
00:00-24:00	1584	11	1417	87	69	1	1	7	58	183	488	552	234	53	7	0	0	0	0	4	36	54	29	36	41

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:50:23

Site

Name 11480008
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **30**
 Comment 11480008
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	689	4	593	40	52
06:00-09:00	2453	18	2283	113	39
15:00-19:00	5639	50	5358	150	81
06:00-22:00	15741	150	14757	599	235
00:00-24:00	16865	155	15763	648	299

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	65	32	26	31	37	65.3

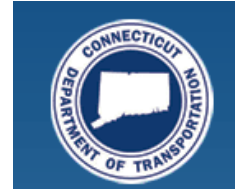
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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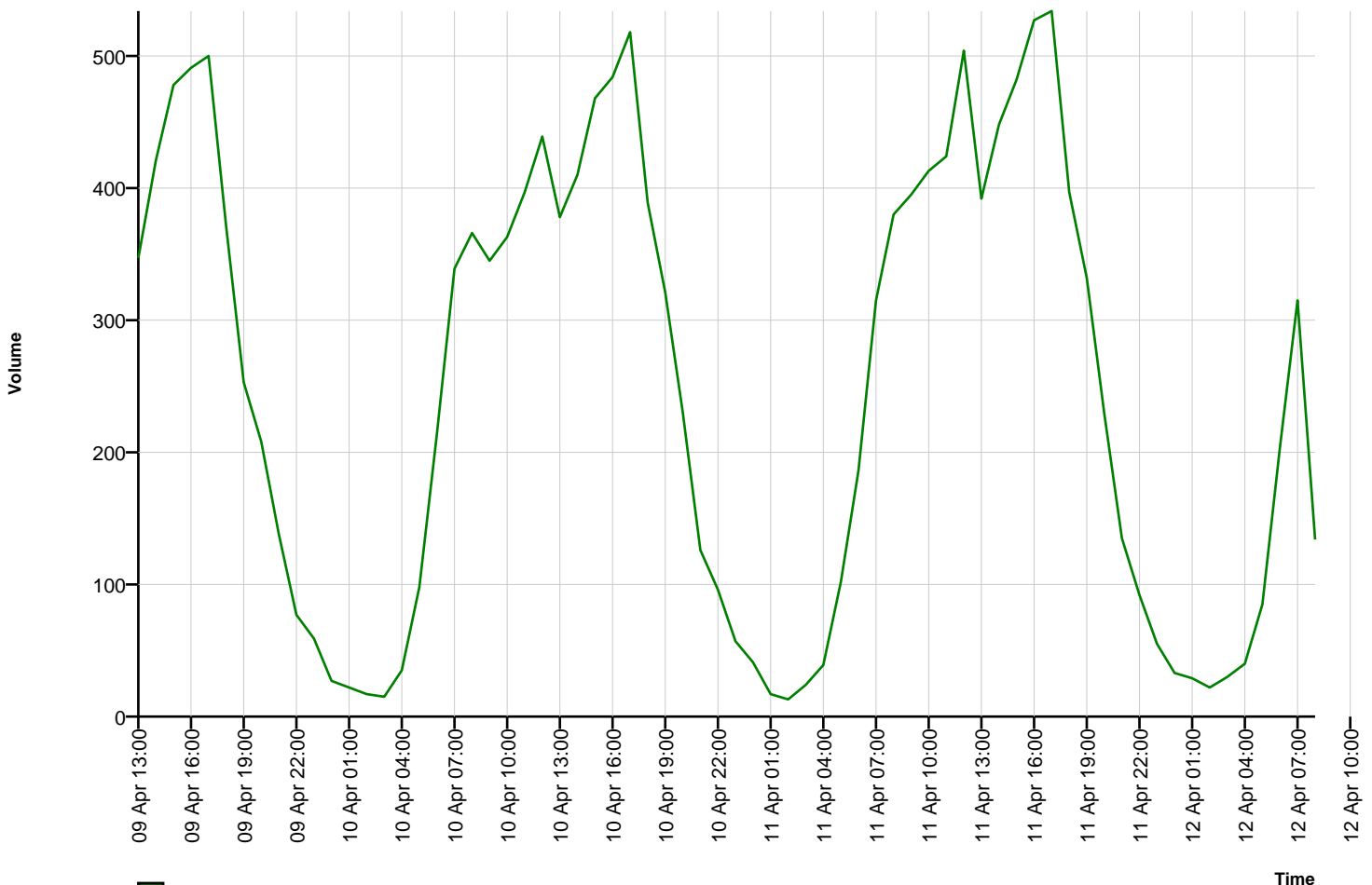
Site

Name 11480008
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **30**
 Comment 11480008
 Device type **SDR Traffic+**

Time Range

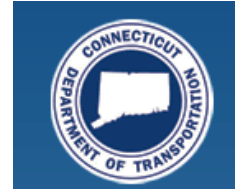
Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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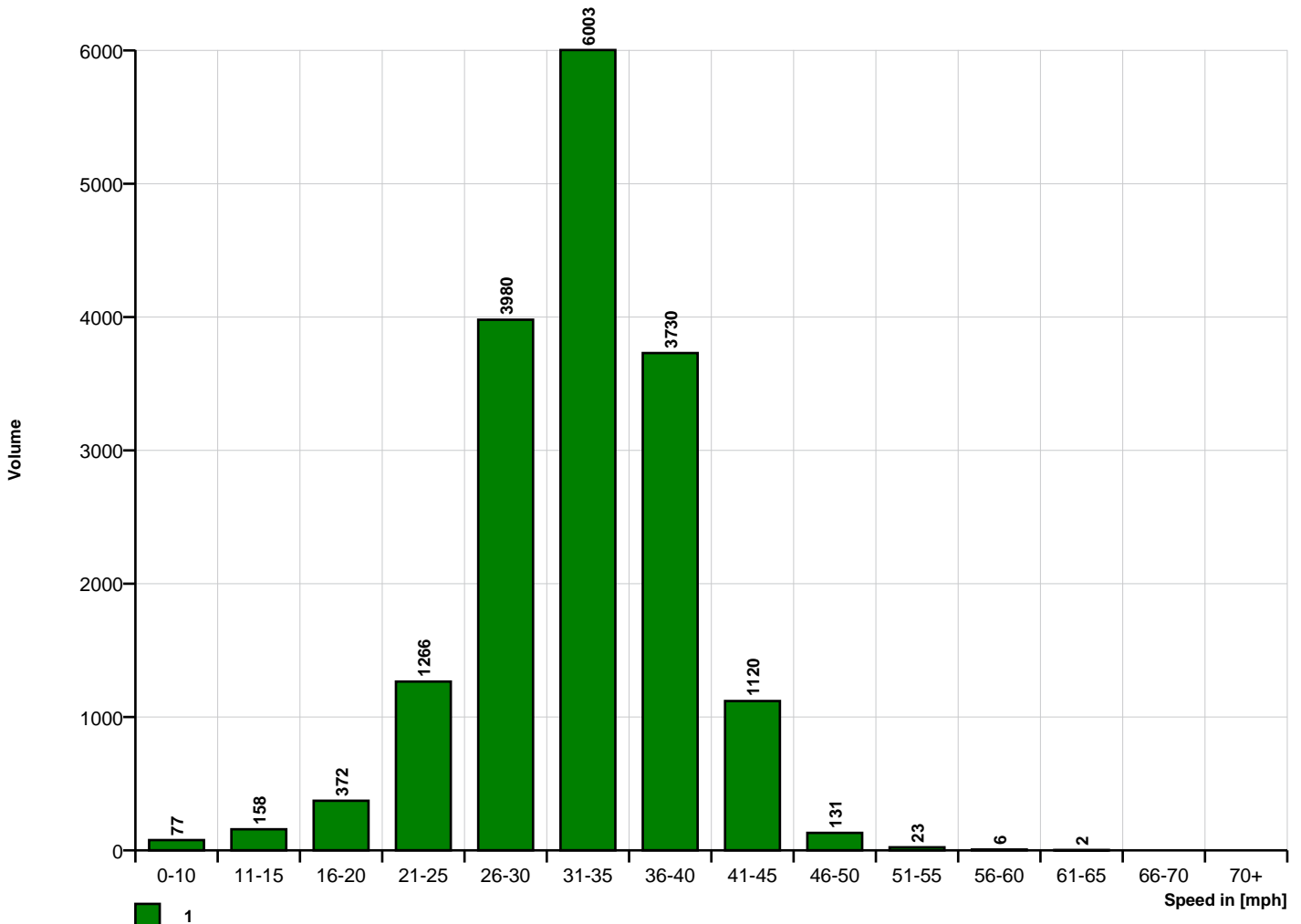
Site

Name 11480008
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **30**
 Comment 11480008
 Device type **SDR Traffic+**

Time Range

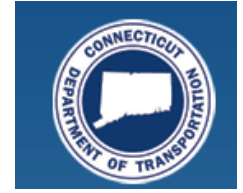
Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:50:23

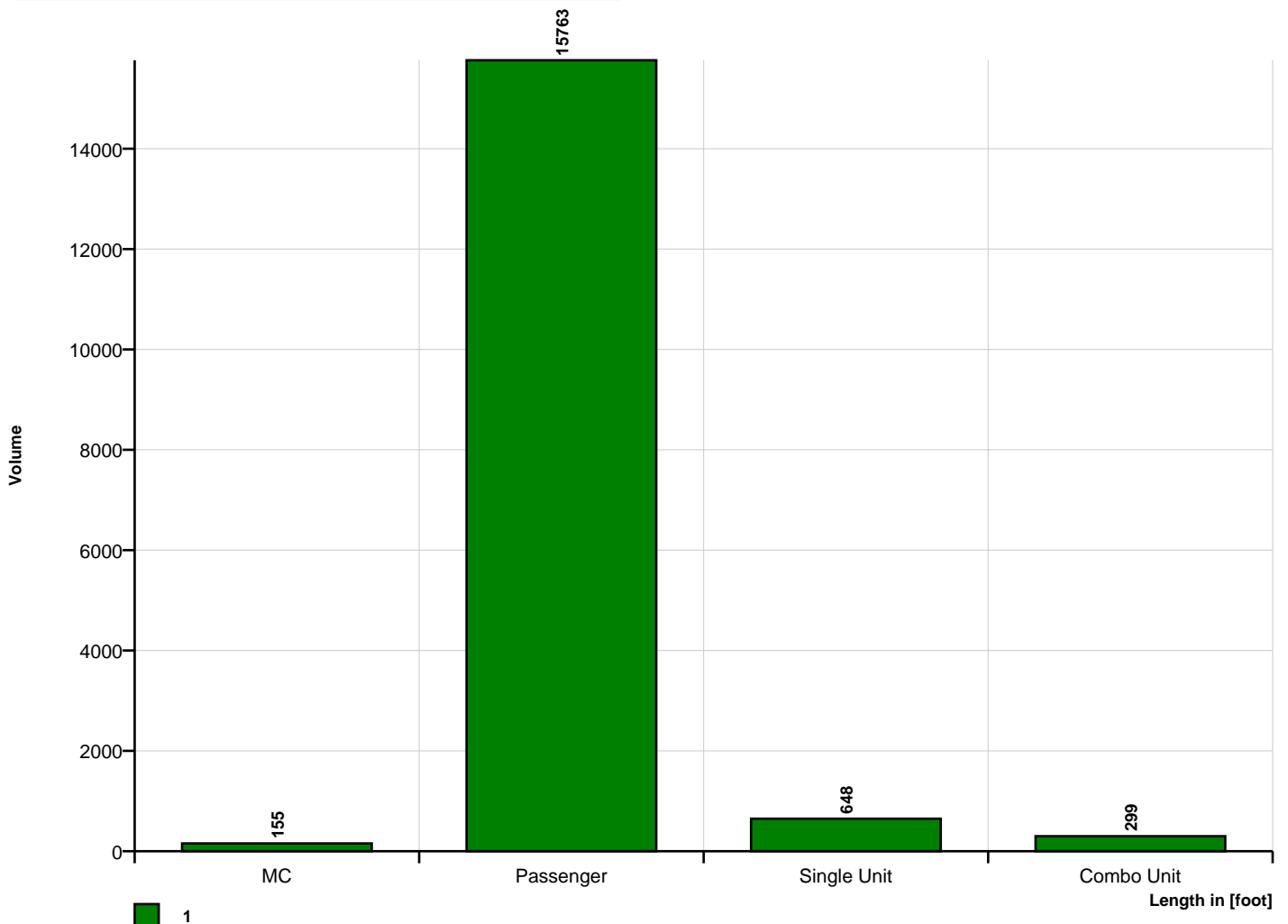
Site

Name 11480008
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **30**
 Comment 11480008
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 13:00	347	9	309	21	8	2	0	1	16	111	146	53	17	1	0	0	0	0	0	3	32	49	26	31	36
04/09/2019 14:00	421	6	398	11	6	0	0	3	35	116	159	84	21	3	0	0	0	0	0	18	32	49	26	31	37
04/09/2019 15:00	478	6	447	15	10	5	11	19	69	124	158	71	21	0	0	0	0	0	0	6	30	44	24	31	36
04/09/2019 16:00	491	5	467	15	4	0	0	7	33	122	199	101	24	4	1	0	0	0	0	18	32	52	26	31	37
04/09/2019 17:00	500	5	480	6	9	5	5	18	51	142	152	102	23	2	0	0	0	0	0	6	31	49	24	31	37
04/09/2019 18:00	371	3	354	10	4	0	0	5	19	130	142	60	14	1	0	0	0	0	0	16	31	47	26	31	36
04/09/2019 19:00	253	1	250	1	1	1	0	1	10	79	89	58	14	1	0	0	0	0	0	9	32	49	26	31	37
04/09/2019 20:00	208	2	202	4	0	0	2	0	4	27	75	80	18	2	0	0	0	0	0	11	35	49	29	34	39
04/09/2019 21:00	138	1	136	1	0	0	0	0	0	15	59	41	22	0	1	0	0	0	0	26	36	52	31	34	41
04/09/2019 22:00	77	0	76	1	0	0	0	0	0	6	40	20	10	1	0	0	0	0	0	26	35	49	31	34	39
04/09/2019 23:00	59	0	53	3	3	0	0	0	0	9	21	20	8	0	0	1	0	0	0	26	36	57	29	34	41

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1840	19	1748	46	27	10	16	49	172	518	651	334	82	7	1	0	0	0	0	6	31	52	26	31	37
06:00-22:00	3207	38	3043	84	42	13	18	54	237	866	1179	650	174	14	2	0	0	0	0	3	32	52	26	31	37
00:00-24:00	3343	38	3172	88	45	13	18	54	237	881	1240	690	192	15	2	1	0	0	0	3	32	57	26	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	27	0	27	0	0	0	0	0	0	1	7	14	3	1	1	1	0	0	0	29	38	55	32	37	41
04/10/2019 01:00	22	0	17	1	4	0	0	0	0	4	7	4	3	3	1	0	0	0	0	26	37	52	29	36	45
04/10/2019 02:00	17	0	13	1	3	0	0	0	0	3	5	4	5	0	0	0	0	0	0	26	37	44	29	36	44
04/10/2019 03:00	15	0	13	2	0	0	0	0	1	0	4	8	1	1	0	0	0	0	0	21	36	49	31	37	39
04/10/2019 04:00	35	1	28	4	2	0	0	1	2	5	9	10	5	3	0	0	0	0	0	19	35	49	29	36	42
04/10/2019 05:00	98	1	89	6	2	0	0	0	2	4	29	37	22	3	1	0	0	0	0	24	37	52	31	36	44
04/10/2019 06:00	214	0	193	16	5	0	0	1	4	20	56	93	31	6	2	1	0	0	0	19	36	57	31	37	41
04/10/2019 07:00	339	3	318	14	4	0	1	1	3	41	96	127	60	8	2	0	0	0	0	14	36	52	31	36	41
04/10/2019 08:00	366	3	341	16	6	0	1	2	12	77	138	95	37	2	2	0	0	0	0	14	34	54	29	34	39
04/10/2019 09:00	345	1	311	28	5	0	2	6	14	87	151	67	15	2	1	1	0	0	0	14	32	55	27	31	37
04/10/2019 10:00	363	7	322	24	10	1	1	4	27	98	127	85	17	3	0	0	0	0	0	8	32	47	26	31	37
04/10/2019 11:00	397	8	365	14	10	0	0	7	40	122	145	72	8	2	0	0	1	0	0	16	31	65	26	31	36
04/10/2019 12:00	439	8	399	25	7	6	11	20	52	113	154	68	14	1	0	0	0	0	0	6	30	45	24	31	36
04/10/2019 13:00	378	3	346	24	5	2	2	10	42	93	126	73	28	2	0	0	0	0	0	8	32	47	26	31	37
04/10/2019 14:00	410	4	373	24	9	0	0	0	24	89	166	104	27	0	0	0	0	0	0	21	33	44	27	32	37
04/10/2019 15:00	468	4	431	27	6	2	8	14	36	129	170	90	18	0	1	0	0	0	0	6	31	54	26	31	37
04/10/2019 16:00	484	4	457	15	8	0	6	9	38	113	176	114	26	2	0	0	0	0	0	11	32	45	26	31	37
04/10/2019 17:00	518	14	488	9	7	3	1	15	44	106	189	136	23	1	0	0	0	0	0	6	32	47	26	31	37
04/10/2019 18:00	389	1	374	8	6	0	0	2	22	84	162	82	33	4	0	0	0	0	0	18	33	49	27	31	37
04/10/2019 19:00	321	2	312	3	4	0	0	5	15	64	116	94	24	3	0	0	0	0	0	16	33	49	27	34	39
04/10/2019 20:00	230	0	226	1	3	0	0	0	5	59	99	56	11	0	0	0	0	0	0	21	33	44	27	32	37
04/10/2019 21:00	126	0	126	0	0	0	0	0	1	18	40	52	13	1	0	1	0	0	0	24	36	55	29	36	39
04/10/2019 22:00	96	0	93	2	1	0	0	0	1	9	36	32	18	0	0	0	0	0	0	22	36	44	31	36	41
04/10/2019 23:00	57	0	51	1	5	0	0	0	4	6	20	22	2	3	0	0	0	0	0	21	35	49	29	34	39

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	214	2	187	14	11	0	0	1	5	17	61	77	39	11	3	1	0	0	0	19	37	55	31	36	44
06:00-09:00	919	6	852	46	15	0	2	4	19	138	290	315	128	16	6	1	0	0	0	14	35	57	29	36	41
15:00-19:00	1859	23	1750	59	27	5	15	40	140	432	697	422	100	7	1	0	0	0	0	6	32	54	26	31	37
06:00-22:00	5788	62	5383	248	95	14	33	96	379	1313	2112	1408	385	37	8	3	1	0	0	6	33	65	26	31	37
00:00-24:00	6154	64	5713	265	112	14	33	97	389	1345	2228	1539	444	51	11	4	1	0	0	6	33	65	26	32	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	41	0	34	4	3	0	0	0	3	7	16	10	3	1	1	0	0	0	0	21	34	54	29	34	39
04/11/2019 01:00	17	0	11	2	4	0	0	0	1	3	7	5	0	1	0	0	0	0	0	24	33	45	26	34	37
04/11/2019 02:00	13	0	9	1	3	0	0	0	0	3	3	2	4	1	0	0	0	0	0	29	36	47	29	36	44
04/11/2019 03:00	24	0	17	1	6	0	0	0	1	5	6	10	2	0	0	0	0	0	0	21	34	44	29	36	37
04/11/2019 04:00	39	1	33	3	2	0	0	1	1	5	12	10	10	0	0	0	0	0	0	19	36	44	29	36	41
04/11/2019 05:00	102	0	94	4	4	0	0	0	1	13	28	44	14	2	0	0	0	0	0	21	36	45	31	36	41
04/11/2019 06:00	186	1	170	11	4	0	0	0	5	26	68	56	29	2	0	0	0	0	0	21	35	47	29	34	41
04/11/2019 07:00	315	4	293	11	7	0	1	1	10	63	78	101	52	8	1	1	0	0	0	13	35	55	29	36	41
04/11/2019 08:00	380	3	358	16	3	0	1	4	20	70	160	91	32	0	2	0	0	0	0	13	33	52	29	32	39
04/11/2019 09:00	395	2	361	25	7	2	7	9	30	95	132	89	27	4	0	0	0	0	0	8	32	47	26	31	37
04/11/2019 10:00	413	4	378	21	10	0	2	8	35	105	155	85	19	4	0	0	0	0	0	14	32	49	26	31	37
04/11/2019 11:00	424	3	397	17	7	0	0	5	49	121	174	65	10	0	0	0	0	0	0	16	31	44	26	31	36
04/11/2019 12:00	504	8	447	45	4	10	24	36	72	145	152	51	14	0	0	0	0	0	0	6	28	44	21	29	34
04/11/2019 13:00	392	3	370	14	5	1	2	7	21	111	148	79	22	1	0	0	0	0	0	9	32	45	26	31	37
04/11/2019 14:00	448	9	409	22	8	16	23	44	62	127	104	62	6	1	2	0	1	0	0	6	28	65	18	29	36
04/11/2019 15:00	482	4	452	20	6	9	18	38	72	115	153	65	11	1	0	0	0	0	0	3	28	49	21	29	36
04/11/2019 16:00	527	0	509	14	4	9	12	43	99	172	137	44	10	1	0	0	0	0	0	6	28	47	21	29	34
04/11/2019 17:00	534	1	518	6	9	1	8	16	55	180	185	74	14	1	0	0	0	0	0	8	30	45	26	31	36
04/11/2019 18:00	397	3	381	5	8	2	4	5	32	107	160	67	18	2	0	0	0	0	0	3	31	47	26	31	36
04/11/2019 19:00	332	1	324	5	2	0	2	0	7	82	150	71	17	3	0	0	0	0	0	13	33	47	29	31	37
04/11/2019 20:00	229	0	220	6	3	0	1	0	12	52	99	47	17	1	0	0	0	0	0	14	33	47	26	32	37
04/11/2019 21:00	135	0	134	0	1	0	0	0	4	12	51	48	19	0	1	0	0	0	0	21	35	50	31	36	39
04/11/2019 22:00	92	1	89	0	2	0	0	0	5	16	26	29	14	2	0	0	0	0	0	21	35	47	29	34	41
04/11/2019 23:00	55	0	52	2	1	0	1	0	0	4	20	16	11	3	0	0	0	0	0	13	36	47	31	36	42

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	236	1	198	15	22	0	0	1	7	36	72	81	33	5	1	0	0	0	0	19	35	54	29	36	41
06:00-09:00	881	8	821	38	14	0	2	5	35	159	306	248	113	10	3	1	0	0	0	13	34	55	29	34	39
15:00-19:00	1940	8	1860	45	27	21	42	102	258	574	635	250	53	5	0	0	0	0	0	3	29	49	22	29	36
06:00-22:00	6093	46	5721	238	88	50	105	216	585	1583	2106	1095	317	29	6	1	1	0	0	3	31	65	24	31	37
00:00-24:00	6476	48	6060	255	113	50	106	217	597	1639	2224	1221	375	39	7	1	1	0	0	3	31	65	26	31	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	33	0	29	2	2	0	0	0	1	1	13	12	6	0	0	0	0	0	0	21	36	44	31	36	42
04/12/2019 01:00	29	0	23	0	6	0	0	0	5	3	7	6	5	3	0	0	0	0	0	21	35	49	24	34	44
04/12/2019 02:00	22	0	17	0	5	0	0	0	1	5	7	6	3	0	0	0	0	0	0	21	33	42	29	32	39
04/12/2019 03:00	30	0	25	3	2	0	0	0	0	4	15	8	2	1	0	0	0	0	0	26	35	47	31	34	39
04/12/2019 04:00	40	0	34	4	2	0	0	0	4	5	11	16	3	1	0	0	0	0	0	22	34	47	27	36	39
04/12/2019 05:00	85	1	80	2	2	0	0	0	1	9	23	29	17	5	1	0	0	0	0	21	37	52	31	36	42
04/12/2019 06:00	204	2	191	9	2	0	0	0	5	16	68	75	30	9	1	0	0	0	0	21	36	52	31	36	42
04/12/2019 07:00	315	0	294	16	5	0	1	1	7	40	119	101	38	7	1	0	0	0	0	14	35	52	29	34	39
04/12/2019 08:00	134	2	125	4	3	0	0	3	19	32	48	27	5	0	0	0	0	0	0	18	31	44	24	31	37

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	239	1	208	11	19	0	0	0	12	27	76	77	36	10	1	0	0	0	0	21	36	52	29	36	42
06:00-09:00	653	4	610	29	10	0	1	4	31	88	235	203	73	16	2	0	0	0	0	14	35	52	29	34	39
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	653	4	610	29	10	0	1	4	31	88	235	203	73	16	2	0	0	0	0	14	35	52	29	34	39
00:00-24:00	892	5	818	40	29	0	1	4	43	115	311	280	109	26	3	0	0	0	0	14	35	52	29	34	41

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:50:48

Site

Name 21480008
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 21480008
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	695	1	554	50	90
06:00-09:00	1634	13	1470	128	23
15:00-19:00	3920	47	3715	123	35
06:00-22:00	11805	143	10999	520	143
00:00-24:00	12973	147	11999	579	248

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	4	60	34	27	34	39	75.6

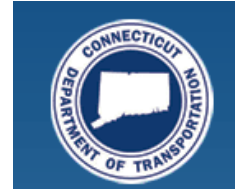
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
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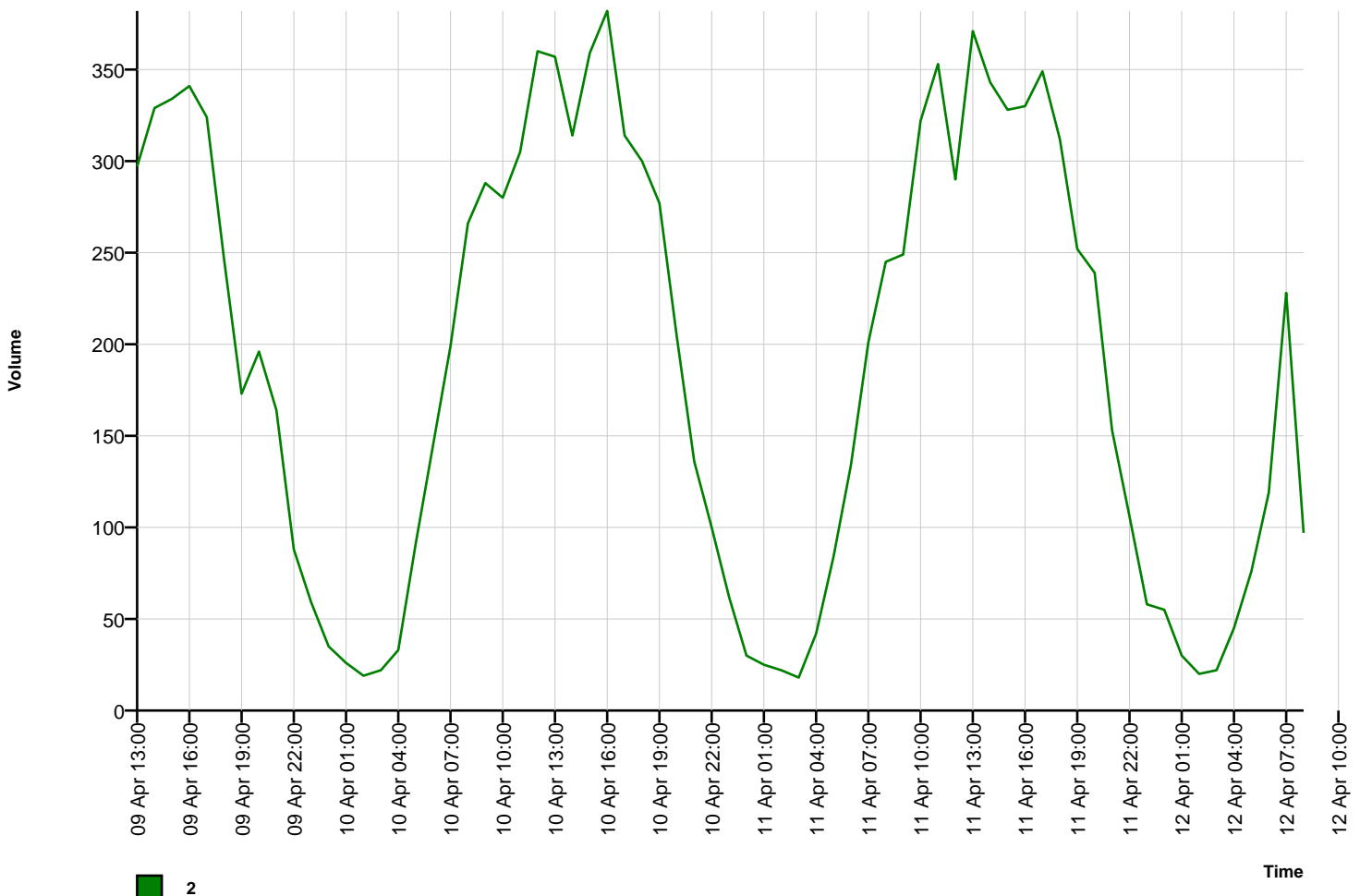
Site

Name 21480008
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 21480008
 Device type **SDR Traffic+**

Time Range

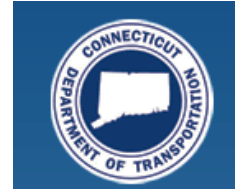
Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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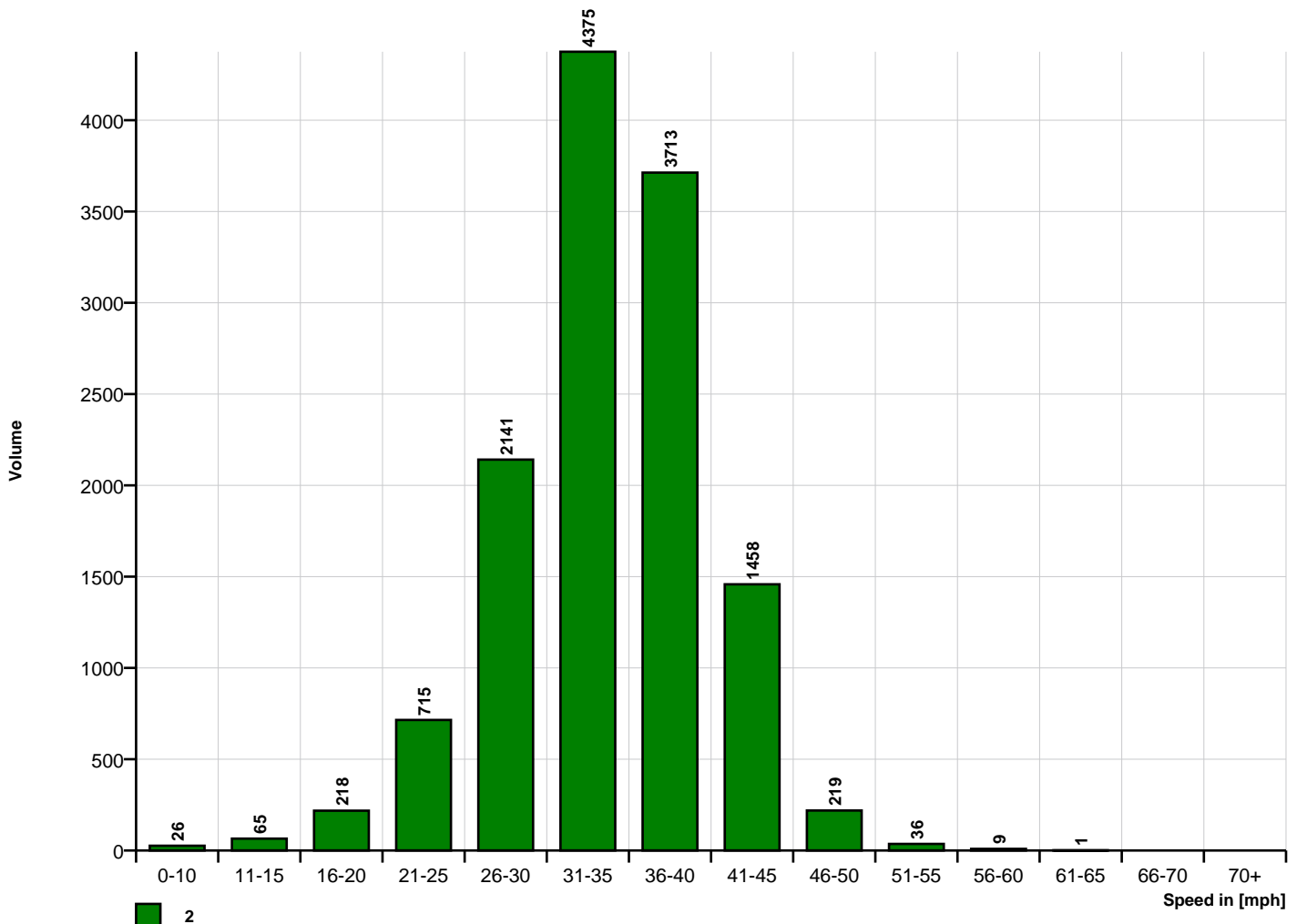
Site

Name 21480008
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 21480008
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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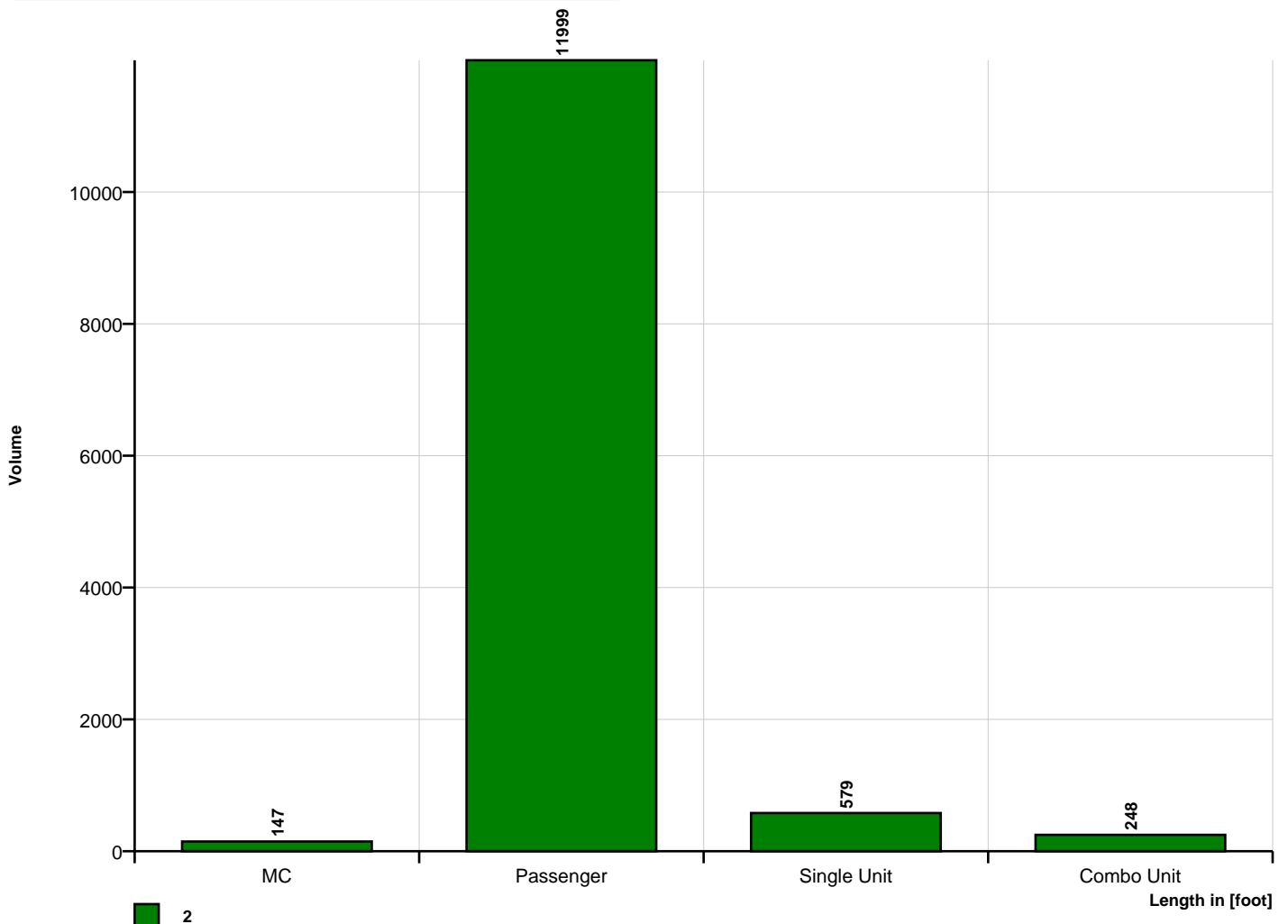
Site

Name 21480008
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **30**
 Comment 21480008
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 13:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 13:00	297	14	254	24	5	2	3	6	18	59	121	68	19	1	0	0	0	0	0	8	32	47	26	32	37
04/09/2019 14:00	329	2	310	14	3	0	2	5	28	74	117	77	20	6	0	0	0	0	0	13	33	47	26	31	37
04/09/2019 15:00	334	4	314	13	3	3	5	18	16	52	119	86	31	2	2	0	0	0	0	8	33	54	26	34	39
04/09/2019 16:00	341	3	324	10	4	0	1	8	18	68	114	93	32	6	1	0	0	0	0	14	34	54	27	34	39
04/09/2019 17:00	324	2	313	8	1	1	0	6	19	52	110	102	26	7	1	0	0	0	0	9	34	52	27	34	39
04/09/2019 18:00	246	6	231	9	0	7	2	1	13	41	105	69	7	1	0	0	0	0	0	6	32	45	26	32	37
04/09/2019 19:00	173	19	152	1	1	0	0	1	11	36	73	38	13	1	0	0	0	0	0	18	33	45	27	32	37
04/09/2019 20:00	196	4	183	5	4	0	0	0	2	25	85	61	23	0	0	0	0	0	0	22	35	44	31	34	39
04/09/2019 21:00	164	3	155	4	2	0	0	1	2	10	51	72	25	2	1	0	0	0	0	16	36	50	31	37	41
04/09/2019 22:00	88	3	81	2	2	0	0	0	4	6	26	29	19	4	0	0	0	0	0	21	36	49	31	36	42
04/09/2019 23:00	59	0	58	0	1	0	0	1	1	3	11	21	15	7	0	0	0	0	0	19	38	49	31	37	44

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1245	15	1182	40	8	11	8	33	66	213	448	350	96	16	4	0	0	0	0	6	33	54	26	34	39
06:00-22:00	2404	57	2236	88	23	13	13	46	127	417	895	666	196	26	5	0	0	0	0	6	33	54	27	34	39
00:00-24:00	2551	60	2375	90	26	13	13	47	132	426	932	716	230	37	5	0	0	0	0	6	34	54	27	34	39

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	35	0	32	1	2	0	0	0	2	0	6	13	10	4	0	0	0	0	0	24	39	49	34	39	44
04/10/2019 01:00	26	0	19	2	5	0	0	0	0	3	8	10	2	1	2	1	0	0	0	26	37	55	31	36	42
04/10/2019 02:00	19	0	13	3	3	0	0	0	0	2	2	9	3	2	1	0	0	0	0	29	40	52	34	39	49
04/10/2019 03:00	22	0	18	1	3	0	0	2	0	4	5	2	8	1	0	0	0	0	0	16	36	47	29	36	44
04/10/2019 04:00	33	0	20	3	10	0	0	0	0	3	11	10	4	4	1	0	0	0	0	27	38	54	31	37	45
04/10/2019 05:00	91	0	72	11	8	0	0	0	0	10	23	37	13	7	1	0	0	0	0	26	37	50	31	37	42
04/10/2019 06:00	145	1	128	14	2	0	0	0	3	1	44	57	34	3	3	1	0	0	0	21	38	55	32	37	42
04/10/2019 07:00	199	2	180	14	3	0	1	0	3	10	47	78	52	6	1	1	0	0	0	11	38	57	32	37	42
04/10/2019 08:00	266	1	242	20	3	0	0	2	6	27	67	90	66	6	1	0	1	0	0	19	36	60	31	37	42
04/10/2019 09:00	288	3	266	14	5	2	4	4	17	46	102	71	40	2	0	0	0	0	0	6	33	47	26	34	39
04/10/2019 10:00	280	0	253	19	8	0	0	4	8	45	101	88	24	7	2	1	0	0	0	18	35	59	29	34	39
04/10/2019 11:00	305	3	282	16	4	1	3	3	15	54	112	88	26	2	1	0	0	0	0	8	34	52	27	34	39
04/10/2019 12:00	360	2	335	19	4	4	9	17	34	86	141	51	17	1	0	0	0	0	0	6	30	47	24	31	37
04/10/2019 13:00	357	3	330	21	3	0	5	9	16	63	126	104	30	4	0	0	0	0	0	11	33	49	26	32	39
04/10/2019 14:00	314	3	298	13	0	0	0	1	13	44	107	117	29	2	1	0	0	0	0	19	35	52	29	34	39
04/10/2019 15:00	359	2	334	16	7	0	1	9	16	72	120	104	34	2	0	1	0	0	0	14	34	55	26	34	39
04/10/2019 16:00	382	4	362	14	2	0	0	8	17	74	137	97	45	4	0	0	0	0	0	16	34	49	27	32	39
04/10/2019 17:00	314	13	292	7	2	0	0	0	11	44	111	100	44	4	0	0	0	0	0	21	35	47	29	34	41
04/10/2019 18:00	300	3	286	7	4	0	0	1	11	43	90	114	34	7	0	0	0	0	0	19	35	49	29	36	39
04/10/2019 19:00	277	1	275	0	1	0	1	3	12	50	111	67	29	3	1	0	0	0	0	14	34	50	27	34	39
04/10/2019 20:00	204	1	198	1	4	0	1	1	9	26	72	69	24	2	0	0	0	0	0	13	35	47	29	34	39
04/10/2019 21:00	136	0	133	2	1	0	0	0	3	4	34	62	30	3	0	0	0	0	0	24	37	49	34	37	42
04/10/2019 22:00	100	0	93	4	3	0	0	0	1	5	29	40	23	2	0	0	0	0	0	21	37	47	32	37	42
04/10/2019 23:00	62	0	58	1	3	0	0	1	2	4	18	21	13	3	0	0	0	0	0	19	37	47	32	37	42

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	226	0	174	21	31	0	0	2	2	22	55	81	40	19	5	1	0	0	0	16	38	55	31	37	44
06:00-09:00	610	4	550	48	8	0	1	2	12	38	158	225	152	15	5	2	1	0	0	11	37	60	31	37	42
15:00-19:00	1356	22	1275	44	15	0	1	18	55	233	459	415	157	17	0	1	0	0	0	14	34	55	29	34	39
06:00-22:00	4486	42	4194	197	53	7	25	62	194	689	1522	1357	558	58	10	4	1	0	0	6	34	60	29	34	39
00:00-24:00	4874	42	4519	223	90	7	25	65	199	720	1624	1499	634	82	15	5	1	0	0	6	34	60	29	34	41

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	30	0	25	2	3	0	1	0	0	4	11	7	5	1	1	0	0	0	0	14	36	50	29	34	41
04/11/2019 01:00	25	0	20	0	5	0	0	0	0	6	11	3	4	1	0	0	0	0	0	29	34	49	29	31	42
04/11/2019 02:00	22	0	17	3	2	0	0	0	0	3	5	11	3	0	0	0	0	0	0	27	36	42	31	37	39
04/11/2019 03:00	18	0	14	0	4	0	0	0	0	2	8	4	1	3	0	0	0	0	0	26	36	49	31	34	47
04/11/2019 04:00	42	0	30	6	6	0	0	0	1	2	14	14	9	2	0	0	0	0	0	24	37	47	31	36	44
04/11/2019 05:00	84	0	69	8	7	0	0	0	0	2	19	30	25	6	2	0	0	0	0	26	39	54	34	39	44
04/11/2019 06:00	134	0	122	11	1	0	0	1	1	13	26	50	33	10	0	0	0	0	0	18	37	49	31	37	42
04/11/2019 07:00	201	1	185	12	3	0	2	1	9	10	51	77	41	6	2	2	0	0	0	14	37	59	31	37	42
04/11/2019 08:00	245	3	219	20	3	0	0	2	7	24	71	101	37	3	0	0	0	0	0	19	36	47	31	36	41
04/11/2019 09:00	249	1	229	14	5	0	2	5	10	32	87	81	25	6	1	0	0	0	0	11	34	50	29	34	39
04/11/2019 10:00	322	0	293	21	8	0	1	8	17	56	95	98	37	7	3	1	0	0	0	14	34	55	27	34	39
04/11/2019 11:00	353	3	323	19	8	0	3	10	23	63	114	99	33	8	0	0	0	0	0	13	33	49	26	34	39
04/11/2019 12:00	290	4	266	15	5	2	4	21	48	84	79	41	10	1	0	0	0	0	0	8	29	49	21	29	36
04/11/2019 13:00	371	11	333	22	5	1	4	12	37	95	143	62	14	2	1	0	0	0	0	8	31	54	26	31	37
04/11/2019 14:00	343	4	318	19	2	0	2	12	58	81	129	47	13	1	0	0	0	0	0	11	30	49	24	31	36
04/11/2019 15:00	328	5	308	13	2	1	2	5	40	105	107	55	13	0	0	0	0	0	0	8	31	44	26	31	36
04/11/2019 16:00	330	0	316	11	3	0	1	5	37	113	100	48	24	1	1	0	0	0	0	14	31	50	26	31	37
04/11/2019 17:00	349	4	336	7	2	1	2	9	35	77	131	65	29	0	0	0	0	0	0	8	32	44	26	31	37
04/11/2019 18:00	312	1	298	8	5	0	0	2	18	60	131	70	27	3	0	1	0	0	0	16	33	55	27	32	39
04/11/2019 19:00	252	1	246	4	1	0	1	2	8	32	98	85	22	3	1	0	0	0	0	11	35	50	29	34	39
04/11/2019 20:00	239	1	236	0	2	0	1	8	12	31	107	63	16	1	0	0	0	0	0	14	33	47	29	34	39
04/11/2019 21:00	153	0	147	2	4	0	1	0	2	9	53	66	20	2	0	0	0	0	0	14	36	49	31	36	39
04/11/2019 22:00	106	0	101	1	4	0	0	0	4	16	38	35	11	2	0	0	0	0	0	21	35	47	29	34	39
04/11/2019 23:00	58	0	55	1	2	0	0	0	2	7	14	14	17	4	0	0	0	0	0	21	37	49	29	37	44

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	221	0	175	19	27	0	1	0	1	19	68	69	47	13	3	0	0	0	0	14	37	54	31	36	42
06:00-09:00	580	4	526	43	7	0	2	4	17	47	148	228	111	19	2	2	0	0	0	14	36	59	31	37	42
15:00-19:00	1319	10	1258	39	12	2	5	21	130	355	469	238	93	4	1	1	0	0	0	8	32	55	26	31	37
06:00-22:00	4471	39	4175	198	59	5	26	103	362	885	1522	1108	394	54	9	4	0	0	0	8	33	59	26	32	39
00:00-24:00	4856	39	4506	219	92	5	27	103	369	927	1642	1226	469	73	12	4	0	0	0	8	33	59	26	34	39

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	55	0	53	0	2	0	0	0	1	3	12	24	14	1	0	0	0	0	0	24	37	49	32	37	42
04/12/2019 01:00	30	0	23	1	6	0	0	0	1	1	10	9	5	3	1	0	0	0	0	24	38	54	31	37	44
04/12/2019 02:00	20	0	15	0	5	0	0	0	1	1	5	11	1	1	0	0	0	0	0	24	36	47	31	37	39
04/12/2019 03:00	22	0	15	3	4	0	0	0	0	2	8	6	5	1	0	0	0	0	0	26	36	47	31	36	42
04/12/2019 04:00	45	0	29	4	12	0	0	0	1	11	17	15	1	0	0	0	0	0	0	24	34	44	29	34	37
04/12/2019 05:00	76	1	70	2	3	0	0	0	0	2	23	34	14	3	0	0	0	0	0	26	38	47	32	37	44
04/12/2019 06:00	119	1	106	11	1	0	0	0	0	7	25	48	34	5	0	0	0	0	0	26	38	49	32	37	42
04/12/2019 07:00	228	2	203	18	5	1	0	1	4	25	49	94	39	12	3	0	0	0	0	4	37	52	31	37	42
04/12/2019 08:00	97	2	85	8	2	0	0	2	7	16	28	31	12	1	0	0	0	0	0	18	34	47	26	34	39

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	248	1	205	10	32	0	0	0	4	20	75	99	40	9	1	0	0	0	0	24	37	54	31	37	42
06:00-09:00	444	5	394	37	8	1	0	3	11	48	102	173	85	18	3	0	0	0	0	4	36	52	31	37	42
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	444	5	394	37	8	1	0	3	11	48	102	173	85	18	3	0	0	0	0	4	36	52	31	37	42
00:00-24:00	692	6	599	47	40	1	0	3	15	68	177	272	125	27	4	0	0	0	0	4	37	54	31	37	42

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:52:58

Site

Name 11480009
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 11480009
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 09:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	444	0	371	42	31
06:00-09:00	1680	0	1509	140	31
15:00-19:00	3660	5	3349	242	64
06:00-22:00	11458	13	10352	878	215
00:00-24:00	12184	13	10990	926	255

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	8	80	43	36	42	49	67.6

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
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 Email bradley.overturf@ct.gov



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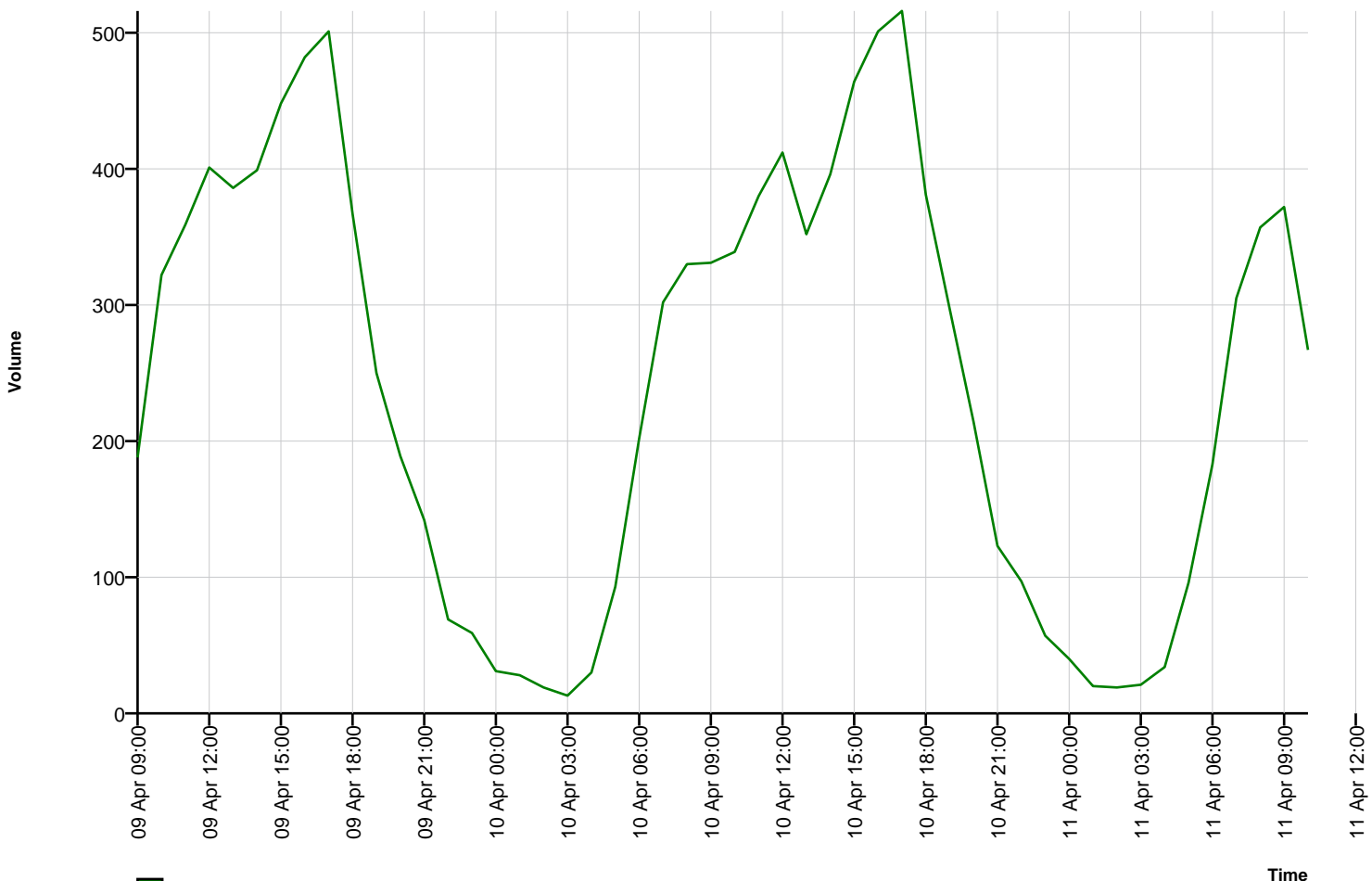
Site

Name 11480009
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
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Time Range

Start date 04/09/2019 09:00
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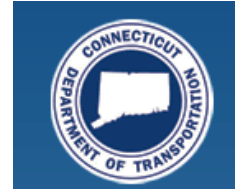
Time / Volume graph



1

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
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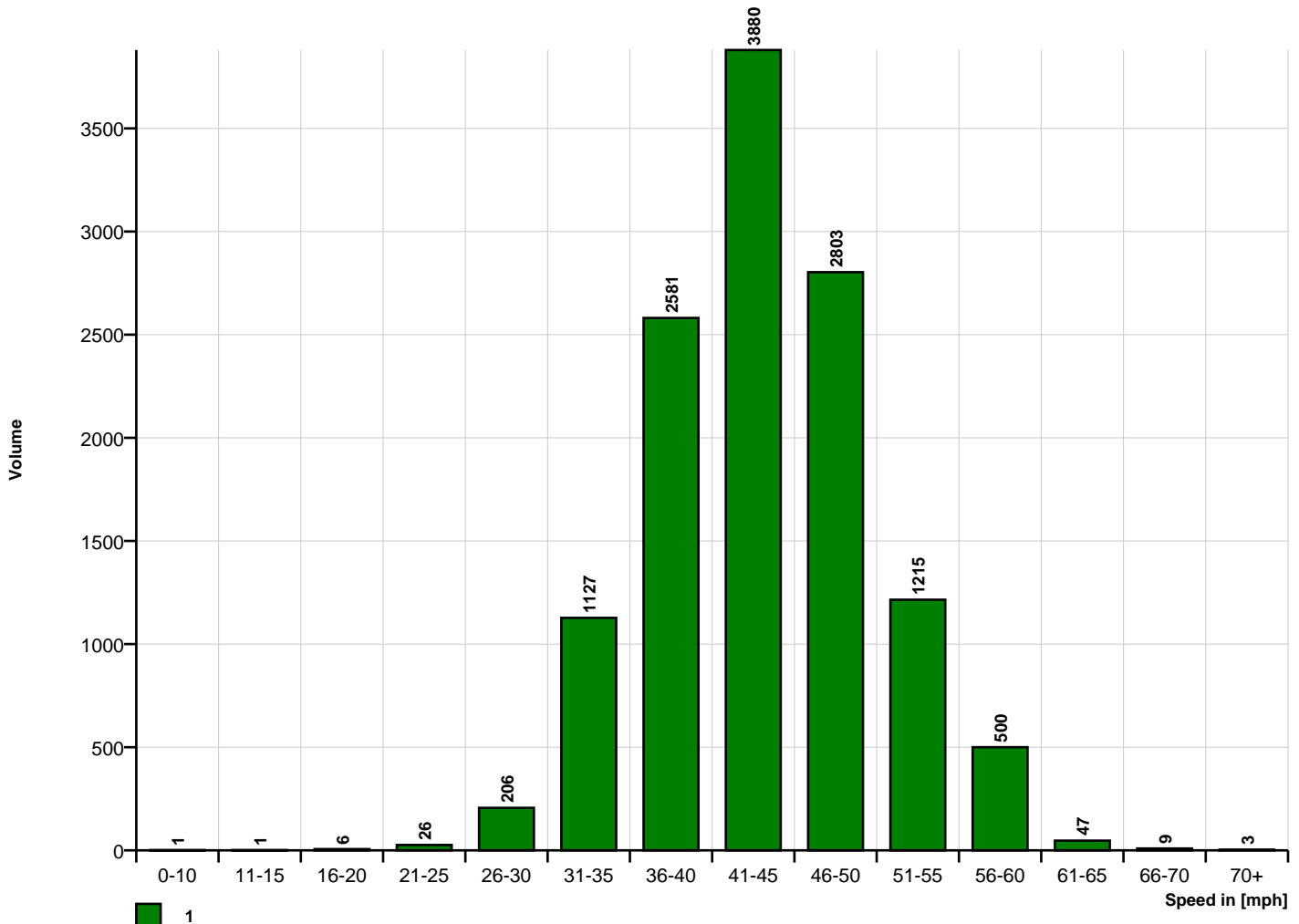
Site

Name 11480009
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 11480009
 Device type **SDR Traffic+**

Time Range

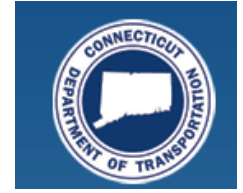
Start date 04/09/2019 09:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

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 Country United States
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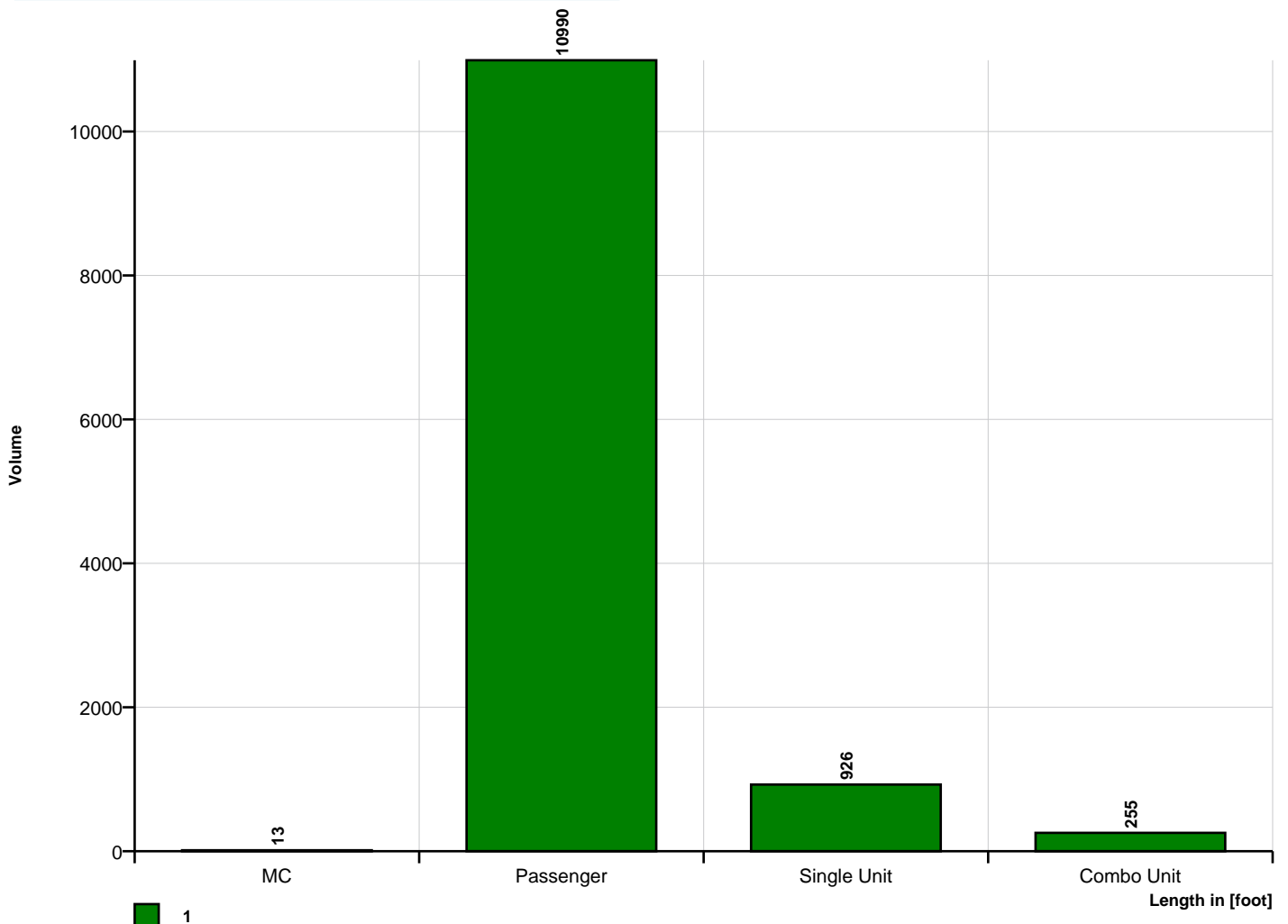
Site

Name 11480009
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **40**
 Comment 11480009
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 09:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 09:00	188	0	171	13	4	1	1	0	0	7	26	56	50	34	7	6	1	0	0	8	41	62	34	41	47
04/09/2019 10:00	322	1	285	28	8	0	0	0	2	5	38	70	110	66	24	9	1	0	0	22	42	62	36	42	49
04/09/2019 11:00	359	2	321	31	5	0	0	0	1	3	31	72	125	75	38	16	4	0	0	24	44	65	37	42	49
04/09/2019 12:00	401	0	360	27	14	0	0	1	0	5	42	82	114	99	50	10	1	0	0	19	43	64	37	44	49
04/09/2019 13:00	386	0	336	40	10	0	0	0	1	5	48	94	117	77	35	13	1	0	0	21	43	62	36	42	49
04/09/2019 14:00	399	0	368	25	6	0	0	0	0	2	46	92	115	100	38	9	0	0	0	29	43	57	37	42	49
04/09/2019 15:00	448	0	398	36	14	0	0	0	0	7	32	84	146	120	44	21	5	0	0	26	44	65	37	44	49
04/09/2019 16:00	482	0	437	40	5	0	0	0	0	2	25	111	161	121	50	21	1	1	0	26	44	67	37	44	49
04/09/2019 17:00	501	0	459	34	8	0	0	0	1	6	33	105	154	134	55	19	2	1	0	24	44	70	37	44	49
04/09/2019 18:00	367	0	348	13	6	0	0	0	1	5	25	87	120	90	32	15	0	0	0	24	43	60	37	42	49
04/09/2019 19:00	250	0	246	4	0	0	0	0	0	4	26	55	85	48	27	5	1	1	0	26	43	67	36	42	49
04/09/2019 20:00	189	0	181	8	0	0	0	0	1	1	14	44	65	42	19	10	1	0	0	21	43	60	37	42	49
04/09/2019 21:00	142	0	134	8	0	0	0	0	0	4	27	38	40	25	6	2	1	0	0	29	41	62	34	41	47
04/09/2019 22:00	69	0	68	1	0	0	0	0	0	4	8	17	23	11	4	3	0	0	0	26	42	60	34	41	49
04/09/2019 23:00	59	0	54	2	3	0	0	0	0	3	6	20	18	4	7	3	1	0	0	26	42	62	34	41	49

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1798	0	1642	123	33	0	0	0	2	20	115	387	581	465	181	76	8	2	0	24	44	70	37	44	49
06:00-22:00	4434	3	4044	307	80	1	1	1	7	56	413	990	1402	1031	425	156	19	3	0	8	43	70	37	42	49
00:00-24:00	4562	3	4166	310	83	1	1	1	7	63	427	1027	1443	1046	436	162	20	3	0	8	43	70	37	42	49

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	31	0	30	1	0	0	0	0	0	0	5	4	12	4	5	2	0	0	0	31	44	57	34	42	52
04/10/2019 01:00	28	0	22	2	4	0	0	3	0	2	4	5	9	2	2	0	1	0	0	19	39	65	27	41	45
04/10/2019 02:00	19	0	14	3	2	0	0	0	0	3	1	5	3	5	2	1	0	0	0	26	41	55	26	42	47
04/10/2019 03:00	13	0	11	2	0	0	0	0	0	0	2	4	4	2	1	1	0	0	0	31	42	55	34	41	49
04/10/2019 04:00	30	0	22	6	2	0	0	0	0	1	5	5	9	4	5	1	0	0	0	29	42	57	31	42	50
04/10/2019 05:00	93	0	85	6	2	0	0	0	0	0	12	26	28	16	9	2	0	0	1	31	43	80	36	41	49
04/10/2019 06:00	202	0	178	18	6	0	0	0	0	2	17	44	62	47	26	7	2	0	0	26	44	65	37	44	49
04/10/2019 07:00	302	0	277	23	2	0	0	0	2	1	21	42	81	85	52	26	3	0	0	21	46	64	39	45	52
04/10/2019 08:00	330	0	292	29	9	0	0	0	0	5	29	54	106	97	34	10	0	0	0	26	44	60	37	44	49
04/10/2019 09:00	331	0	286	40	5	0	0	0	0	2	38	85	104	63	29	17	2	1	0	29	43	68	36	42	49
04/10/2019 10:00	339	1	291	38	9	0	0	0	1	12	33	89	95	72	25	15	0	1	0	22	42	67	36	42	49
04/10/2019 11:00	380	1	334	32	13	0	0	0	2	11	47	80	121	74	37	13	1	0	0	22	42	65	34	42	49
04/10/2019 12:00	412	0	359	43	10	0	0	0	0	3	42	84	144	93	37	12	2	0	0	26	43	64	36	42	49
04/10/2019 13:00	352	0	315	30	7	0	0	0	0	7	35	70	119	78	34	16	0	0	0	29	43	60	37	42	49
04/10/2019 14:00	396	1	349	38	8	0	0	0	7	9	39	104	105	90	30	16	1	0	1	24	42	75	36	42	49
04/10/2019 15:00	464	1	422	34	7	0	0	0	0	9	40	93	145	123	45	21	0	0	0	26	43	60	37	44	49
04/10/2019 16:00	501	2	457	32	10	0	0	0	1	5	23	106	180	122	51	18	2	1	0	24	44	67	37	44	49
04/10/2019 17:00	516	1	472	34	9	0	0	0	1	3	30	87	181	140	60	17	3	0	0	24	44	65	39	44	49
04/10/2019 18:00	381	1	356	19	5	0	0	0	0	8	27	81	112	95	44	22	2	0	0	26	44	64	37	44	50
04/10/2019 19:00	297	0	283	11	3	0	0	0	0	8	17	57	98	73	35	15	0	0	0	26	44	60	37	44	49
04/10/2019 20:00	214	0	204	8	2	0	0	0	0	7	27	41	70	49	17	7	0	0	0	26	42	59	34	42	49
04/10/2019 21:00	123	0	120	3	0	0	0	0	0	4	23	30	38	21	5	2	0	0	0	26	41	60	34	41	47
04/10/2019 22:00	97	0	94	2	1	0	0	0	0	2	12	27	34	15	4	2	2	0	0	26	42	65	36	41	47
04/10/2019 23:00	57	0	51	1	5	0	0	0	0	1	6	14	18	9	8	5	0	0	0	27	43	57	36	44	50

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	214	0	184	20	10	0	0	3	0	6	29	49	65	33	24	7	1	0	1	19	42	80	34	42	49
06:00-09:00	834	0	747	70	17	0	0	0	2	8	67	140	249	229	112	43	5	0	0	21	44	65	37	44	50
15:00-19:00	1862	5	1707	119	31	0	0	0	2	25	120	367	618	480	200	78	7	1	0	24	44	67	37	44	49
06:00-22:00	5540	8	4995	432	105	0	0	0	14	96	488	1147	1761	1322	561	234	18	3	1	21	43	75	37	44	49
00:00-24:00	5908	8	5324	455	121	0	0	3	14	105	535	1237	1878	1379	597	248	21	3	2	19	43	80	36	42	49

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	40	0	32	5	3	0	0	0	0	2	8	9	11	5	4	0	0	0	1	27	41	77	32	42	49
04/11/2019 01:00	20	0	11	6	3	0	0	0	0	1	5	3	7	4	0	0	0	0	0	27	40	49	32	41	47
04/11/2019 02:00	19	0	13	3	3	0	0	2	1	2	1	4	7	2	0	0	0	0	0	18	37	49	24	39	44
04/11/2019 03:00	21	0	14	1	6	0	0	0	1	3	1	10	4	0	1	1	0	0	0	24	38	55	29	37	42
04/11/2019 04:00	34	0	27	5	2	0	0	0	0	1	2	5	17	4	3	2	0	0	0	27	43	59	39	42	49
04/11/2019 05:00	96	0	90	2	4	0	0	0	0	3	9	27	23	24	7	4	0	0	0	29	43	60	36	42	49
04/11/2019 06:00	183	0	164	14	5	0	0	0	1	1	16	25	61	49	17	14	2	0	0	24	45	62	37	44	52
04/11/2019 07:00	305	0	278	21	6	0	0	0	0	4	14	38	101	82	48	24	2	1	0	27	46	70	39	44	52
04/11/2019 08:00	357	0	319	35	3	0	0	0	1	3	26	63	127	80	44	22	0	0	0	24	44	60	37	44	50
04/11/2019 09:00	372	2	317	44	9	0	0	0	1	10	59	68	109	81	34	14	2	1	0	24	42	65	34	42	49
04/11/2019 10:00	267	0	235	25	7	0	0	0	0	8	24	65	92	47	24	9	0	1	0	26	43	70	36	42	49

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	230	0	187	22	21	0	0	2	2	12	26	58	69	39	15	7	0	0	1	18	41	77	34	41	49
06:00-09:00	846	0	762	70	14	0	0	0	2	8	56	126	289	211	109	61	4	1	0	24	45	70	37	44	52
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1484	2	1313	139	30	0	0	0	3	26	139	259	490	339	167	83	6	3	0	24	44	70	37	44	50
00:00-24:00	1714	2	1500	161	51	0	0	2	5	38	165	317	559	378	182	90	6	3	1	18	43	77	36	44	49

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:53:35

Site

Name 21480009
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 21480009
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 09:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	494	0	393	43	58
06:00-09:00	1600	0	1487	99	14
15:00-19:00	2860	4	2692	140	24
06:00-22:00	9940	11	9205	598	126
00:00-24:00	10749	11	9897	650	191

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	8	75	39	31	39	45	42.2

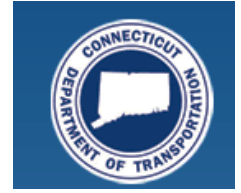
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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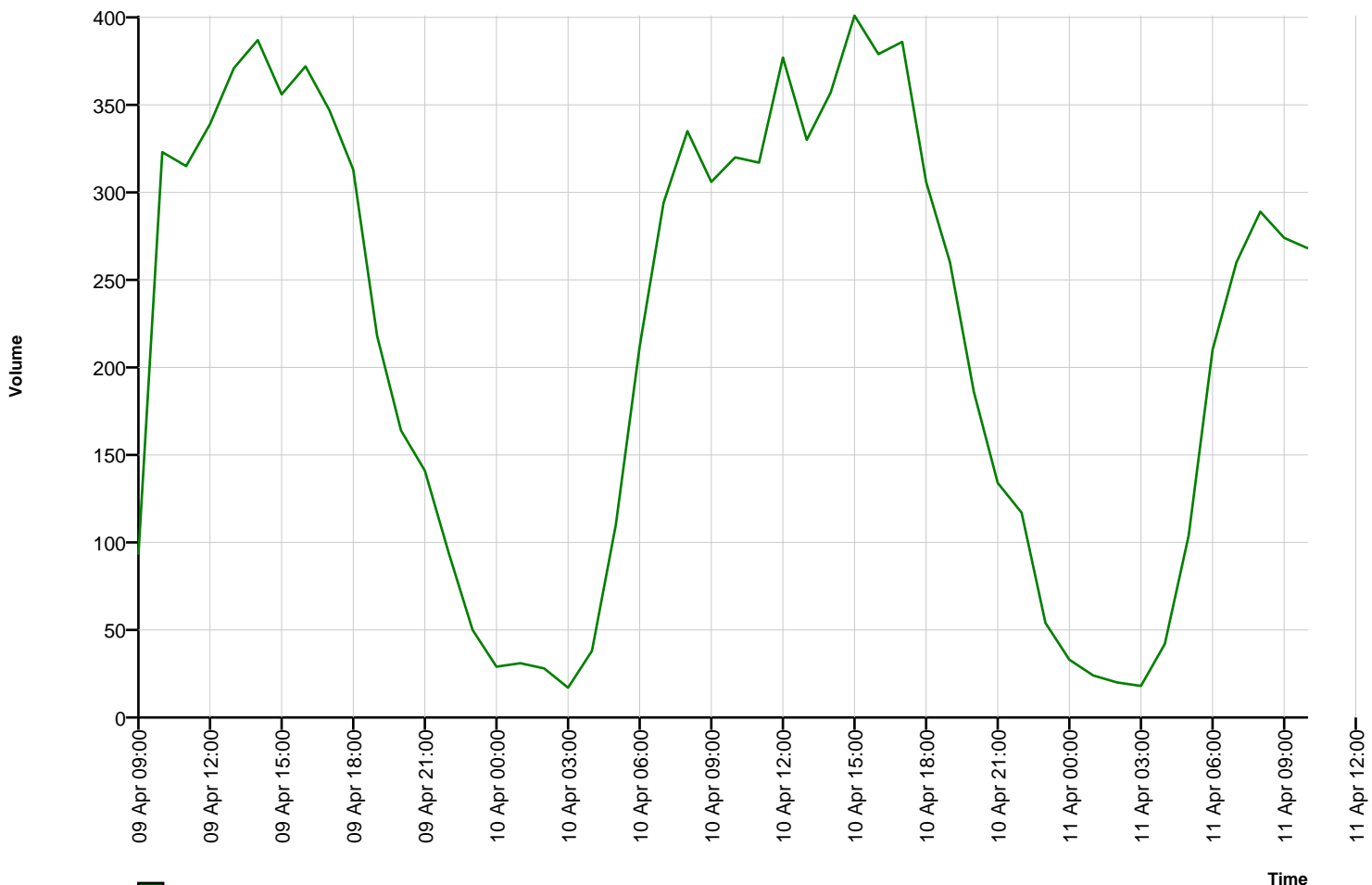
Site

Name 21480009
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 21480009
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 09:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

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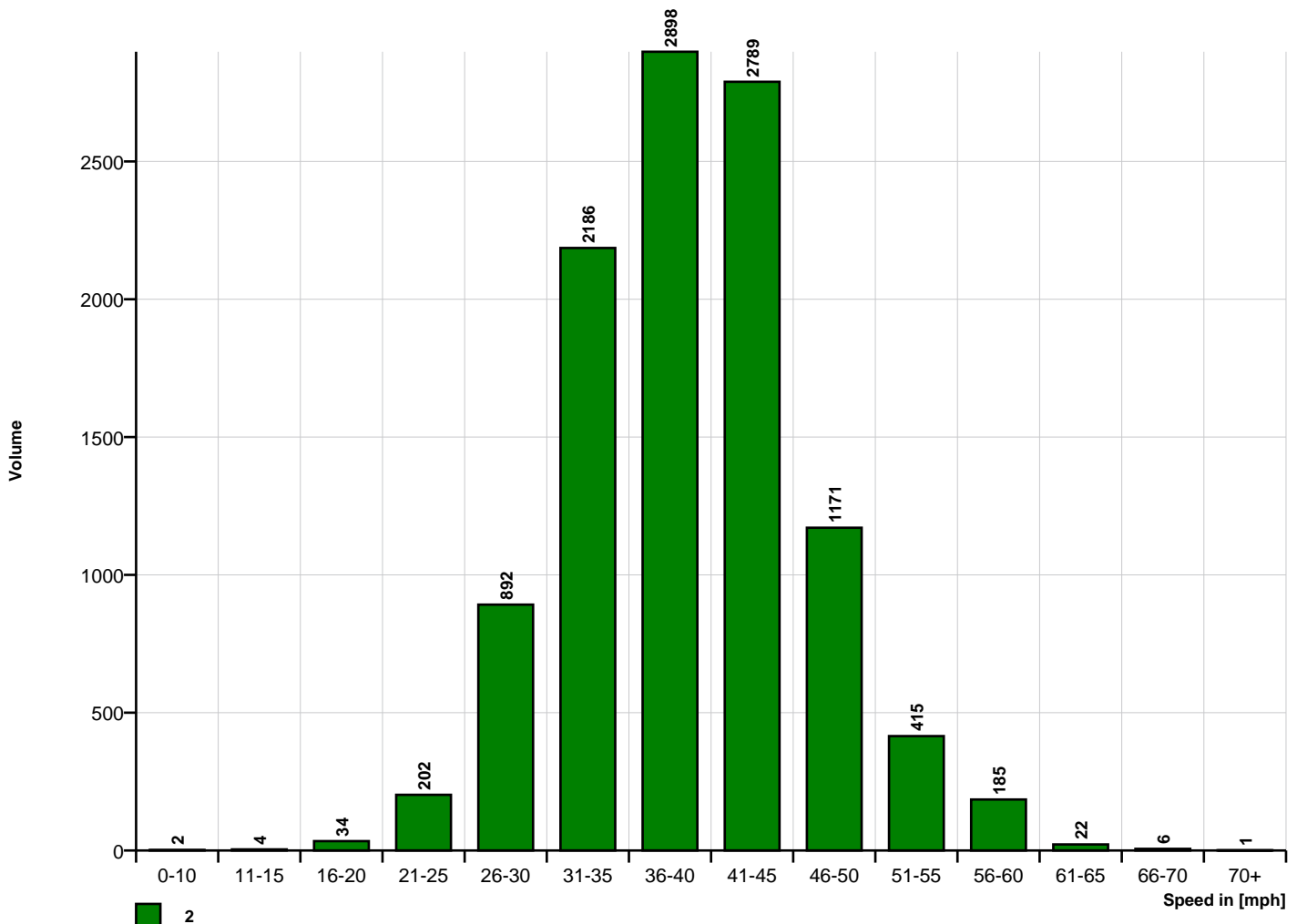
Site

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 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 21480009
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 09:00
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Speed histogram



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 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:53:35

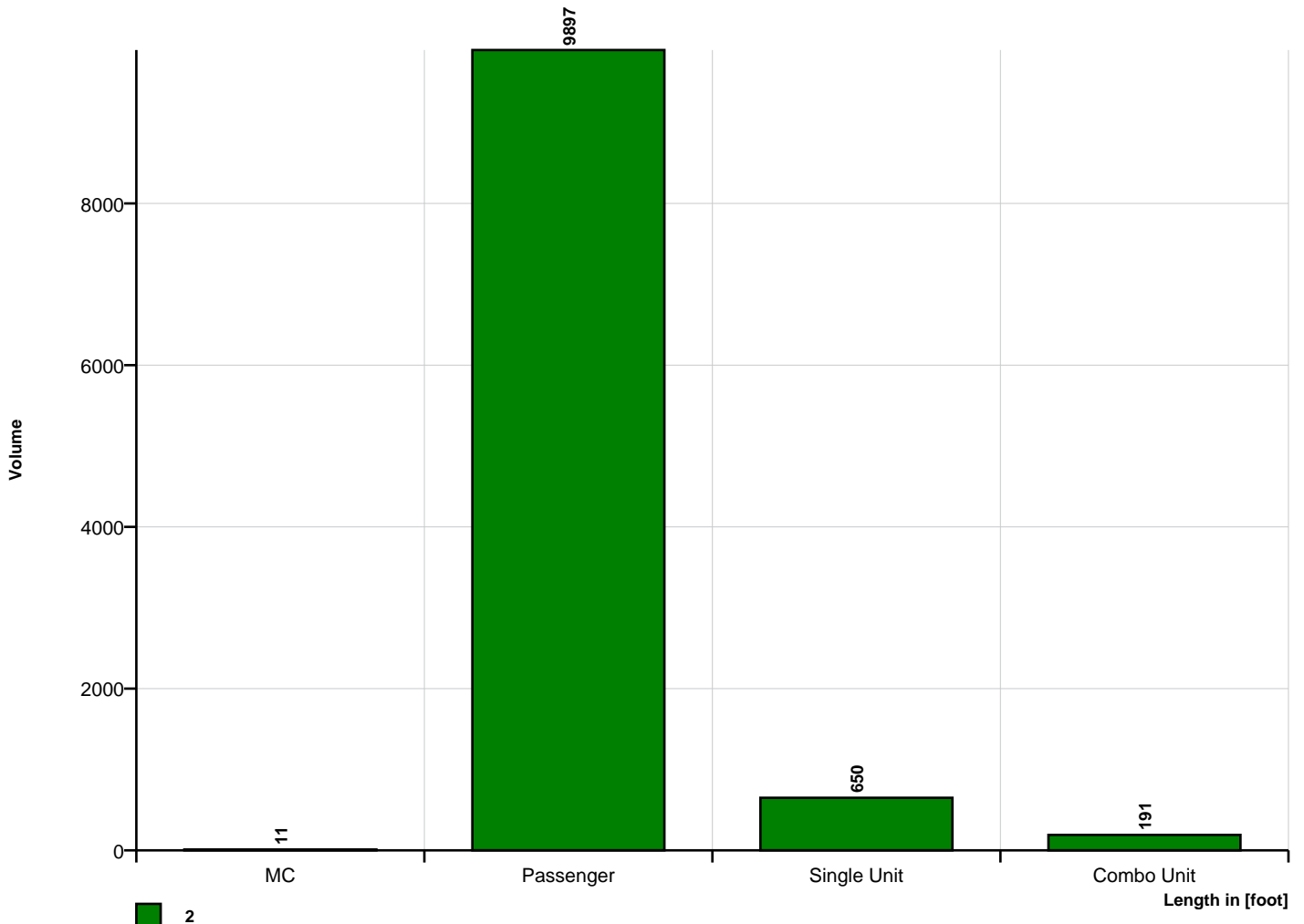
Site

Name 21480009
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 21480009
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 09:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 09:00	93	0	89	4	0	0	0	0	5	12	22	25	19	6	4	1	0	0	0	21	37	55	29	37	44
04/09/2019 10:00	323	0	289	20	14	0	1	5	14	35	77	89	66	23	8	5	0	1	0	14	37	70	29	37	44
04/09/2019 11:00	315	1	288	24	2	0	0	0	6	30	71	80	86	29	9	4	0	0	0	22	38	60	31	37	44
04/09/2019 12:00	339	1	311	26	1	0	0	0	9	36	72	97	82	28	9	3	2	1	1	21	38	75	31	37	44
04/09/2019 13:00	371	3	320	38	10	0	1	2	17	37	66	102	108	29	8	0	1	0	0	14	38	62	29	39	44
04/09/2019 14:00	387	0	359	23	5	2	1	5	10	43	102	92	84	29	14	7	0	0	0	8	37	60	29	37	44
04/09/2019 15:00	356	0	327	26	3	0	0	1	7	28	61	86	93	54	17	11	2	0	0	19	40	60	31	39	47
04/09/2019 16:00	372	1	348	17	6	0	0	0	4	22	68	97	101	55	19	10	2	0	0	21	40	65	34	39	47
04/09/2019 17:00	347	0	334	11	2	0	0	0	9	20	50	88	98	56	19	9	1	0	0	21	41	62	32	41	47
04/09/2019 18:00	313	0	301	11	1	0	0	1	0	27	77	76	72	42	14	2	2	1	0	18	39	67	31	39	47
04/09/2019 19:00	218	0	212	5	1	0	0	0	4	25	34	57	58	31	5	3	1	0	0	22	39	62	31	39	45
04/09/2019 20:00	164	0	153	8	3	0	0	0	6	16	27	48	47	14	4	2	0	0	0	21	38	57	31	37	44
04/09/2019 21:00	141	0	134	5	2	0	0	0	3	18	33	51	23	9	3	2	0	0	0	24	37	57	31	37	44
04/09/2019 22:00	94	0	89	3	2	0	0	0	4	10	24	26	25	5	0	0	0	0	0	24	37	47	31	37	42
04/09/2019 23:00	50	0	48	1	1	0	0	0	2	3	13	13	14	4	1	0	0	0	0	21	38	52	31	39	44

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1388	1	1310	65	12	0	0	2	20	97	256	347	364	207	69	32	7	1	0	18	40	67	31	39	47
06:00-22:00	3739	6	3465	218	50	2	3	14	94	349	760	988	937	405	133	59	11	3	1	8	39	75	31	39	45
00:00-24:00	3883	6	3602	222	53	2	3	14	100	362	797	1027	976	414	134	59	11	3	1	8	39	75	31	39	45

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	29	0	26	1	2	0	0	0	2	2	7	11	6	0	1	1	0	0	0	24	37	55	31	37	42
04/10/2019 01:00	31	0	23	3	5	0	0	0	2	4	6	9	3	4	2	0	1	0	0	21	38	64	29	37	49
04/10/2019 02:00	28	0	24	1	3	0	0	0	1	4	9	7	5	1	1	0	0	0	0	24	36	50	26	36	42
04/10/2019 03:00	17	0	13	1	3	0	0	1	2	1	2	2	7	1	0	0	0	1	0	16	38	65	24	41	44
04/10/2019 04:00	38	0	27	2	9	0	0	0	1	9	12	6	7	2	0	1	0	0	0	24	36	57	26	34	44
04/10/2019 05:00	110	0	89	12	9	0	0	1	1	11	26	31	22	14	4	0	0	0	0	19	38	54	31	37	45
04/10/2019 06:00	212	0	194	16	2	0	0	0	0	15	35	68	61	27	3	4	0	0	0	26	39	60	32	39	45
04/10/2019 07:00	294	0	276	17	1	0	0	0	2	18	49	76	87	46	12	4	0	0	0	21	40	55	34	41	47
04/10/2019 08:00	335	0	312	21	2	0	0	0	2	8	59	84	109	41	24	11	1	0	0	21	41	62	34	41	49
04/10/2019 09:00	306	0	272	26	8	0	0	1	9	26	84	84	68	26	5	3	1	0	0	19	38	60	31	37	44
04/10/2019 10:00	320	1	286	23	10	0	0	3	1	21	75	88	78	28	18	8	1	1	0	18	39	67	31	37	47
04/10/2019 11:00	317	1	285	27	4	0	0	1	3	29	63	93	83	33	5	6	1	0	0	16	39	62	31	39	44
04/10/2019 12:00	377	0	347	25	5	0	0	1	6	30	85	103	102	34	12	6	0	0	0	19	39	57	31	37	44
04/10/2019 13:00	330	0	296	30	4	0	0	3	7	32	57	92	68	47	17	9	1	0	0	16	39	60	31	39	49
04/10/2019 14:00	357	0	336	20	1	0	0	0	5	35	74	104	102	25	12	1	0	0	0	21	38	55	31	39	44
04/10/2019 15:00	401	1	372	21	7	0	0	0	7	34	86	101	108	49	13	5	0	0	0	22	39	59	31	39	47
04/10/2019 16:00	379	1	351	26	1	0	0	1	5	19	79	95	95	55	27	8	0	0	0	19	40	59	31	39	47
04/10/2019 17:00	386	0	364	20	2	0	0	0	2	23	61	104	92	64	26	15	2	0	0	24	41	62	32	41	49
04/10/2019 18:00	306	1	295	8	2	0	0	0	6	23	54	74	78	46	22	9	0	0	0	21	40	59	31	39	49
04/10/2019 19:00	260	0	250	8	2	0	0	2	2	21	44	75	72	28	9	5	2	0	0	16	40	62	31	39	47
04/10/2019 20:00	186	0	180	2	4	0	0	1	3	15	29	46	67	21	4	1	0	0	0	18	39	55	31	39	44
04/10/2019 21:00	134	0	129	4	1	0	0	1	2	12	41	36	25	9	6	1	1	0	0	19	38	65	31	36	44
04/10/2019 22:00	117	0	111	4	2	0	0	0	3	12	26	37	26	10	2	1	0	0	0	22	38	60	31	37	44
04/10/2019 23:00	54	0	51	1	2	0	0	2	1	1	14	22	11	0	1	2	0	0	0	16	38	60	31	37	42

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	253	0	202	20	31	0	0	2	9	31	62	66	50	22	8	2	1	1	0	16	37	65	29	37	44
06:00-09:00	841	0	782	54	5	0	0	0	4	41	143	228	257	114	39	19	1	0	0	21	40	62	34	41	47
15:00-19:00	1472	3	1382	75	12	0	0	1	20	99	280	374	373	214	88	37	2	0	0	19	40	62	31	39	47
06:00-22:00	4900	5	4545	294	56	0	0	14	62	361	975	1323	1295	579	215	96	10	1	0	16	39	67	31	39	47
00:00-24:00	5324	5	4909	319	91	0	0	18	75	405	1077	1448	1382	611	226	101	11	2	0	16	39	67	31	39	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	33	0	29	1	3	0	0	0	1	7	8	7	5	2	3	0	0	0	0	24	36	52	26	36	45
04/11/2019 01:00	24	0	17	2	5	0	0	0	1	4	9	6	2	1	1	0	0	0	21	35	50	29	34	41	
04/11/2019 02:00	20	0	15	3	2	0	0	0	0	2	6	8	4	0	0	0	0	0	26	36	44	31	36	42	
04/11/2019 03:00	18	0	12	3	3	0	0	0	3	5	3	3	4	0	0	0	0	0	21	33	44	24	31	42	
04/11/2019 04:00	42	0	30	5	7	0	0	0	3	8	3	11	9	7	0	1	0	0	22	38	57	26	39	45	
04/11/2019 05:00	104	0	88	9	7	0	1	0	2	8	29	16	29	13	5	1	0	0	14	39	55	31	37	47	
04/11/2019 06:00	210	0	198	11	1	0	0	0	2	11	48	69	64	12	2	2	0	0	24	39	60	31	39	44	
04/11/2019 07:00	260	0	236	20	4	0	0	1	2	17	32	71	78	38	15	5	0	1	19	41	67	32	41	47	
04/11/2019 08:00	289	0	271	14	4	0	0	0	5	11	43	70	103	31	19	10	0	0	21	41	60	34	41	47	
04/11/2019 09:00	274	0	251	17	6	0	0	0	1	23	67	86	69	21	6	3	0	0	22	38	60	31	37	44	
04/11/2019 10:00	268	0	239	24	5	0	0	1	7	29	64	76	64	21	4	3	0	0	19	38	57	31	37	44	

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	241	0	191	23	27	0	1	0	10	34	58	51	53	23	9	2	0	0	0	14	37	57	29	36	44
06:00-09:00	759	0	705	45	9	0	0	1	9	39	123	210	245	81	36	17	0	1	0	19	40	67	32	39	47
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1301	0	1195	86	20	0	0	2	17	91	254	372	378	123	46	23	0	1	0	19	39	67	31	39	44
00:00-24:00	1542	0	1386	109	47	0	1	2	27	125	312	423	431	146	55	25	0	1	0	14	39	67	31	39	44

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:24:48

Site

Name 11480011
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480011
 Device type **SDR Traffic+**

Time Range

Start date 04/08/2019 10:00
 End date 04/10/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	647	2	544	46	55
06:00-09:00	2725	0	2456	192	77
15:00-19:00	6000	4	5696	233	67
06:00-22:00	18282	15	16909	1059	299
00:00-24:00	19429	17	17910	1139	363

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	65	31	26	31	36	3.8

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:24:48

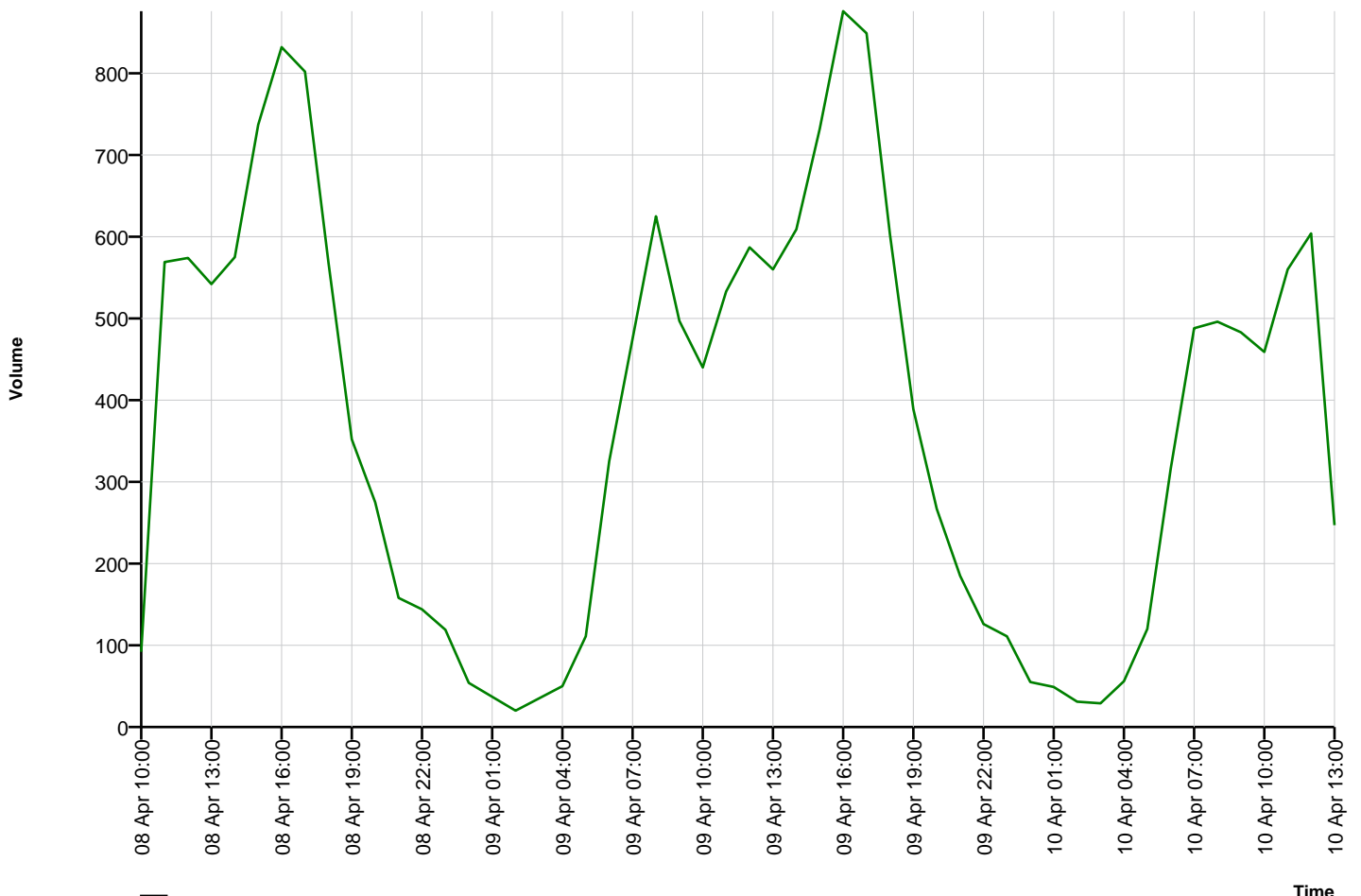
Site

Name 11480011
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480011
 Device type **SDR Traffic+**

Time Range

Start date 04/08/2019 10:00
 End date 04/10/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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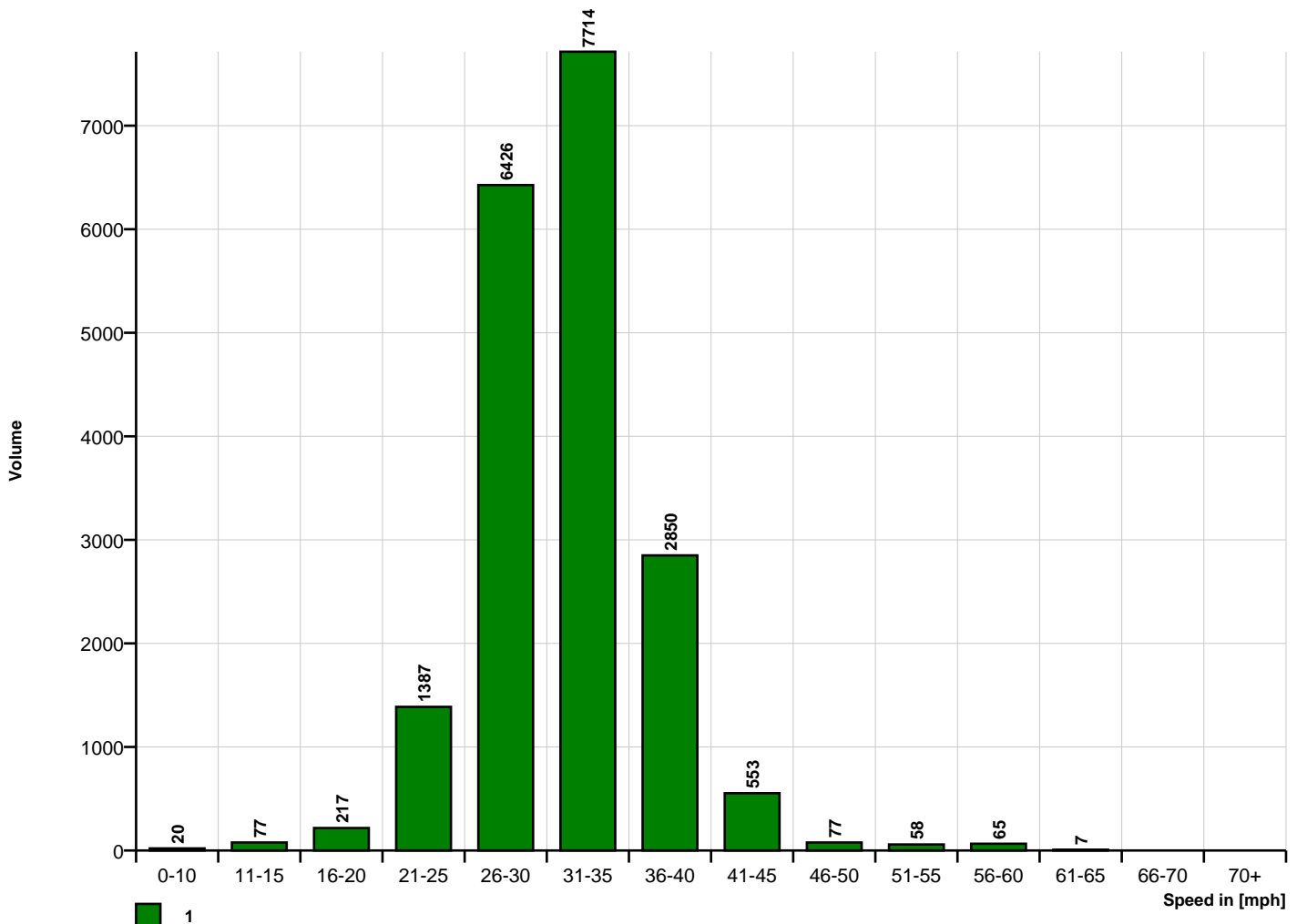
Site

Name 11480011
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480011
 Device type **SDR Traffic+**

Time Range

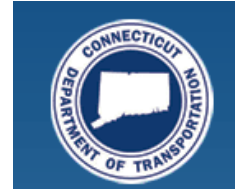
Start date 04/08/2019 10:00
 End date 04/10/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:24:48

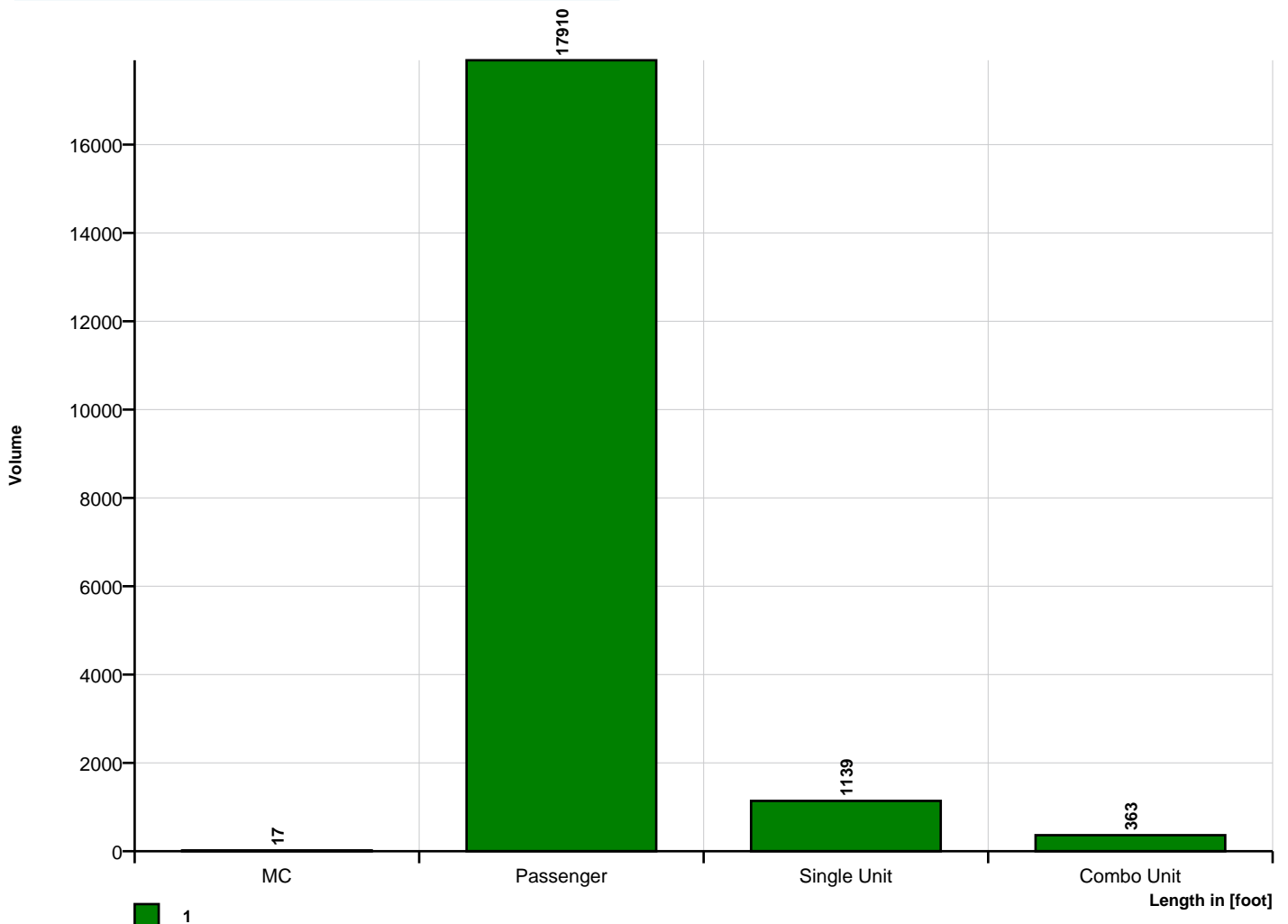
Site

Name 11480011
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480011
 Device type **SDR Traffic+**

Time Range

Start date 04/08/2019 10:00
 End date 04/10/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/08/2019 10:00	92	0	88	3	1	1	1	1	7	30	39	12	1	0	0	0	0	0	0	8	31	42	26	31	34
04/08/2019 11:00	569	0	520	40	9	0	2	5	52	203	221	77	8	1	0	0	0	0	0	13	31	45	26	31	36
04/08/2019 12:00	574	1	519	42	12	0	3	3	26	186	234	97	20	2	1	2	1	0	0	11	32	62	26	31	37
04/08/2019 13:00	542	0	484	46	12	1	3	10	39	163	220	77	22	3	3	1	0	0	0	8	32	55	26	31	36
04/08/2019 14:00	575	0	527	44	4	0	5	7	44	185	218	95	18	3	0	0	0	0	0	11	31	47	26	31	36
04/08/2019 15:00	737	1	699	31	6	0	1	7	29	278	302	98	15	2	2	3	1	0	0	14	31	62	26	31	36
04/08/2019 16:00	832	0	787	35	10	0	3	12	41	277	354	116	23	1	3	4	0	0	0	11	31	57	26	31	36
04/08/2019 17:00	802	0	771	23	8	0	5	14	68	312	290	91	20	1	1	1	0	0	0	14	31	55	26	31	34
04/08/2019 18:00	569	1	545	17	6	0	0	7	25	225	235	62	10	3	1	1	0	0	0	16	31	60	26	31	34
04/08/2019 19:00	352	1	339	10	2	0	0	2	20	129	148	44	3	1	3	4	1	0	0	16	31	62	26	31	36
04/08/2019 20:00	275	0	266	8	1	0	0	0	16	103	105	43	6	0	1	1	0	0	0	21	31	60	26	31	36
04/08/2019 21:00	158	0	154	1	3	0	2	2	10	54	55	27	6	0	1	1	0	0	0	14	32	57	26	31	37
04/08/2019 22:00	144	0	138	5	1	0	0	1	9	62	49	15	3	2	2	2	0	0	0	16	31	59	26	31	36
04/08/2019 23:00	119	0	100	15	4	0	0	2	11	35	44	15	3	2	3	5	0	0	0	19	33	60	26	31	37

[Mon, 8 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2940	2	2802	106	30	0	9	40	163	1092	1181	367	68	7	7	9	1	0	0	11	31	62	26	31	36
06:00-22:00	6077	4	5699	300	74	2	25	70	377	2145	2421	839	152	17	16	18	3	0	0	8	31	62	26	31	36
00:00-24:00	6340	4	5937	320	79	2	25	73	397	2242	2514	869	158	21	21	25	3	0	0	8	31	62	26	31	36

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 00:00	54	1	48	3	2	1	1	2	5	20	16	8	1	0	0	0	0	0	0	9	30	41	24	29	36
04/09/2019 01:00	37	0	26	3	8	0	0	0	10	11	14	1	1	0	0	0	0	0	0	21	29	42	24	29	34
04/09/2019 02:00	20	0	18	1	1	0	0	0	6	9	4	1	0	0	0	0	0	0	0	21	28	37	24	29	32
04/09/2019 03:00	35	0	19	2	14	0	0	1	5	10	19	0	0	0	0	0	0	0	0	16	30	34	24	31	34
04/09/2019 04:00	50	0	40	5	5	0	0	1	4	21	13	7	1	1	0	1	1	0	0	16	32	65	26	29	37
04/09/2019 05:00	111	0	105	6	0	0	0	1	11	39	42	16	2	0	0	0	0	0	0	16	31	42	26	31	36
04/09/2019 06:00	325	0	291	22	12	1	2	6	27	104	109	62	9	5	0	0	0	0	0	8	31	49	26	31	37
04/09/2019 07:00	475	0	430	35	10	0	2	2	36	161	194	63	14	3	0	0	0	0	0	11	31	45	26	31	36
04/09/2019 08:00	625	0	548	59	18	0	1	6	60	164	264	97	28	3	1	2	0	0	0	14	32	59	26	31	36
04/09/2019 09:00	497	0	433	55	9	0	1	5	46	133	207	85	15	2	2	1	0	0	0	14	32	57	26	31	37
04/09/2019 10:00	440	0	400	32	8	1	1	5	33	130	171	81	14	1	1	2	0	0	0	9	32	59	26	31	37
04/09/2019 11:00	533	1	491	36	5	5	1	4	40	175	200	86	13	5	3	3	0	0	0	3	31	59	26	31	36
04/09/2019 12:00	587	0	532	37	18	2	2	6	24	166	240	111	31	4	1	0	0	0	0	6	32	54	26	31	37
04/09/2019 13:00	560	1	509	39	11	0	1	6	45	176	220	78	26	2	4	2	0	0	0	14	32	57	26	31	36
04/09/2019 14:00	609	0	560	40	9	0	1	8	44	165	265	105	19	2	0	0	0	0	0	14	32	47	26	31	36
04/09/2019 15:00	732	1	676	41	14	0	3	15	50	233	313	97	16	2	3	1	0	0	0	13	31	55	26	31	36
04/09/2019 16:00	876	1	820	46	9	0	3	12	49	314	331	129	31	1	1	4	1	0	0	14	31	62	26	31	36
04/09/2019 17:00	849	0	818	24	7	0	2	7	33	285	363	135	23	0	0	1	0	0	0	11	32	55	26	31	36
04/09/2019 18:00	603	0	580	16	7	0	4	13	41	245	224	61	12	0	3	2	0	0	0	11	30	55	26	29	34
04/09/2019 19:00	389	4	370	11	4	0	1	1	28	130	162	50	7	1	5	6	0	0	0	14	32	59	26	31	36
04/09/2019 20:00	267	0	261	6	0	0	2	1	14	116	95	33	4	2	0	0	0	0	0	11	31	49	26	31	34
04/09/2019 21:00	185	0	181	4	0	0	0	1	9	73	75	20	5	0	1	1	0	0	0	19	31	57	26	31	34
04/09/2019 22:00	126	0	123	2	1	0	1	1	10	44	49	16	3	0	1	1	0	0	0	14	31	57	26	31	36
04/09/2019 23:00	111	0	96	12	3	0	0	0	13	46	34	8	1	5	1	4	0	0	0	21	32	59	26	29	36

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	307	1	256	20	30	1	1	5	41	110	108	33	5	1	0	1	1	0	0	9	30	65	24	29	34
06:00-09:00	1425	0	1269	116	40	1	5	14	123	429	567	222	51	11	1	2	0	0	0	8	31	59	26	31	36
15:00-19:00	3060	2	2894	127	37	0	12	47	173	1077	1231	422	82	3	7	8	1	0	0	11	31	62	26	31	36
06:00-22:00	8552	8	7900	503	141	9	27	98	579	2770	3433	1293	267	33	25	25	1	0	0	3	31	62	26	31	36
00:00-24:00	9096	9	8375	537	175	10	29	104	643	2970	3624	1350	276	39	27	31	2	0	0	3	31	65	26	31	36

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	55	0	53	2	0	1	1	1	7	32	11	2	0	0	0	0	0	0	0	9	27	37	24	27	31
04/10/2019 01:00	49	0	37	5	7	1	1	2	11	19	12	1	2	0	0	0	0	0	0	9	28	42	21	29	31
04/10/2019 02:00	31	0	23	6	2	0	0	0	8	7	8	5	3	0	0	0	0	0	0	21	31	41	22	31	37
04/10/2019 03:00	29	0	26	3	0	0	0	2	4	8	7	6	2	0	0	0	0	0	0	19	31	41	24	31	39
04/10/2019 04:00	56	1	38	3	14	0	0	0	7	18	21	4	1	0	3	3	1	0	0	21	33	65	26	31	37
04/10/2019 05:00	120	0	111	7	2	0	0	0	10	36	55	16	3	0	0	0	0	0	0	21	31	44	26	31	36
04/10/2019 06:00	316	0	290	16	10	0	1	6	26	99	122	49	8	2	1	2	0	0	0	14	31	60	26	31	36
04/10/2019 07:00	488	0	450	27	11	0	0	4	34	133	212	87	14	2	2	0	0	0	0	16	32	54	26	31	36
04/10/2019 08:00	496	0	447	33	16	1	3	5	48	152	190	82	11	1	1	1	1	0	0	9	31	65	26	31	36
04/10/2019 09:00	483	1	419	54	9	0	5	5	43	154	176	80	16	2	2	0	0	0	0	11	31	54	26	31	36
04/10/2019 10:00	459	0	409	38	12	0	1	2	36	132	189	79	15	4	1	1	0	0	0	14	32	55	26	31	37
04/10/2019 11:00	560	0	515	34	11	1	5	1	42	155	248	89	16	2	0	1	0	0	0	3	32	57	26	31	36
04/10/2019 12:00	604	1	553	40	10	4	3	7	56	181	244	84	20	4	0	1	0	0	0	4	31	60	26	31	36
04/10/2019 13:00	247	1	227	14	5	0	3	5	15	88	81	47	8	0	0	0	0	0	0	11	31	44	26	31	36

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	340	1	288	26	25	2	2	5	47	120	114	34	11	0	3	3	1	0	0	9	30	65	24	29	34
06:00-09:00	1300	0	1187	76	37	1	4	15	108	384	524	218	33	5	4	3	1	0	0	9	32	65	26	31	36
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	3653	3	3310	256	84	6	21	35	300	1094	1462	597	108	17	7	6	1	0	0	3	31	65	26	31	36
00:00-24:00	3993	4	3598	282	109	8	23	40	347	1214	1576	631	119	17	10	9	2	0	0	3	31	65	26	31	36

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:25:15

Site

Name 21480011
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 2140011
 Device type **SDR Traffic+**

Time Range

Start date 04/08/2019 11:00
 End date 04/10/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	756	1	627	55	73
06:00-09:00	3147	18	2885	208	36
15:00-19:00	4249	27	3988	189	45
06:00-22:00	16004	85	14732	920	267
00:00-24:00	17104	87	15684	986	347

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	3	65	40	34	39	45	49.0

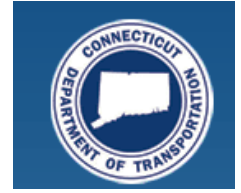
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Contact Bradley Overturf
 Phone +018605942089
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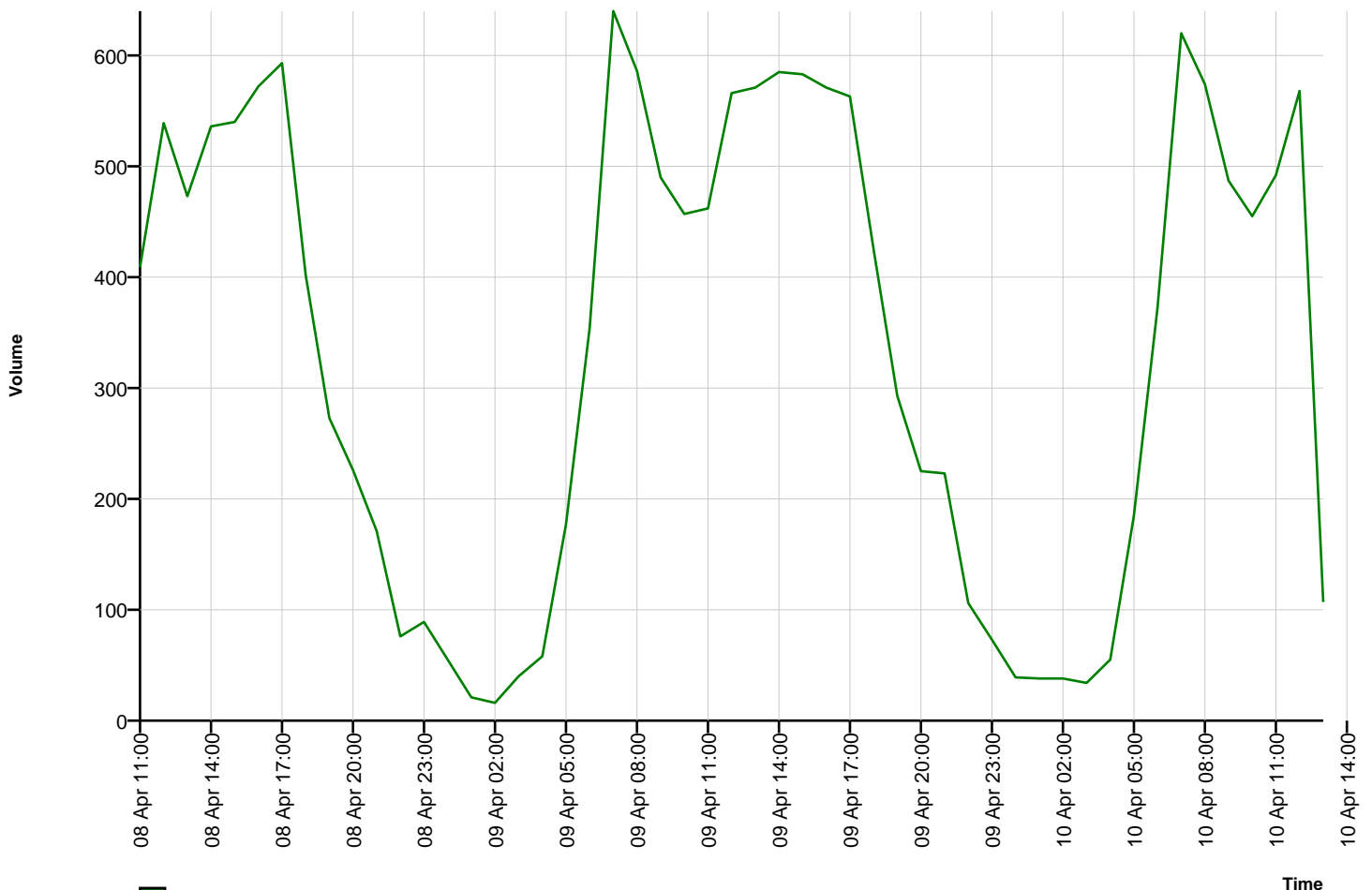
Site

Name 21480011
 Dir. Oncoming (name) 2
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 Device type **SDR Traffic+**

Time Range

Start date 04/08/2019 11:00
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 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Email bradley.overturf@ct.gov



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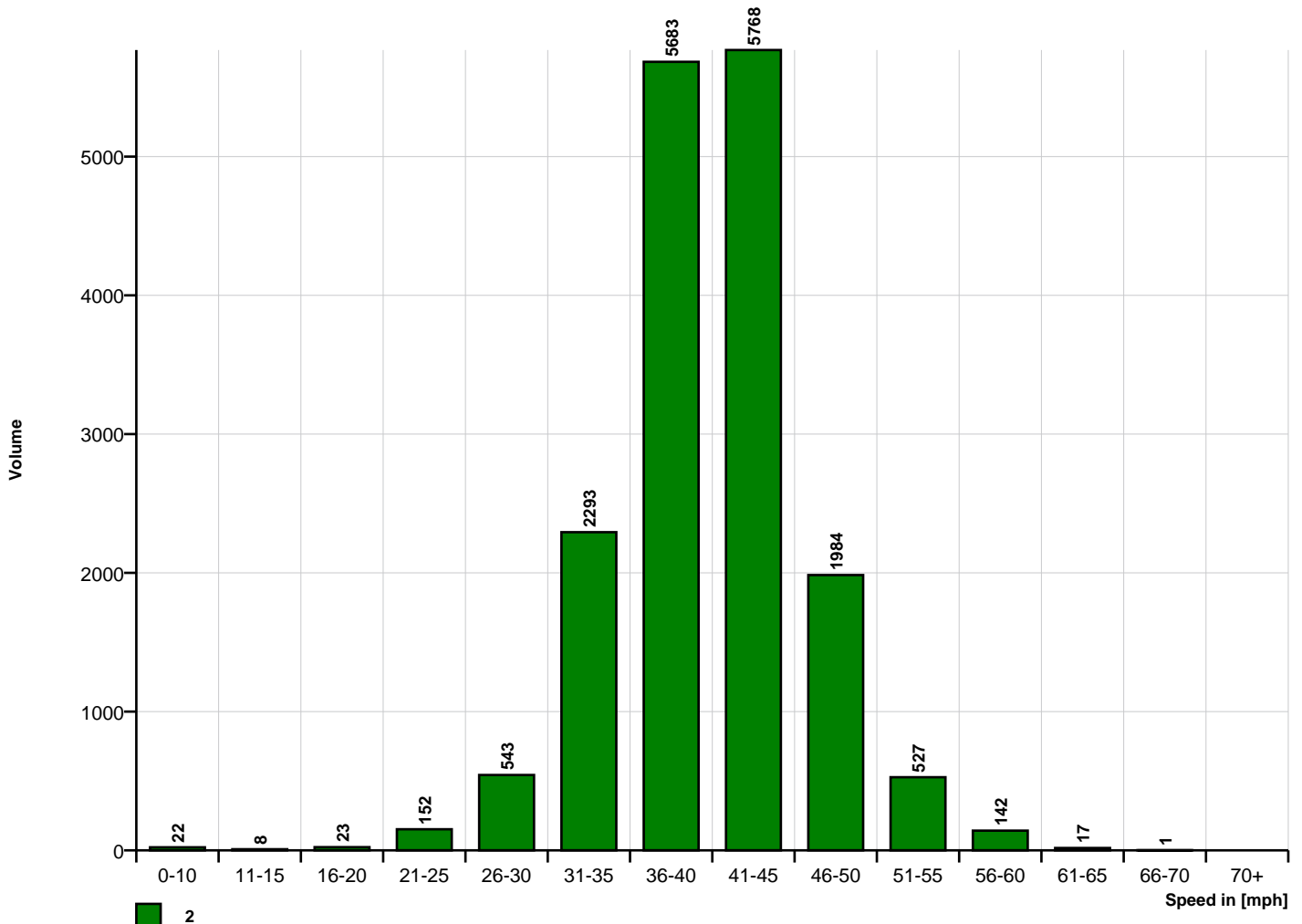
Site

Name 21480011
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 2140011
 Device type **SDR Traffic+**

Time Range

Start date 04/08/2019 11:00
 End date 04/10/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
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Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:25:15

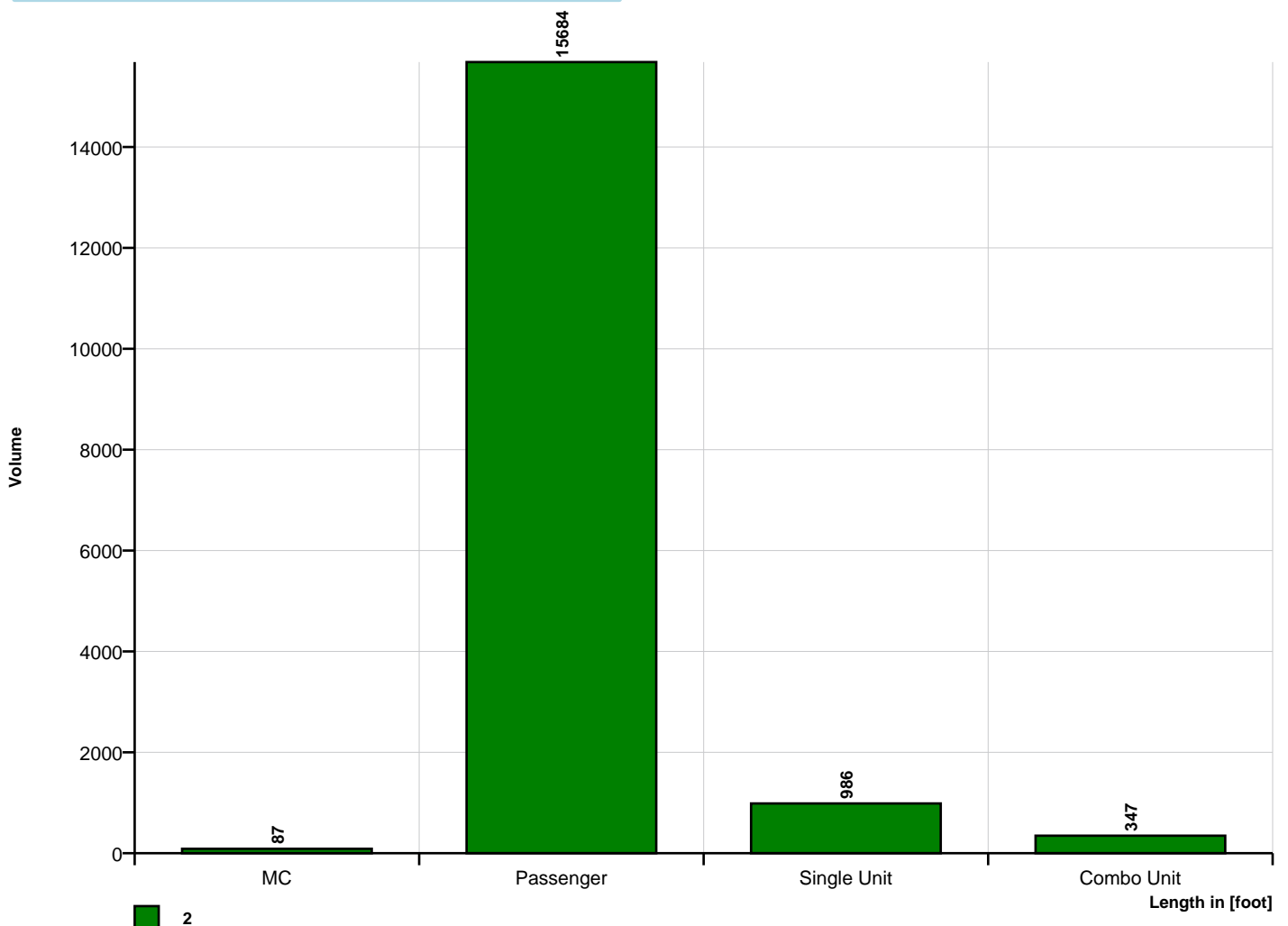
Site

Name 21480011
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 2140011
 Device type **SDR Traffic+**

Time Range

Start date 04/08/2019 11:00
 End date 04/10/2019 13:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/08/2019 11:00	409	1	366	29	13	1	0	1	4	18	68	154	108	42	12	2	0	0	0	6	39	57	32	39	44
04/08/2019 12:00	539	3	489	36	11	2	0	1	3	23	72	199	174	52	10	4	0	0	0	6	40	57	34	39	44
04/08/2019 13:00	473	3	429	27	14	0	0	1	5	9	61	143	158	70	21	6	0	0	0	19	41	60	34	41	47
04/08/2019 14:00	536	5	495	32	4	1	0	0	7	16	99	177	162	56	14	3	1	0	0	8	40	65	34	39	44
04/08/2019 15:00	540	3	503	27	7	2	1	1	8	14	58	169	202	64	19	3	0	0	0	6	40	57	34	41	45
04/08/2019 16:00	572	3	537	30	2	0	0	1	3	19	62	183	199	84	19	4	0	0	0	19	41	55	36	41	47
04/08/2019 17:00	593	1	549	35	8	0	1	0	6	13	107	218	178	59	10	1	0	0	0	14	39	55	34	39	44
04/08/2019 18:00	402	0	386	12	4	0	1	1	6	6	39	127	149	52	19	5	0	0	0	13	41	60	36	41	45
04/08/2019 19:00	273	0	266	6	1	0	0	0	1	5	27	91	110	30	8	1	0	0	0	24	41	57	36	41	44
04/08/2019 20:00	226	1	220	2	3	1	1	0	0	3	42	71	72	26	8	1	1	0	0	6	40	64	34	39	45
04/08/2019 21:00	171	0	167	1	3	0	0	0	3	17	36	48	50	15	1	0	1	0	0	21	38	62	31	39	44
04/08/2019 22:00	76	0	73	2	1	0	0	0	0	1	6	23	26	15	4	1	0	0	0	29	42	55	36	42	47
04/08/2019 23:00	89	1	81	4	3	0	0	0	0	3	8	31	27	14	4	2	0	0	0	26	41	60	36	41	47

[Mon, 8 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2107	7	1975	104	21	2	3	3	23	52	266	697	728	259	67	13	0	0	0	6	40	60	34	41	45
06:00-22:00	4734	20	4407	237	70	7	4	6	46	143	671	1580	1562	550	141	30	3	0	0	6	40	65	34	39	45
00:00-24:00	4899	21	4561	243	74	7	4	6	46	147	685	1634	1615	579	149	33	3	0	0	6	40	65	34	39	45

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 00:00	55	0	47	5	3	0	0	0	0	1	4	22	18	7	2	2	0	0	0	27	41	59	36	41	47
04/09/2019 01:00	21	1	10	4	6	1	0	0	0	0	5	4	7	2	0	2	0	0	0	4	40	59	32	41	49
04/09/2019 02:00	16	0	10	1	5	0	0	0	0	0	2	7	3	3	1	0	0	0	0	31	41	50	36	39	47
04/09/2019 03:00	40	0	33	3	4	0	0	0	0	1	4	13	15	5	2	0	0	0	0	29	41	52	36	41	47
04/09/2019 04:00	58	0	41	5	12	0	0	0	0	0	4	19	25	6	2	2	0	0	0	31	42	57	37	42	47
04/09/2019 05:00	177	0	163	6	8	0	0	0	0	2	25	61	61	22	4	2	0	0	0	27	41	59	34	41	45
04/09/2019 06:00	354	2	330	20	2	0	0	0	0	5	34	111	145	41	16	2	0	0	0	29	41	60	36	41	45
04/09/2019 07:00	640	4	583	45	8	0	1	0	11	34	98	208	210	61	15	3	0	0	0	14	39	57	34	39	44
04/09/2019 08:00	586	7	528	43	8	0	0	0	3	9	59	222	203	72	16	4	0	0	0	24	41	59	36	41	45
04/09/2019 09:00	490	1	440	39	10	1	1	1	5	18	74	145	168	59	14	6	0	0	0	6	40	57	34	41	45
04/09/2019 10:00	457	5	403	32	17	0	0	2	2	21	63	139	155	59	12	3	3	0	0	18	40	65	34	41	45
04/09/2019 11:00	462	1	421	31	9	1	0	0	6	23	69	167	147	38	10	3	0	0	0	6	39	57	34	39	44
04/09/2019 12:00	566	3	519	34	10	1	0	2	4	23	95	214	167	48	11	0	1	0	0	6	39	64	34	39	44
04/09/2019 13:00	571	2	516	40	13	0	0	0	5	10	88	206	188	59	11	8	1	0	0	21	40	62	34	39	44
04/09/2019 14:00	585	3	529	41	12	0	0	0	6	23	77	209	197	60	13	1	0	0	0	21	40	55	34	39	44
04/09/2019 15:00	583	1	538	35	9	0	0	2	10	30	103	183	187	55	10	4	0	0	0	16	39	57	34	39	44
04/09/2019 16:00	571	5	536	21	9	1	1	0	3	20	63	193	215	59	13	2	1	0	0	6	40	62	34	41	44
04/09/2019 17:00	563	2	539	18	4	1	1	0	2	13	53	205	205	67	14	6	0	0	0	9	41	59	36	41	44
04/09/2019 18:00	425	12	400	11	2	4	0	1	3	10	65	161	144	30	6	1	0	0	0	4	39	57	34	39	44
04/09/2019 19:00	293	1	280	10	2	0	0	0	2	2	31	112	109	30	6	1	0	0	0	22	41	57	36	39	44
04/09/2019 20:00	225	1	217	5	2	1	0	0	3	3	29	90	72	22	4	0	1	0	0	8	40	62	34	39	44
04/09/2019 21:00	223	0	213	8	2	0	0	1	11	31	55	62	36	20	7	0	0	0	0	19	37	52	29	36	44
04/09/2019 22:00	106	0	102	2	2	0	0	0	0	0	10	30	39	18	9	2	0	0	0	31	42	55	36	42	49
04/09/2019 23:00	73	0	69	3	1	0	0	0	0	3	11	26	23	7	3	0	0	0	0	26	40	54	34	39	44

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	367	1	304	24	38	1	0	0	0	4	44	126	129	45	11	8	0	0	0	4	41	59	36	41	47
06:00-09:00	1580	13	1441	108	18	0	1	0	14	48	191	541	558	174	47	9	0	0	0	14	40	60	34	39	44
15:00-19:00	2142	20	2013	85	24	6	2	3	18	73	284	742	751	211	43	13	1	0	0	4	40	62	34	39	44
06:00-22:00	7594	50	6992	433	119	10	4	9	76	275	1056	2627	2548	780	178	44	7	0	0	4	40	65	34	39	44
00:00-24:00	8140	51	7467	462	160	11	4	9	76	282	1121	2809	2739	850	201	54	7	0	0	4	40	65	34	39	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	39	0	32	5	2	0	0	0	0	2	8	19	6	2	2	1	0	0	0	26	38	55	34	37	42
04/10/2019 01:00	38	0	28	5	5	1	0	0	0	5	15	8	8	1	0	0	0	0	3	35	47	29	34	42	
04/10/2019 02:00	38	0	27	7	4	0	0	0	0	0	9	15	12	2	0	0	0	0	31	39	49	34	39	44	
04/10/2019 03:00	34	0	29	2	3	0	0	0	0	2	5	14	10	3	0	0	0	0	29	39	47	32	39	44	
04/10/2019 04:00	55	0	43	2	10	0	0	0	0	1	11	15	23	1	3	2	0	0	29	40	59	34	41	44	
04/10/2019 05:00	185	0	164	10	11	0	0	0	1	0	26	76	63	14	4	2	0	0	21	40	59	36	39	44	
04/10/2019 06:00	373	0	347	22	4	1	0	0	3	6	32	116	135	55	21	6	1	0	6	42	62	36	42	47	
04/10/2019 07:00	620	3	575	38	4	0	0	1	7	17	71	157	213	111	35	13	1	0	16	42	60	34	42	47	
04/10/2019 08:00	574	2	522	40	10	0	0	0	5	13	49	157	223	90	30	11	1	0	21	42	62	36	42	47	
04/10/2019 09:00	487	4	432	37	14	1	0	2	4	18	54	140	162	72	29	7	1	0	6	41	62	34	41	47	
04/10/2019 10:00	455	3	394	35	23	0	0	4	2	15	61	136	153	61	19	4	2	1	16	41	65	34	41	45	
04/10/2019 11:00	492	2	445	35	10	1	0	1	4	16	66	162	163	62	16	4	0	0	9	40	55	34	39	45	
04/10/2019 12:00	568	1	520	36	11	0	0	0	1	15	71	184	214	64	15	4	1	0	21	41	62	34	41	44	
04/10/2019 13:00	107	0	98	7	2	0	0	0	3	4	9	41	29	17	3	1	0	0	24	40	57	36	39	47	

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	389	0	323	31	35	1	0	0	1	10	74	147	122	23	9	5	0	0	0	3	39	59	34	39	44
06:00-09:00	1567	5	1444	100	18	1	0	1	15	36	152	430	571	256	86	30	3	0	0	6	42	62	36	42	47
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	3676	15	3333	250	78	3	0	8	29	104	413	1093	1292	532	168	50	7	1	0	6	41	65	34	41	47
00:00-24:00	4065	15	3656	281	113	4	0	8	30	114	487	1240	1414	555	177	55	7	1	0	3	41	65	34	41	47

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/26/2019 20:24:30

Site

Name 11480061
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480061
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 13:00
 End date 04/26/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	1462	7	1303	59	93
06:00-09:00	4688	28	4261	325	74
15:00-19:00	11867	202	10586	996	83
06:00-22:00	34933	361	31764	2510	298
00:00-24:00	37609	374	34230	2585	420

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	83	33	26	32	39	38.1

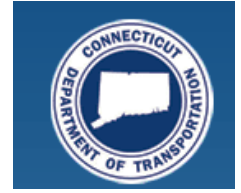
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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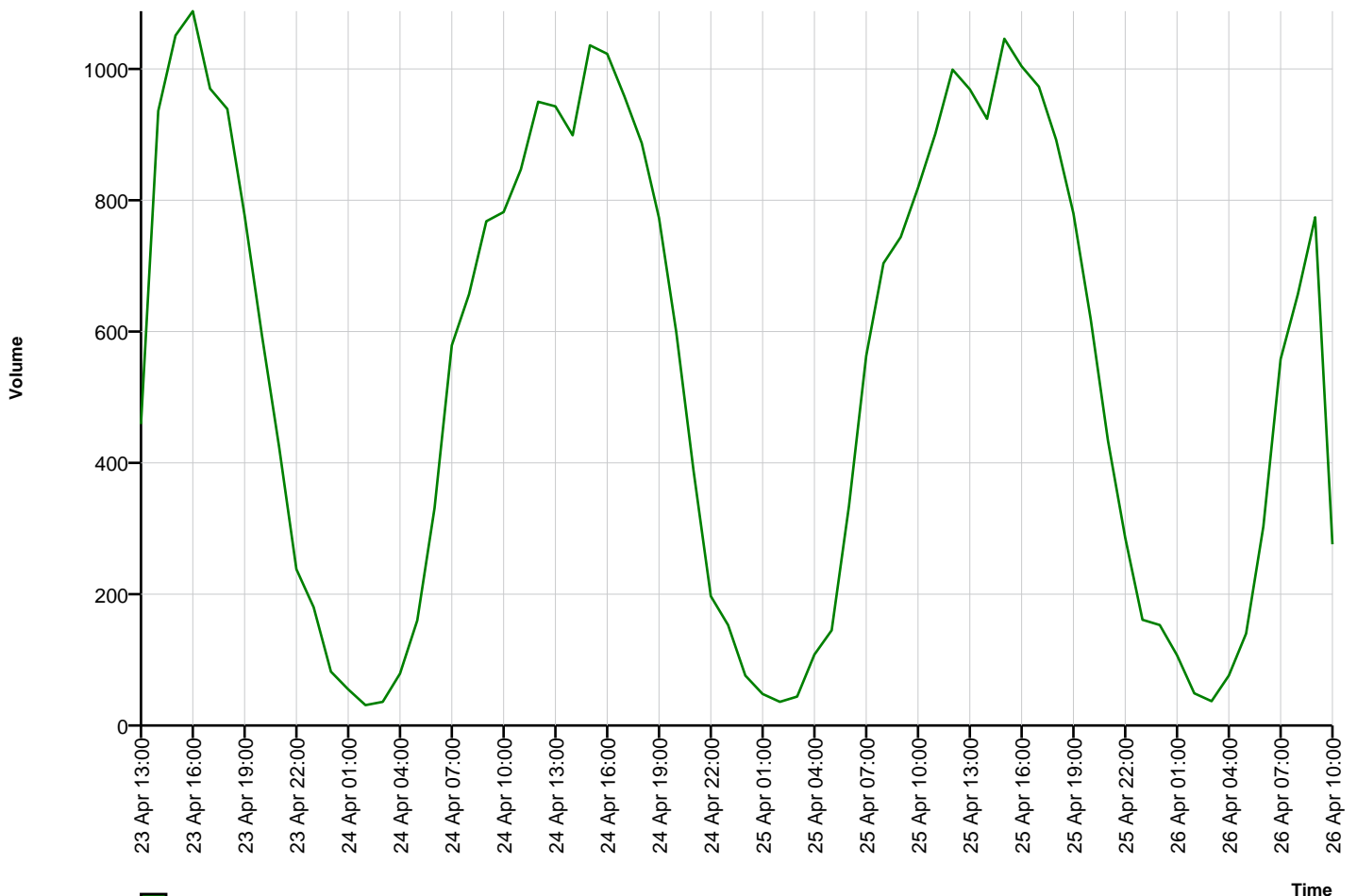
Site

Name 11480061
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 Comment 11480061
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 13:00
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 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/26/2019 20:24:30

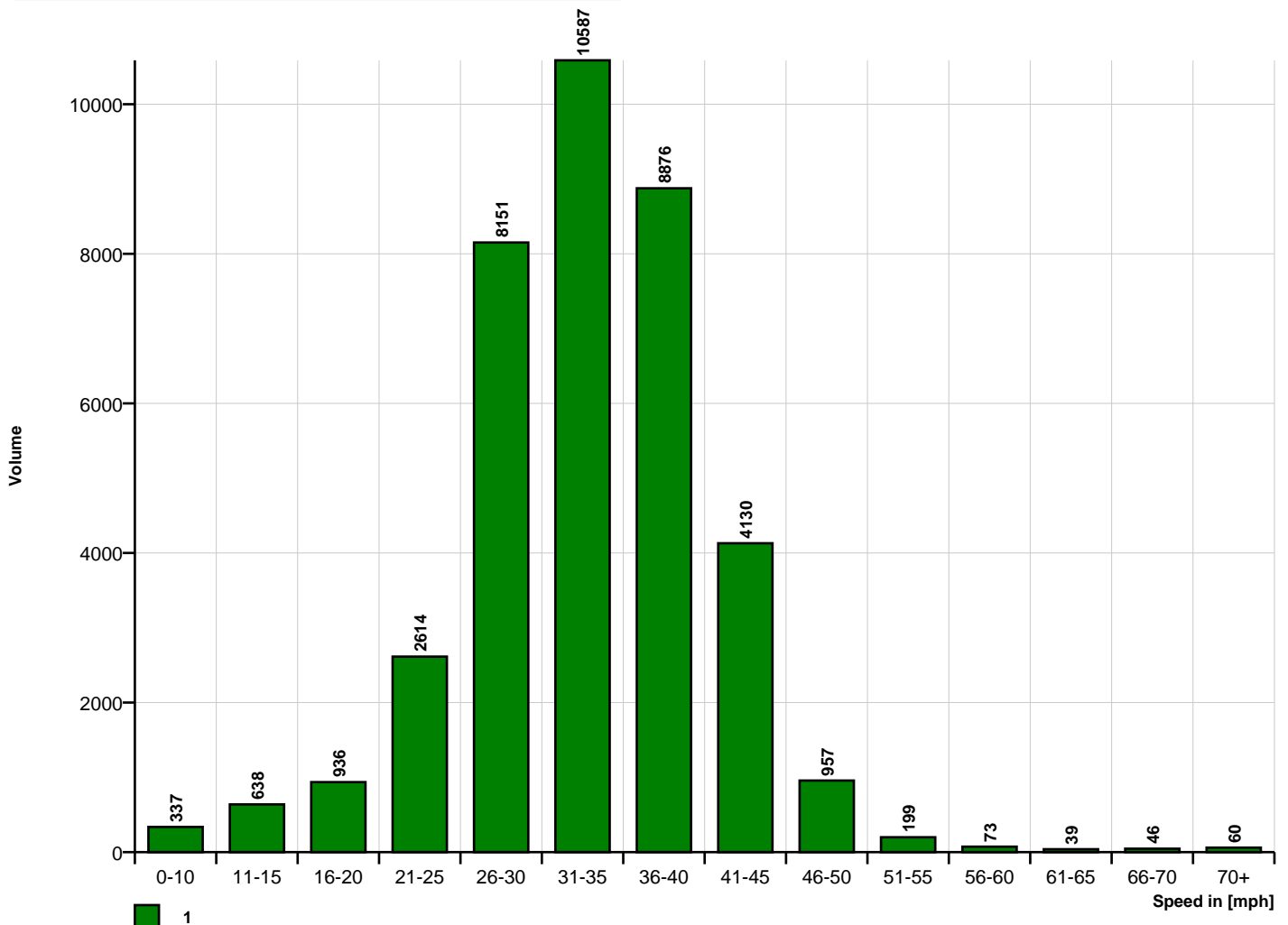
Site

Name 11480061
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480061
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 13:00
 End date 04/26/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/26/2019 20:24:30

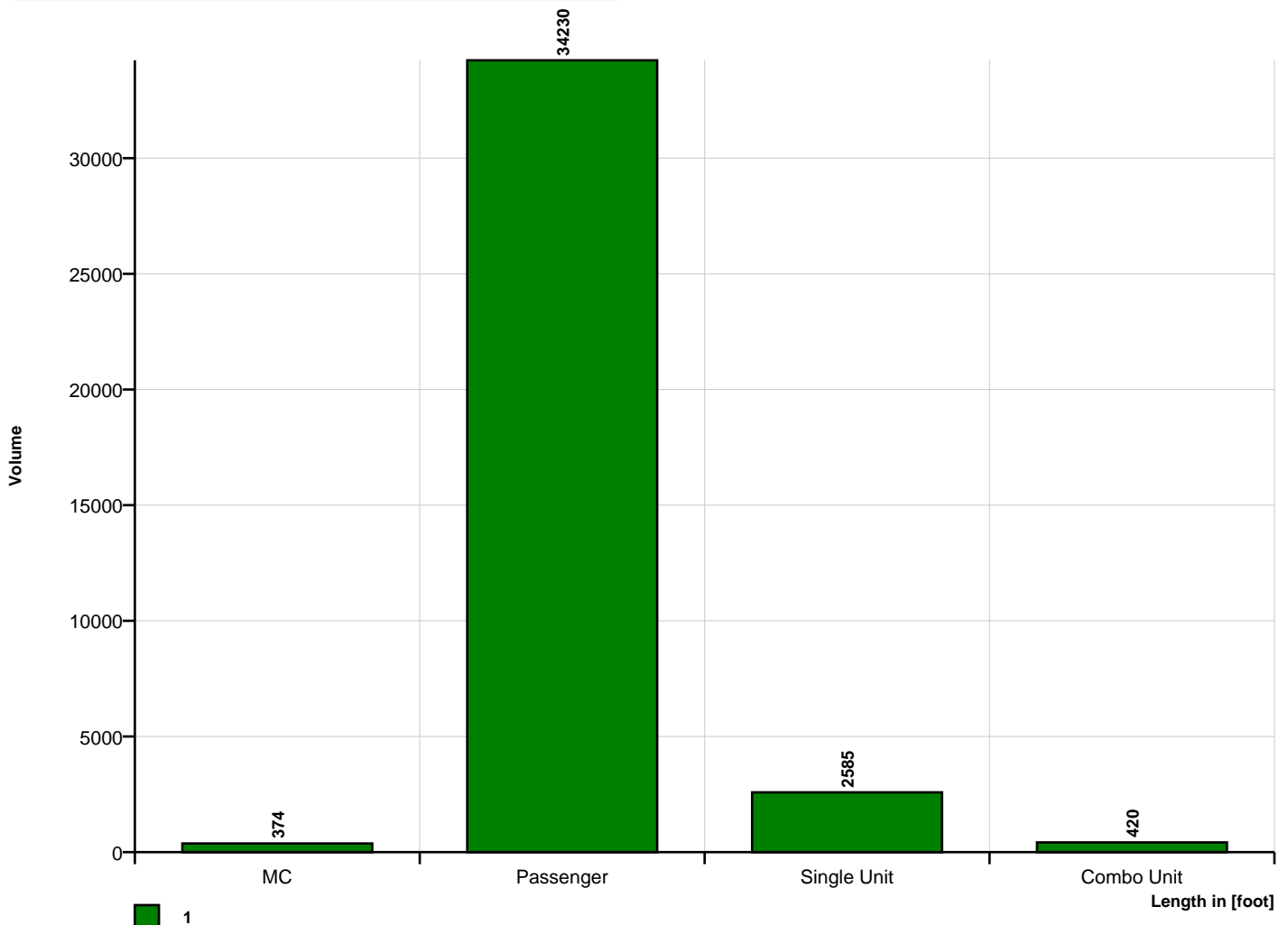
Site

Name 11480061
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480061
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 13:00
 End date 04/26/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/23/2019 13:00	459	4	410	41	4	0	0	4	49	91	171	115	21	0	2	0	0	5	1	19	33	70	26	31	37
04/23/2019 14:00	936	7	856	71	2	0	0	3	29	207	280	279	103	30	4	0	1	0	0	18	34	62	29	34	39
04/23/2019 15:00	1051	11	947	87	6	17	36	52	99	282	307	192	55	11	0	0	0	0	0	6	30	49	24	31	37
04/23/2019 16:00	1088	19	964	101	4	12	26	41	131	288	338	187	54	10	1	0	0	0	0	6	30	52	24	31	37
04/23/2019 17:00	970	9	880	76	5	30	84	86	128	202	227	154	46	9	3	1	0	1	0	3	28	65	16	29	37
04/23/2019 18:00	939	3	862	68	6	3	7	16	80	247	307	199	59	19	0	0	0	0	2	8	32	72	26	31	37
04/23/2019 19:00	777	7	732	34	4	0	0	3	43	162	228	211	94	22	5	5	4	0	2	16	35	70	27	34	41
04/23/2019 20:00	595	2	554	37	2	0	0	1	44	140	181	151	61	13	3	2	0	0	0	18	34	57	26	32	39
04/23/2019 21:00	424	2	399	22	1	0	0	0	36	117	115	100	48	5	0	0	1	0	2	21	33	75	26	31	39
04/23/2019 22:00	238	2	227	5	4	0	0	0	9	45	51	61	51	14	3	2	0	0	2	21	37	75	29	37	44
04/23/2019 23:00	180	1	168	0	11	0	1	2	14	33	32	45	36	7	5	1	5	0	0	13	36	64	26	36	44

[Tue, 23 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	4048	42	3653	332	21	62	153	195	438	1019	1179	732	214	49	4	1	0	1	2	3	30	72	22	31	37
06:00-22:00	7239	64	6604	537	34	62	153	206	639	1736	2154	1588	541	119	18	8	6	6	7	3	32	75	26	31	39
00:00-24:00	7657	67	6999	542	49	62	154	208	662	1814	2237	1694	628	140	26	11	11	6	9	3	32	75	26	31	39

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 00:00	82	0	80	2	0	0	0	1	1	7	17	15	30	11	0	0	0	0	0	19	39	49	31	41	44
04/24/2019 01:00	55	0	54	0	1	0	0	0	2	5	13	19	13	1	1	1	0	0	0	24	37	60	31	37	42
04/24/2019 02:00	31	0	24	5	2	0	0	2	1	0	7	11	5	3	1	0	0	1	0	19	38	67	32	39	47
04/24/2019 03:00	36	0	33	3	0	0	0	0	1	4	4	9	11	5	1	1	0	0	0	22	40	57	32	41	47
04/24/2019 04:00	79	0	75	2	2	0	0	0	0	2	8	25	22	17	5	1	0	0	0	26	42	55	36	41	47
04/24/2019 05:00	160	1	134	6	19	0	0	0	1	5	16	36	75	18	7	4	0	0	0	24	42	57	37	42	47
04/24/2019 06:00	331	0	301	20	10	0	0	0	10	17	76	90	88	36	8	2	0	3	3	21	39	72	31	39	45
04/24/2019 07:00	579	3	531	36	9	0	0	5	12	81	132	178	131	32	8	4	0	0	0	18	37	55	29	37	44
04/24/2019 08:00	657	7	582	60	8	0	0	0	16	120	172	206	113	20	5	1	0	1	3	21	36	72	29	36	41
04/24/2019 09:00	768	2	703	55	8	0	0	5	23	146	230	217	119	22	4	1	0	0	2	18	35	75	29	34	41
04/24/2019 10:00	782	6	726	43	7	0	0	4	33	145	258	229	91	12	7	1	2	0	0	18	35	65	27	34	39
04/24/2019 11:00	847	2	770	67	8	0	0	2	39	231	278	215	63	11	3	1	0	0	4	19	33	75	26	32	39
04/24/2019 12:00	950	10	853	80	7	0	6	7	72	241	306	237	66	11	4	0	0	0	0	11	33	54	26	31	39
04/24/2019 13:00	943	12	857	60	14	3	1	14	55	250	305	198	98	11	2	2	0	4	0	6	33	67	26	32	39
04/24/2019 14:00	899	2	820	70	7	0	0	3	42	226	326	221	74	7	0	0	0	0	0	19	33	49	26	32	39
04/24/2019 15:00	1036	12	949	71	4	6	16	21	101	327	316	156	79	9	1	0	0	1	3	6	31	73	26	31	37
04/24/2019 16:00	1023	39	879	91	14	80	115	177	184	245	150	54	14	1	1	0	0	0	2	3	23	78	14	24	31
04/24/2019 17:00	958	19	843	89	7	43	89	101	133	212	190	120	51	8	1	0	3	7	0	4	27	67	16	29	36
04/24/2019 18:00	887	3	807	70	7	1	0	1	34	186	314	248	75	18	4	2	0	0	4	8	34	73	29	34	39
04/24/2019 19:00	773	7	726	31	9	0	0	2	39	149	244	210	112	12	1	0	1	3	0	19	35	67	29	34	41
04/24/2019 20:00	599	4	558	35	2	0	0	1	23	163	190	166	48	4	3	2	0	0	0	19	33	57	27	34	39
04/24/2019 21:00	388	2	372	12	2	0	0	0	26	96	97	98	49	18	2	1	0	0	2	21	35	78	26	34	41
04/24/2019 22:00	197	0	192	3	2	0	0	0	9	31	46	66	32	7	3	2	2	0	0	21	36	62	29	36	42
04/24/2019 23:00	153	1	144	3	5	0	0	0	2	19	23	42	38	14	6	3	5	1	0	21	40	65	31	39	47

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	443	1	400	18	24	0	0	3	6	23	65	115	156	55	15	7	0	1	0	19	40	67	34	41	47
06:00-09:00	1567	10	1414	116	27	0	0	5	38	218	380	474	332	88	21	7	0	4	6	18	37	72	29	37	42
15:00-19:00	3904	73	3478	321	32	130	220	300	452	970	970	578	219	36	7	2	3	8	9	3	29	78	19	29	37
06:00-22:00	12420	130	11277	890	123	133	227	343	842	2835	3584	2843	1271	232	54	17	6	19	23	3	33	78	26	32	39
00:00-24:00	13213	132	12013	914	154	133	227	346	859	2908	3718	3066	1497	308	78	29	13	21	23	3	33	78	26	32	39

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	76	1	70	5	0	0	1	0	2	6	7	25	20	10	3	1	1	0	0	14	40	60	32	39	47
04/25/2019 01:00	48	1	39	1	7	0	0	0	2	1	11	18	12	4	0	0	0	0	0	24	38	49	32	39	44
04/25/2019 02:00	36	0	30	1	5	0	0	1	1	4	6	7	10	3	3	2	0	0	0	19	39	57	29	39	47
04/25/2019 03:00	44	1	35	4	4	0	0	0	0	4	5	15	13	6	1	0	0	0	0	26	40	50	34	39	47
04/25/2019 04:00	108	0	74	9	25	0	0	0	1	4	12	52	32	5	2	0	0	0	0	24	39	54	34	37	42
04/25/2019 05:00	145	1	133	11	0	0	0	0	4	3	16	41	57	20	4	2	0	0	0	24	41	55	34	42	45
04/25/2019 06:00	334	3	301	20	10	0	0	0	6	27	92	74	92	31	2	1	1	3	5	21	39	75	31	37	44
04/25/2019 07:00	563	4	514	41	4	0	0	0	7	48	174	177	116	32	8	2	0	0	0	21	37	55	31	37	42
04/25/2019 08:00	704	6	634	56	8	0	0	0	16	125	200	205	119	29	3	2	1	3	2	21	36	83	29	36	42
04/25/2019 09:00	744	3	681	50	10	0	0	2	26	125	222	235	108	18	4	1	1	2	0	19	35	67	29	34	41
04/25/2019 10:00	819	7	747	58	7	0	0	1	41	188	226	238	95	25	2	0	0	3	0	18	34	68	27	34	41
04/25/2019 11:00	901	8	832	51	10	0	0	1	36	193	310	259	84	11	4	1	0	0	3	19	34	75	29	34	39
04/25/2019 12:00	999	7	917	67	8	1	1	9	91	327	307	198	58	5	2	0	0	0	0	8	32	54	26	31	37
04/25/2019 13:00	969	13	890	60	6	0	0	1	43	174	329	290	115	11	3	0	0	0	3	16	34	72	29	34	39
04/25/2019 14:00	924	11	844	67	2	3	1	8	64	199	290	244	93	19	3	0	0	0	0	6	33	54	26	34	39
04/25/2019 15:00	1046	25	932	79	10	31	38	67	122	291	271	169	46	8	1	0	0	2	0	6	29	70	21	29	36
04/25/2019 16:00	1004	29	855	112	8	56	96	162	181	242	179	70	15	2	0	0	0	0	1	3	25	75	14	26	32
04/25/2019 17:00	973	27	846	94	6	51	115	113	134	222	195	111	25	3	0	1	1	0	2	6	26	75	14	26	34
04/25/2019 18:00	892	6	822	58	6	0	0	3	51	195	298	233	89	17	3	0	0	1	2	19	34	72	27	34	39
04/25/2019 19:00	780	1	723	52	4	0	2	1	45	161	247	220	88	10	3	0	0	0	3	14	34	80	26	34	39
04/25/2019 20:00	619	0	581	34	4	0	0	1	35	189	181	147	50	12	2	0	0	0	2	19	33	78	26	31	39
04/25/2019 21:00	434	3	415	14	2	0	0	2	31	100	106	115	54	18	6	1	0	2	0	19	34	70	26	34	41
04/25/2019 22:00	286	2	277	5	2	0	0	2	26	84	63	57	35	11	4	3	0	1	1	18	34	72	26	31	42
04/25/2019 23:00	161	0	156	0	5	0	0	0	2	20	28	41	42	15	3	4	6	0	0	24	40	64	31	37	47

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	457	4	381	31	41	0	1	1	10	22	57	158	144	48	13	5	1	0	0	14	40	60	34	39	44
06:00-09:00	1601	13	1449	117	22	0	0	0	29	200	466	456	327	92	13	5	2	6	7	21	37	83	31	36	42
15:00-19:00	3915	87	3455	343	30	138	249	345	488	950	943	583	175	30	4	1	1	3	5	3	28	75	18	29	37
06:00-22:00	12706	153	11535	913	105	142	253	371	929	2806	3628	2985	1247	251	46	9	4	16	23	3	33	83	26	32	39
00:00-24:00	13609	159	12348	949	153	142	254	374	967	2932	3775	3241	1468	325	66	21	11	17	24	3	33	83	26	32	39

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/26/2019 00:00	153	0	150	1	2	0	0	2	8	35	29	33	33	10	2	1	1	0	0	18	36	60	26	36	44
04/26/2019 01:00	107	1	94	3	9	0	0	0	16	22	12	20	26	9	2	0	0	0	0	21	35	52	26	36	44
04/26/2019 02:00	49	0	46	0	3	0	0	0	1	1	6	17	12	11	1	0	0	0	0	22	41	52	34	39	47
04/26/2019 03:00	37	0	35	1	1	0	0	0	0	1	5	12	13	4	1	1	0	0	0	27	41	55	34	41	45
04/26/2019 04:00	76	0	63	2	11	0	0	0	0	3	6	22	19	26	0	0	0	0	0	26	42	49	36	42	49
04/26/2019 05:00	140	1	134	3	2	0	0	0	1	8	10	51	49	18	2	2	0	0	0	24	41	59	36	41	45
04/26/2019 06:00	303	1	274	19	9	0	0	0	9	24	72	98	62	29	6	2	0	0	3	21	38	72	31	37	44
04/26/2019 07:00	558	1	515	34	8	0	1	3	28	80	148	148	99	40	9	1	2	0	0	14	36	62	29	36	42
04/26/2019 08:00	657	3	607	39	8	0	0	2	16	120	205	190	98	17	5	3	1	1	1	19	35	72	29	34	41
04/26/2019 09:00	774	8	706	52	8	0	2	0	37	143	266	209	102	13	1	1	0	1	0	13	34	70	29	34	41
04/26/2019 10:00	276	1	246	26	3	0	0	1	10	60	98	75	24	7	0	1	0	0	0	19	34	57	27	34	39

[Fri, 26 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	562	2	522	10	28	0	0	2	26	70	68	155	152	78	8	4	1	0	0	18	38	60	29	39	45
06:00-09:00	1520	5	1398	92	25	0	1	5	53	224	426	437	259	86	20	6	3	1	4	14	36	72	29	36	42
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	2568	14	2348	170	36	0	3	6	100	427	789	720	385	106	21	8	3	2	4	13	35	72	29	34	41
00:00-24:00	3130	16	2870	180	64	0	3	8	126	497	857	875	537	184	29	12	4	2	4	13	36	72	29	36	42

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/26/2019 20:23:47

Site

Name 21480061
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 21480061
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 13:00
 End date 04/26/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	1313	12	1246	27	28
06:00-09:00	6537	43	6302	168	24
15:00-19:00	11632	77	10963	565	27
06:00-22:00	36928	180	35418	1213	117
00:00-24:00	39121	194	37527	1253	147

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	3	72	28	19	29	36	17.5

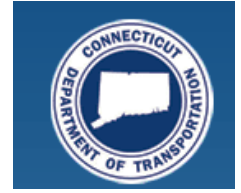
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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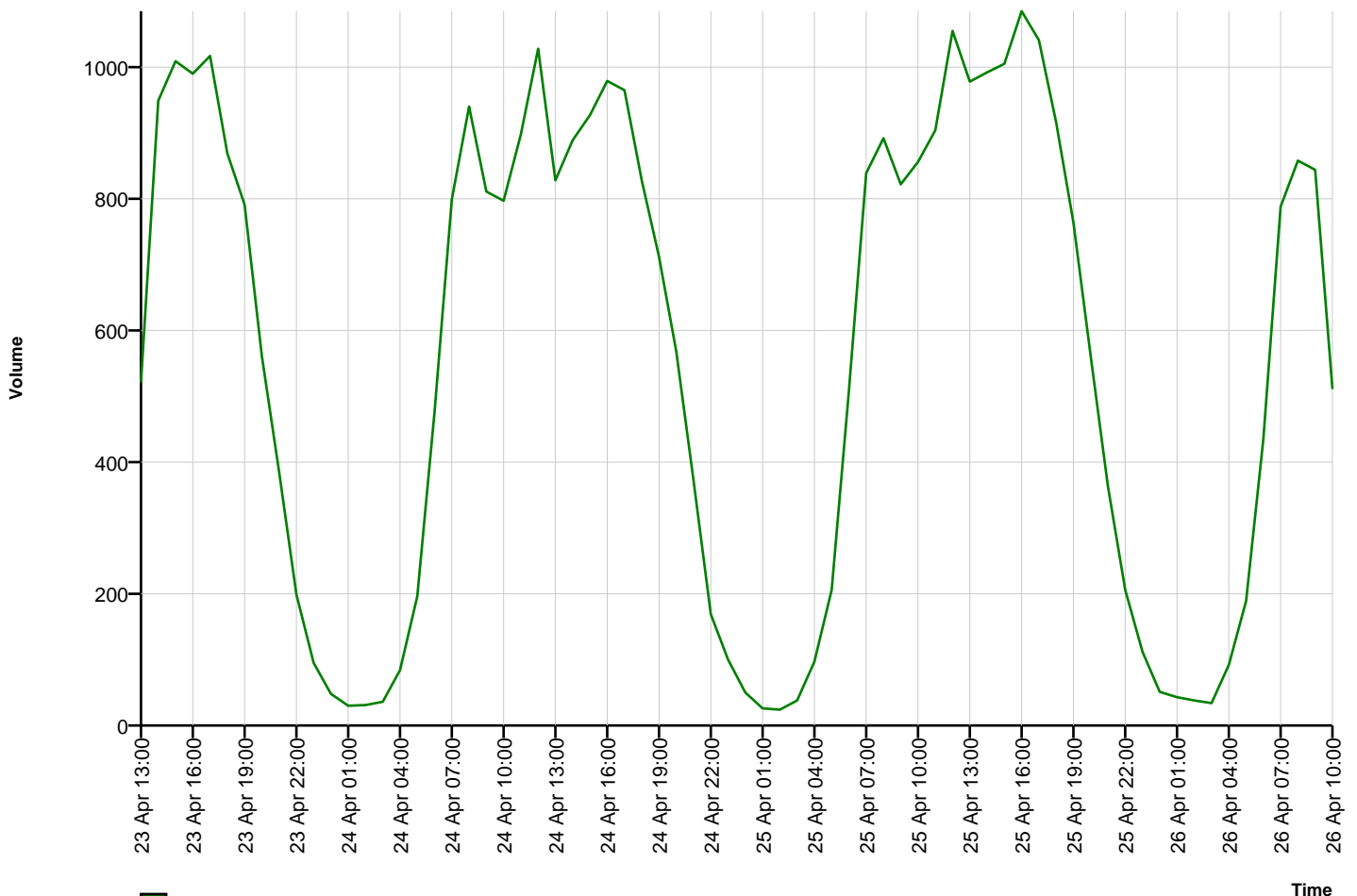
Site

Name 21480061
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Time Range

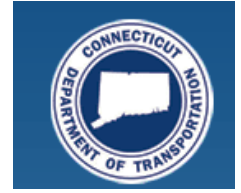
Start date 04/23/2019 13:00
 End date 04/26/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



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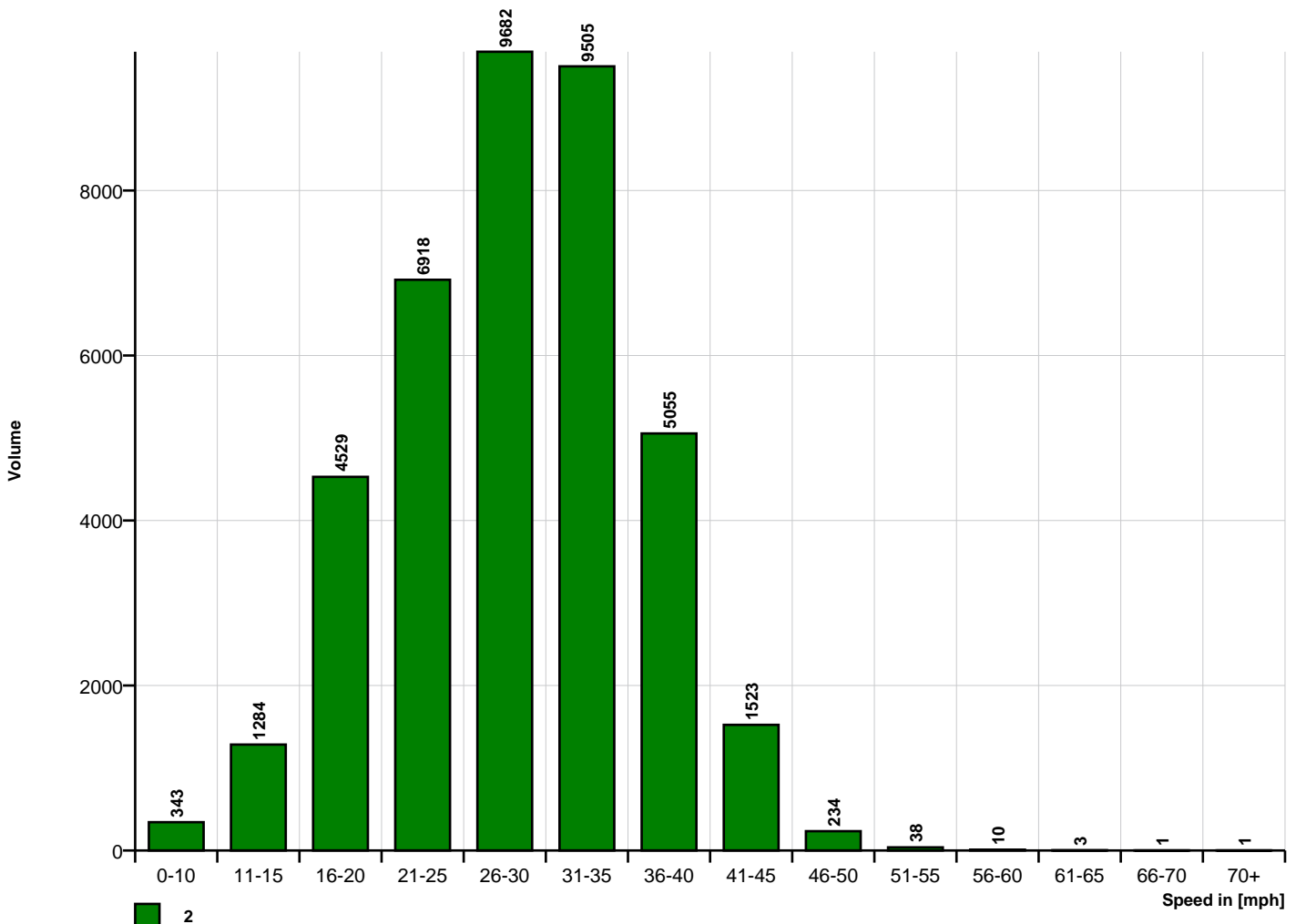
Site

Name 21480061
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 21480061
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 13:00
 End date 04/26/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

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 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



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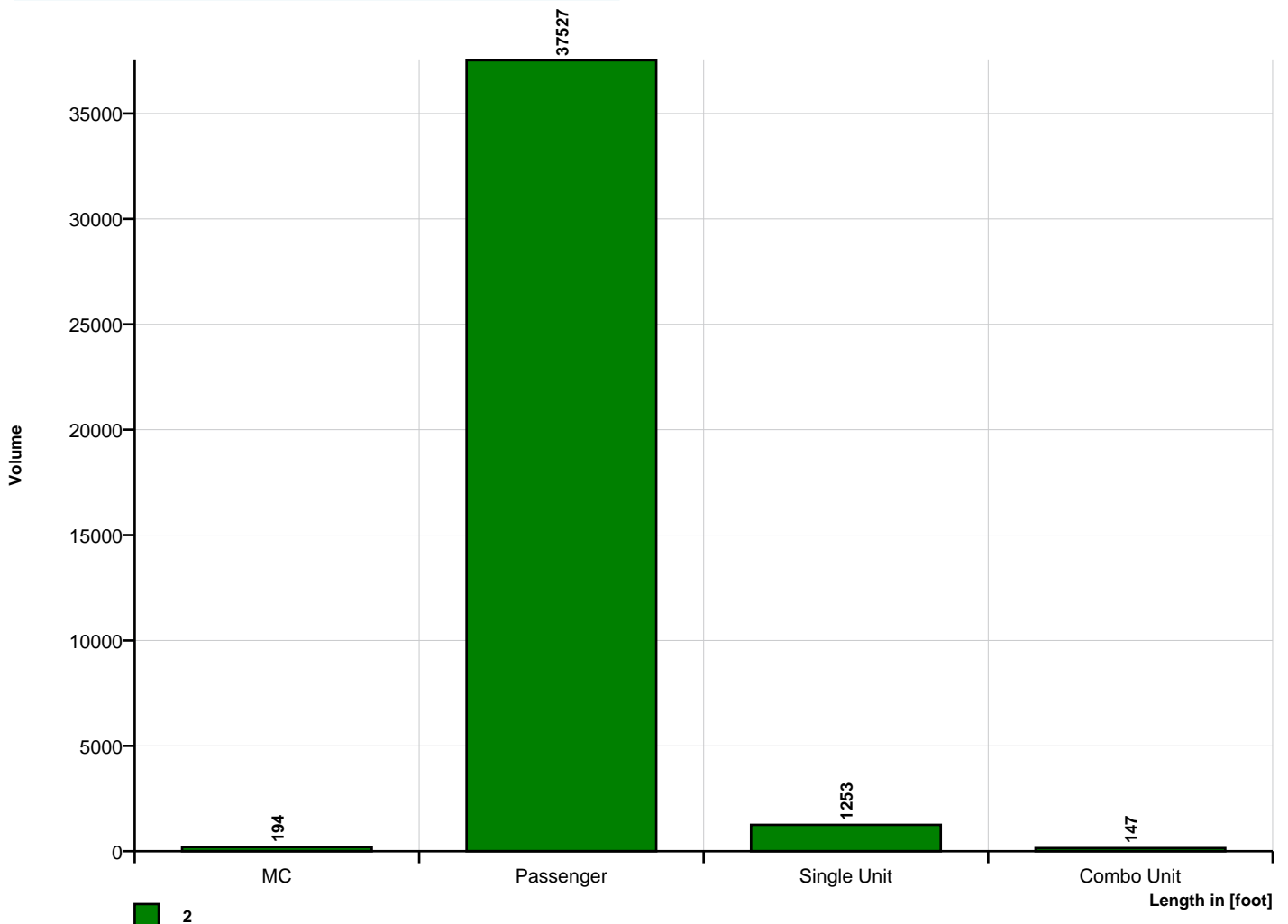
Site

Name 21480061
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 21480061
 Device type **SDR Traffic+**

Time Range

Start date 04/23/2019 13:00
 End date 04/26/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/23/2019 13:00	521	5	477	38	1	7	26	68	115	140	107	47	7	4	0	0	0	0	0	8	27	49	19	26	34
04/23/2019 14:00	949	6	912	30	1	6	23	125	213	238	232	84	23	5	0	0	0	0	0	6	27	47	19	26	34
04/23/2019 15:00	1009	6	929	70	4	17	38	251	232	222	167	70	10	2	0	0	0	0	0	4	25	49	18	24	31
04/23/2019 16:00	990	7	965	15	3	1	37	101	226	279	245	80	17	3	0	0	0	0	1	6	27	72	21	27	34
04/23/2019 17:00	1017	20	955	39	3	6	57	189	214	228	231	80	10	2	0	0	0	0	0	9	26	49	18	26	34
04/23/2019 18:00	869	5	811	52	1	4	14	75	195	286	193	84	17	1	0	0	0	0	0	8	28	47	21	27	34
04/23/2019 19:00	791	5	781	3	2	1	9	61	182	246	211	63	13	4	0	0	0	1	0	9	28	65	21	27	34
04/23/2019 20:00	561	1	559	1	0	0	0	12	52	197	198	76	24	2	0	0	0	0	0	16	31	47	26	31	36
04/23/2019 21:00	385	1	381	1	2	0	0	1	25	88	141	104	23	3	0	0	0	0	0	19	33	47	26	32	37
04/23/2019 22:00	199	0	195	2	2	0	1	1	6	31	78	53	27	2	0	0	0	0	0	11	34	47	29	34	39
04/23/2019 23:00	95	0	94	1	0	0	0	2	2	18	47	18	7	1	0	0	0	0	0	18	33	47	29	32	37

[Tue, 23 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	3885	38	3660	176	11	28	146	616	867	1015	836	314	54	8	0	0	0	0	1	4	27	72	19	26	34
06:00-22:00	7092	56	6770	249	17	42	204	883	1454	1924	1725	688	144	26	0	0	0	1	1	4	28	72	19	27	34
00:00-24:00	7386	56	7059	252	19	42	205	886	1462	1973	1850	759	178	29	0	0	0	1	1	4	28	72	19	27	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 00:00	48	0	46	0	2	0	0	0	1	3	7	22	11	4	0	0	0	0	0	24	38	49	34	37	42
04/24/2019 01:00	30	0	28	1	1	0	0	0	0	2	11	13	4	0	0	0	0	0	0	29	36	44	31	36	39
04/24/2019 02:00	31	0	28	2	1	0	0	0	0	3	10	8	7	2	1	0	0	0	0	27	38	52	31	37	42
04/24/2019 03:00	36	0	35	0	1	0	0	0	0	1	4	16	10	4	1	0	0	0	0	26	40	50	36	39	44
04/24/2019 04:00	84	2	80	1	1	2	0	0	0	3	14	31	26	6	2	1	0	0	0	6	39	55	34	39	44
04/24/2019 05:00	196	4	187	3	2	0	0	0	0	12	54	79	42	7	2	0	0	0	0	26	37	52	31	37	42
04/24/2019 06:00	476	3	467	4	2	2	4	13	45	72	133	129	62	13	2	1	0	0	0	9	34	60	26	34	41
04/24/2019 07:00	799	7	777	13	2	29	69	133	110	126	180	106	40	5	1	0	0	0	0	6	27	50	16	26	36
04/24/2019 08:00	940	8	883	44	5	33	85	172	176	164	171	101	30	8	0	0	0	0	0	3	26	49	16	26	34
04/24/2019 09:00	811	2	786	21	2	6	6	44	103	219	241	141	46	4	1	0	0	0	0	6	31	52	24	31	37
04/24/2019 10:00	797	1	779	12	5	0	1	38	107	217	248	135	44	4	3	0	0	0	0	14	31	52	24	31	37
04/24/2019 11:00	898	1	838	50	9	5	27	111	207	235	203	83	26	1	0	0	0	0	0	6	27	47	19	26	34
04/24/2019 12:00	1028	5	1007	13	3	7	70	151	236	285	187	76	16	0	0	0	0	0	0	6	26	44	19	26	32
04/24/2019 13:00	828	2	786	35	5	3	15	81	157	221	249	79	20	2	0	1	0	0	0	8	28	57	21	29	34
04/24/2019 14:00	889	1	875	10	3	2	16	53	149	276	275	104	14	0	0	0	0	0	0	8	29	44	22	29	34
04/24/2019 15:00	927	3	859	65	0	0	15	72	192	294	247	92	12	1	2	0	0	0	0	11	28	54	21	29	34
04/24/2019 16:00	979	6	933	39	1	4	31	138	256	286	169	72	20	1	2	0	0	0	0	6	27	50	19	26	34
04/24/2019 17:00	965	6	893	64	2	22	91	164	189	216	170	93	19	1	0	0	0	0	0	3	25	45	16	26	34
04/24/2019 18:00	828	3	810	13	2	0	1	23	114	220	305	128	34	3	0	0	0	0	0	14	31	45	24	31	36
04/24/2019 19:00	712	2	706	3	1	0	6	27	56	218	263	112	26	2	1	0	1	0	0	11	31	62	26	31	36
04/24/2019 20:00	568	4	562	2	0	0	0	11	48	164	222	95	26	2	0	0	0	0	0	19	31	49	26	31	37
04/24/2019 21:00	372	2	366	2	2	0	0	0	17	70	146	103	32	2	1	2	0	0	0	21	34	59	29	34	39
04/24/2019 22:00	169	0	166	3	0	0	0	1	0	17	57	64	25	4	1	0	0	0	0	19	36	52	31	36	41
04/24/2019 23:00	100	1	97	2	0	0	0	0	0	11	25	34	25	4	1	0	0	0	0	26	37	50	31	37	42

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	425	6	404	7	8	2	0	0	1	24	100	169	100	23	6	1	0	0	0	6	38	55	32	37	42
06:00-09:00	2216	18	2128	61	9	64	159	318	331	362	484	336	132	26	3	1	0	0	0	3	28	60	16	29	37
15:00-19:00	3699	18	3495	181	5	26	138	397	751	1016	891	385	85	6	4	0	0	0	0	3	28	54	19	27	34
06:00-22:00	12817	56	12327	390	44	113	437	1231	2162	3283	3409	1649	467	49	13	4	1	0	0	3	29	62	21	29	36
00:00-24:00	13511	63	12994	402	52	115	437	1232	2163	3335	3591	1916	617	80	21	5	1	0	0	3	29	62	21	29	37

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	50	1	47	2	0	0	1	0	0	0	14	17	14	4	0	0	0	0	0	14	38	49	32	37	44
04/25/2019 01:00	26	0	22	1	3	0	0	0	0	1	8	8	7	2	0	0	0	0	0	27	38	47	31	39	44
04/25/2019 02:00	24	0	22	1	1	0	0	0	1	1	9	7	3	2	0	1	0	0	0	24	38	57	31	37	44
04/25/2019 03:00	38	0	37	0	1	0	0	0	0	0	5	18	10	4	1	0	0	0	0	31	40	50	36	39	44
04/25/2019 04:00	97	1	90	2	4	0	0	0	1	1	23	40	25	5	2	1	0	0	0	22	39	55	34	39	42
04/25/2019 05:00	206	4	192	6	4	0	0	1	4	7	47	86	52	7	2	0	0	0	0	18	38	52	32	37	42
04/25/2019 06:00	509	3	495	8	3	1	14	24	42	81	128	141	66	10	2	0	0	0	0	9	33	54	24	34	41
04/25/2019 07:00	839	7	801	30	1	34	62	115	115	138	193	134	42	6	0	0	0	0	0	3	27	47	16	29	37
04/25/2019 08:00	892	5	839	43	5	40	72	122	152	185	194	98	25	3	1	1	0	0	0	3	26	55	16	26	34
04/25/2019 09:00	822	1	803	15	3	3	12	66	146	245	208	110	27	5	0	0	0	0	0	6	29	49	21	29	36
04/25/2019 10:00	856	1	837	13	5	1	0	73	184	271	216	89	20	2	0	0	0	0	0	6	29	47	21	27	34
04/25/2019 11:00	904	0	858	42	4	0	4	96	173	300	211	107	10	2	1	1	0	0	0	11	28	55	21	27	34
04/25/2019 12:00	1055	4	984	65	2	16	69	208	261	272	170	53	5	1	0	0	0	0	0	3	25	45	18	24	31
04/25/2019 13:00	978	4	932	39	3	4	32	123	221	301	209	77	11	0	0	0	0	0	0	6	27	44	19	26	34
04/25/2019 14:00	992	5	965	20	2	5	29	179	234	278	180	73	11	3	0	0	0	0	0	6	26	49	19	26	32
04/25/2019 15:00	1005	1	923	79	2	7	42	237	249	239	163	56	11	1	0	0	0	0	0	6	25	45	18	24	31
04/25/2019 16:00	1085	11	1006	62	6	15	76	324	267	220	130	44	9	0	0	0	0	0	0	6	23	44	16	21	31
04/25/2019 17:00	1041	5	977	59	0	4	62	254	270	290	111	43	7	0	0	0	0	0	0	6	24	44	18	24	31
04/25/2019 18:00	916	4	901	8	3	0	7	99	159	275	258	95	20	2	1	0	0	0	0	13	29	50	21	29	34
04/25/2019 19:00	764	1	758	4	1	0	10	59	128	237	216	88	21	5	0	0	0	0	0	11	29	49	21	29	34
04/25/2019 20:00	561	1	554	4	2	2	1	16	70	201	182	72	14	3	0	0	0	0	0	6	30	49	24	29	36
04/25/2019 21:00	363	0	360	2	1	0	0	0	17	68	140	107	28	3	0	0	0	0	0	21	34	47	29	34	39
04/25/2019 22:00	206	0	202	4	0	0	0	1	2	29	79	71	21	3	0	0	0	0	0	19	35	47	29	34	39
04/25/2019 23:00	112	1	110	1	0	0	0	0	0	17	33	39	17	5	1	0	0	0	0	26	36	52	29	36	41

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	441	6	410	12	13	0	1	1	6	10	106	176	111	24	5	2	0	0	0	14	38	57	32	37	44
06:00-09:00	2240	15	2135	81	9	75	148	261	309	404	515	373	133	19	3	1	0	0	0	3	28	55	18	29	37
15:00-19:00	4048	21	3808	208	11	26	187	914	945	1024	662	239	47	3	1	0	0	0	0	6	25	50	18	24	31
06:00-22:00	13583	53	12994	493	43	132	492	1995	2688	3601	2910	1387	327	46	5	2	0	0	0	3	27	55	19	26	34
00:00-24:00	14341	60	13715	510	56	132	493	1997	2696	3657	3127	1673	476	78	11	4	0	0	0	3	28	57	19	27	36

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/26/2019 00:00	51	0	49	1	1	0	0	1	2	4	19	11	10	4	0	0	0	0	0	16	36	47	31	34	42
04/26/2019 01:00	43	0	40	2	1	0	0	0	5	1	12	18	6	1	0	0	0	0	0	21	35	49	31	36	41
04/26/2019 02:00	38	0	35	1	2	0	0	0	0	1	8	14	11	3	0	0	1	0	0	29	40	60	34	39	44
04/26/2019 03:00	34	0	33	0	1	0	0	0	0	1	12	10	10	1	0	0	0	0	0	27	37	49	31	37	41
04/26/2019 04:00	92	0	90	0	2	0	0	0	0	1	12	43	28	8	0	0	0	0	0	29	39	49	36	39	44
04/26/2019 05:00	189	0	185	4	0	0	0	0	1	6	56	76	44	5	1	0	0	0	0	24	37	54	32	37	42
04/26/2019 06:00	435	2	426	6	1	4	3	21	43	64	121	122	45	8	3	1	0	0	0	6	33	57	24	34	39
04/26/2019 07:00	788	4	774	8	2	29	61	113	112	153	146	128	39	6	1	0	0	0	0	6	27	52	16	27	37
04/26/2019 08:00	858	4	839	12	3	21	65	134	179	152	177	100	23	6	0	0	1	0	0	6	26	64	16	26	36
04/26/2019 09:00	844	4	823	14	3	0	13	91	189	189	226	113	18	5	0	0	0	0	0	13	28	49	21	29	36
04/26/2019 10:00	511	1	465	41	4	0	7	54	66	145	148	72	18	0	1	0	0	0	0	13	29	50	21	29	36

[Fri, 26 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	447	0	432	8	7	0	0	1	8	14	119	172	109	22	1	0	1	0	0	16	38	60	32	37	42
06:00-09:00	2081	10	2039	26	6	54	129	268	334	369	444	350	107	20	4	1	1	0	0	6	28	64	18	29	37
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	3436	15	3327	81	13	54	149	413	589	703	818	535	143	25	5	1	1	0	0	6	28	64	19	29	37
00:00-24:00	3883	15	3759	89	20	54	149	414	597	717	937	707	252	47	6	1	2	0	0	6	29	64	19	31	37

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:43:41

Site

Name 01480088
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 01480088
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

Cross-section		1					2				
Time	Σ	Σ	MC	Passenger	single U	Combo Ur	Σ	MC	Passenger	single U	Combo Ur
00:00-06:00	1756	932	2	843	36	51	824	1	701	34	88
06:00-09:00	5105	2990	16	2823	122	29	2115	9	1955	125	26
15:00-19:00	12893	6368	62	6157	101	48	6525	109	6281	92	43
06:00-22:00	38073	19508	145	18732	483	148	18565	208	17749	451	157
00:00-24:00	41081	20958	147	20073	528	210	20123	209	19164	495	255

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
Cross-section	3	52	25	18	26	31	4.7
1	4	52	29	24	29	32	6.9
2	3	52	22	13	22	29	2.4

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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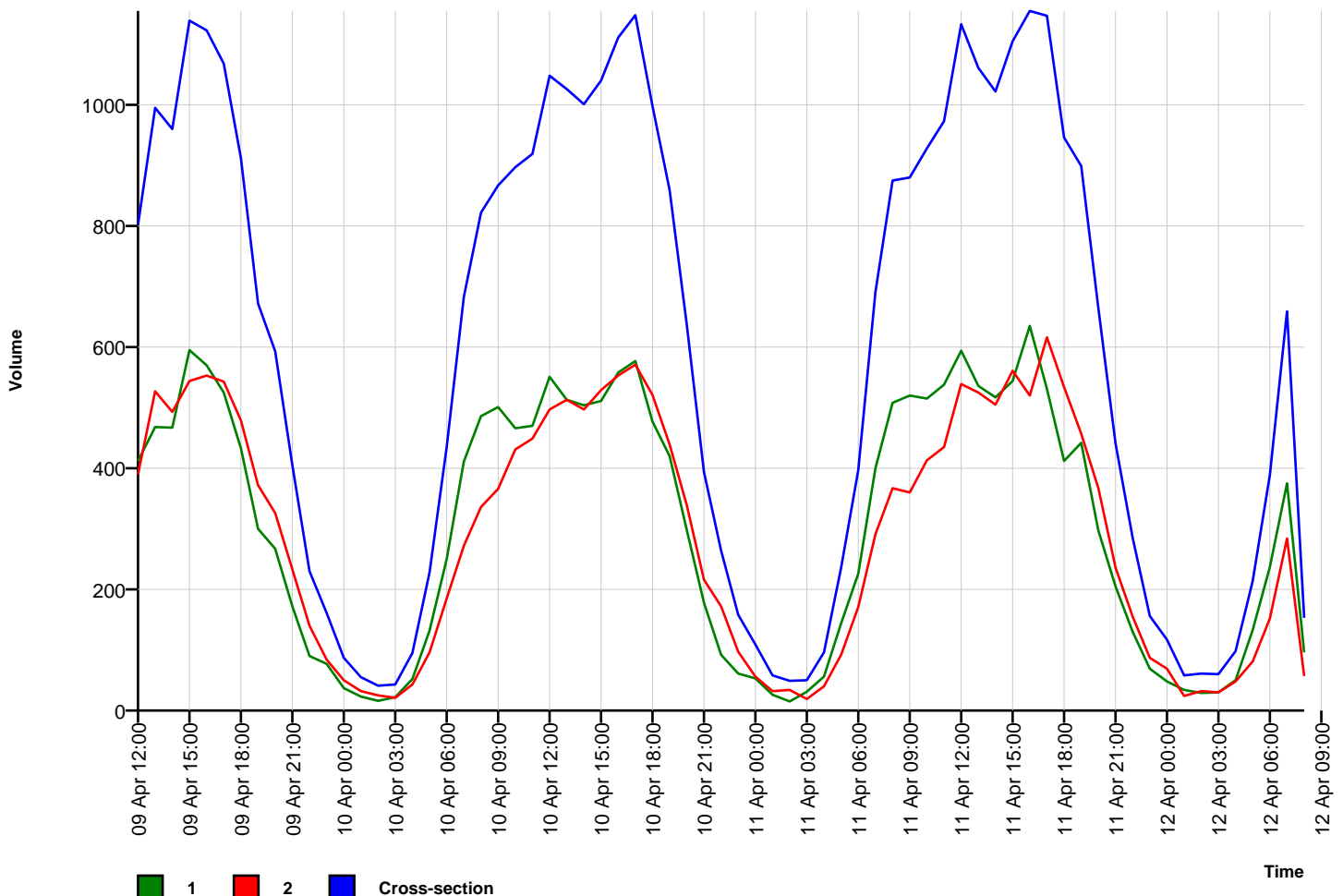
Site

Name 01480088
 Dir. Oncoming (name) 1
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Time Range

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Time / Volume graph



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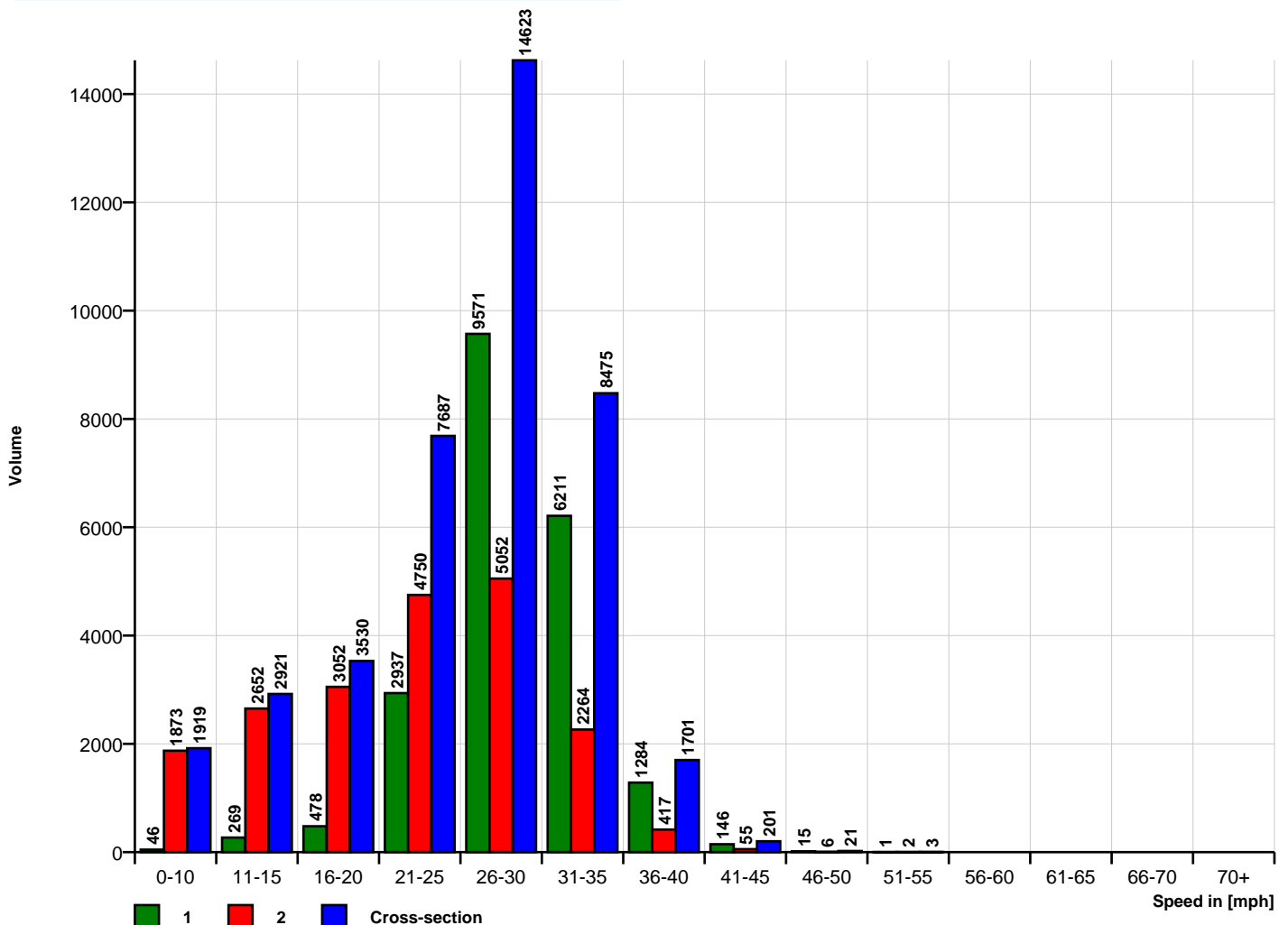
Site

Name 01480088
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 01480088
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 12:00
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 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:43:41

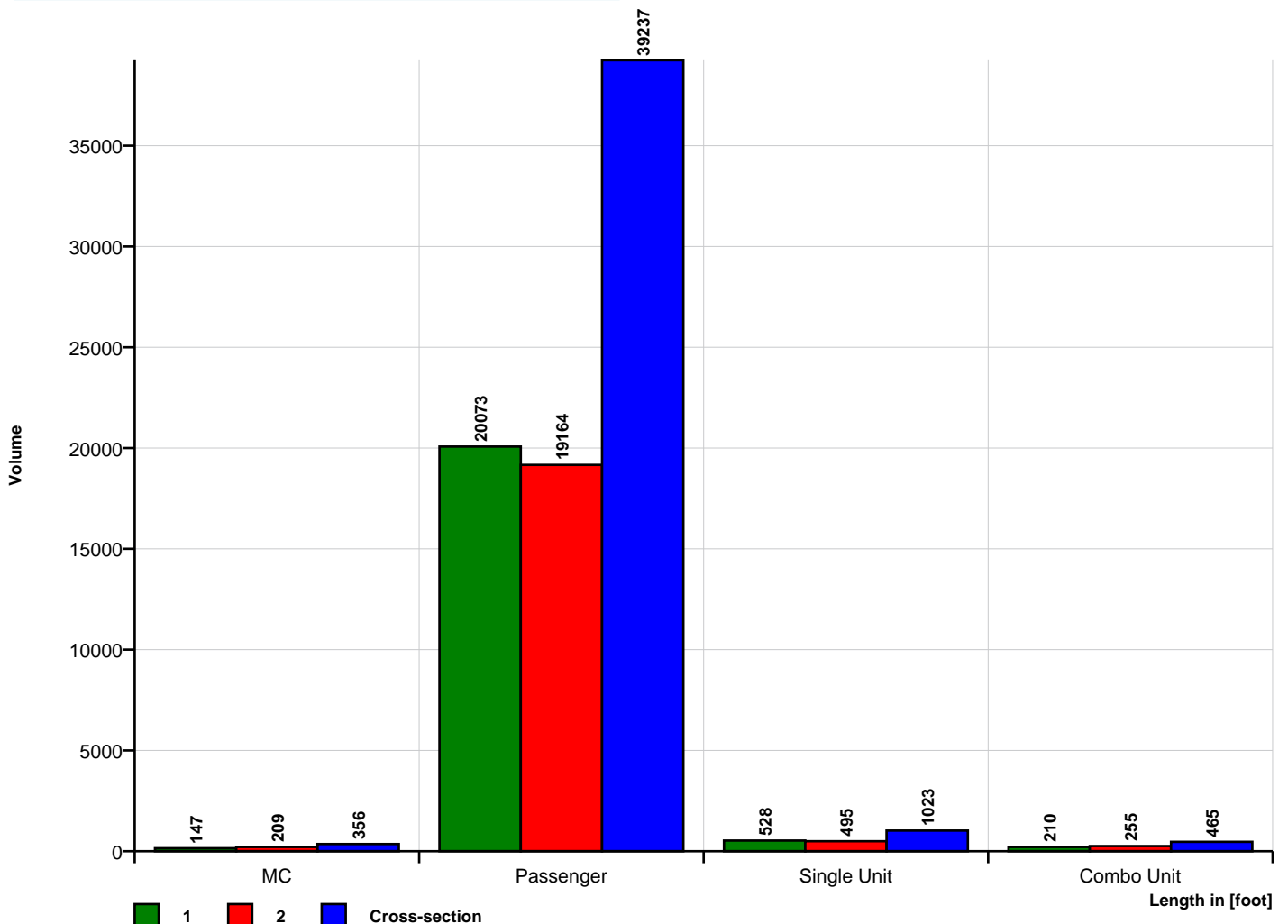
Site

Name 01480088
 Dir. Oncoming (name) 1
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 01480088
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 12:00	802	13	765	18	6	87	70	72	144	299	113	14	3	0	0	0	0	0	0	3	23	42	13	26	31
04/09/2019 13:00	995	11	942	34	8	86	129	108	198	310	134	26	4	0	0	0	0	0	0	3	23	44	13	24	31
04/09/2019 14:00	960	7	918	25	10	43	84	129	192	335	143	31	3	0	0	0	0	0	0	3	24	44	16	26	31
04/09/2019 15:00	1139	14	1093	20	12	85	126	134	247	346	180	19	2	0	0	0	0	0	0	3	23	44	14	24	31
04/09/2019 16:00	1123	10	1095	12	6	70	112	115	232	382	176	29	7	0	0	0	0	0	0	3	24	44	14	26	31
04/09/2019 17:00	1068	13	1033	15	7	89	101	101	199	335	201	37	4	1	0	0	0	0	0	3	24	45	14	26	31
04/09/2019 18:00	912	4	892	13	3	45	65	92	192	340	155	22	1	0	0	0	0	0	0	3	25	41	16	26	31
04/09/2019 19:00	672	1	665	4	2	9	29	72	168	236	136	21	1	0	0	0	0	0	0	6	26	41	19	26	31
04/09/2019 20:00	593	0	580	9	4	2	9	44	134	242	130	31	1	0	0	0	0	0	0	6	27	41	21	26	31
04/09/2019 21:00	405	0	398	2	5	0	20	29	61	160	114	21	0	0	0	0	0	0	0	11	27	39	21	27	32
04/09/2019 22:00	230	0	226	2	2	0	4	4	37	83	80	21	1	0	0	0	0	0	0	11	29	41	24	29	34
04/09/2019 23:00	161	0	156	1	4	0	0	2	14	46	71	21	5	2	0	0	0	0	0	16	31	49	26	31	36

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	4242	41	4113	60	28	289	404	442	870	1403	712	107	14	1	0	0	0	0	0	3	24	45	14	26	31
06:00-22:00	8670	73	8382	152	63	516	745	896	1768	2985	1482	251	26	1	0	0	0	0	0	3	24	45	16	26	31
00:00-24:00	9060	73	8763	155	69	516	749	902	1818	3114	1633	293	32	3	0	0	0	0	0	3	25	49	16	26	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	87	0	85	0	2	0	0	2	7	27	36	10	5	0	0	0	0	0	0	16	31	44	26	31	36
04/10/2019 01:00	55	0	44	2	9	0	1	3	6	21	17	3	4	0	0	0	0	0	0	13	30	44	24	29	34
04/10/2019 02:00	41	0	34	1	6	0	0	1	2	11	16	7	4	0	0	0	0	0	0	19	33	42	26	32	37
04/10/2019 03:00	43	0	39	1	3	0	0	0	5	12	16	9	1	0	0	0	0	0	0	21	32	41	26	31	37
04/10/2019 04:00	95	0	74	8	13	0	2	1	12	33	33	13	1	0	0	0	0	0	0	11	30	44	24	29	34
04/10/2019 05:00	228	0	205	15	8	0	5	3	20	78	90	26	6	0	0	0	0	0	0	11	30	42	26	31	34
04/10/2019 06:00	435	1	401	24	9	2	8	9	55	162	159	35	5	0	0	0	0	0	0	8	29	44	24	29	34
04/10/2019 07:00	683	4	640	30	9	7	24	21	68	258	237	61	6	1	0	0	0	0	0	4	29	47	24	29	34
04/10/2019 08:00	822	5	773	36	8	2	18	22	133	383	221	39	4	0	0	0	0	0	0	8	28	42	24	29	32
04/10/2019 09:00	867	3	820	33	11	6	28	64	172	358	197	40	2	0	0	0	0	0	0	8	27	44	21	27	31
04/10/2019 10:00	897	5	846	27	19	16	24	55	154	409	206	27	6	0	0	0	0	0	0	6	27	44	21	27	31
04/10/2019 11:00	919	4	880	26	9	21	49	76	216	349	185	21	1	1	0	0	0	0	0	3	26	47	19	26	31
04/10/2019 12:00	1048	8	997	34	9	45	95	91	199	374	205	35	4	0	0	0	0	0	0	3	25	42	16	26	31
04/10/2019 13:00	1026	13	974	35	4	60	80	106	206	354	188	29	3	0	0	0	0	0	0	4	25	44	16	26	31
04/10/2019 14:00	1001	12	955	27	7	80	112	112	178	342	151	26	0	0	0	0	0	0	0	3	23	39	14	26	31
04/10/2019 15:00	1040	18	987	28	7	116	145	123	178	282	169	24	3	0	0	0	0	0	0	3	22	44	11	24	31
04/10/2019 16:00	1111	22	1058	22	9	113	133	97	192	332	209	34	1	0	0	0	0	0	0	3	23	44	11	26	31
04/10/2019 17:00	1148	17	1113	14	4	61	83	156	217	360	233	34	3	1	0	0	0	0	0	3	25	47	16	26	31
04/10/2019 18:00	998	11	971	9	7	42	69	96	227	351	174	30	9	0	0	0	0	0	0	4	25	44	18	26	31
04/10/2019 19:00	859	6	847	2	4	21	34	91	179	313	184	36	1	0	0	0	0	0	0	6	26	41	19	26	31
04/10/2019 20:00	637	4	623	3	7	1	3	24	154	292	142	18	3	0	0	0	0	0	0	8	28	42	22	27	31
04/10/2019 21:00	394	1	388	2	3	1	8	6	65	167	106	34	5	2	0	0	0	0	0	6	29	49	24	29	34
04/10/2019 22:00	264	0	257	5	2	0	2	6	30	115	77	32	2	0	0	0	0	0	0	14	30	41	26	29	34
04/10/2019 23:00	158	0	148	3	7	0	0	4	28	56	45	22	3	0	0	0	0	0	0	16	30	44	24	29	36

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	549	0	481	27	41	0	8	10	52	182	208	68	21	0	0	0	0	0	0	11	31	44	26	31	36
06:00-09:00	1941	10	1815	90	26	11	50	52	256	803	617	136	15	1	0	0	0	0	0	4	29	47	24	29	34
15:00-19:00	4297	68	4129	73	27	332	430	472	814	1325	785	122	16	1	0	0	0	0	0	3	24	47	14	26	31
06:00-22:00	13885	134	13273	352	126	594	913	1149	2593	5086	2966	523	56	5	0	0	0	0	0	3	26	49	18	26	31
00:00-24:00	14856	134	14159	387	176	594	923	1169	2703	5439	3296	645	82	5	0	0	0	0	0	3	26	49	19	26	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	109	1	95	5	8	0	3	2	12	35	35	21	0	1	0	0	0	0	0	14	30	47	24	31	36
04/11/2019 01:00	58	0	46	2	10	0	1	4	7	17	21	4	4	0	0	0	0	0	0	14	30	42	24	31	34
04/11/2019 02:00	49	0	41	2	6	0	1	1	2	16	20	6	3	0	0	0	0	0	0	11	31	44	26	31	37
04/11/2019 03:00	50	0	39	3	8	0	1	0	7	15	15	11	1	0	0	0	0	0	0	13	31	44	24	31	37
04/11/2019 04:00	96	0	84	3	9	0	2	0	6	32	38	15	2	1	0	0	0	0	0	11	31	47	26	31	37
04/11/2019 05:00	236	0	217	10	9	0	5	3	35	79	88	19	5	1	1	0	0	0	0	11	30	50	24	29	34
04/11/2019 06:00	397	3	370	20	4	4	9	9	45	157	134	30	8	1	0	0	0	0	0	4	29	47	24	29	34
04/11/2019 07:00	691	4	651	30	6	9	24	48	101	242	195	66	4	2	0	0	0	0	0	6	28	49	21	29	34
04/11/2019 08:00	875	5	823	41	6	10	35	50	160	341	240	35	4	0	0	0	0	0	0	6	27	44	21	27	31
04/11/2019 09:00	880	5	840	30	5	11	16	37	189	375	217	33	1	1	0	0	0	0	0	6	27	47	22	26	31
04/11/2019 10:00	928	6	865	43	14	23	37	91	171	384	197	23	2	0	0	0	0	0	0	3	26	42	19	26	31
04/11/2019 11:00	973	9	928	28	8	37	46	69	208	411	166	35	1	0	0	0	0	0	0	3	26	44	19	26	31
04/11/2019 12:00	1133	19	1074	34	6	93	111	113	198	423	172	21	2	0	0	0	0	0	0	3	24	42	13	26	31
04/11/2019 13:00	1061	5	1026	24	6	40	70	129	263	386	150	22	1	0	0	0	0	0	0	3	25	41	18	26	31
04/11/2019 14:00	1022	14	968	37	3	72	95	115	254	349	122	14	1	0	0	0	0	0	0	3	23	41	14	24	29
04/11/2019 15:00	1105	12	1061	26	6	88	150	143	236	350	110	28	0	0	0	0	0	0	0	3	23	39	13	24	29
04/11/2019 16:00	1155	14	1113	19	9	62	107	152	231	388	188	25	2	0	0	0	0	0	0	3	24	42	16	26	31
04/11/2019 17:00	1147	20	1112	9	6	164	227	139	187	286	125	19	0	0	0	0	0	0	0	3	21	39	11	21	29
04/11/2019 18:00	946	16	909	6	15	158	186	100	146	212	127	17	0	0	0	0	0	0	0	3	20	39	9	21	31
04/11/2019 19:00	899	5	886	6	2	18	48	97	200	322	187	25	1	1	0	0	0	0	0	3	26	49	19	26	31
04/11/2019 20:00	664	5	649	7	3	6	15	53	147	265	141	33	2	1	1	0	0	0	0	3	27	52	21	26	31
04/11/2019 21:00	441	1	432	4	4	2	8	30	73	160	125	37	4	2	0	0	0	0	0	6	28	47	22	29	32
04/11/2019 22:00	285	0	279	3	3	0	2	11	42	115	84	25	5	1	0	0	0	0	0	14	29	47	24	29	34
04/11/2019 23:00	156	0	148	5	3	0	1	2	8	51	59	28	5	1	1	0	0	0	0	11	32	52	26	31	37

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	598	1	522	25	50	0	13	10	69	194	217	76	15	3	1	0	0	0	0	11	30	50	24	31	36
06:00-09:00	1963	12	1844	91	16	23	68	107	306	740	569	131	16	3	0	0	0	0	0	4	28	49	21	29	34
15:00-19:00	4354	62	4196	60	36	473	670	534	800	1236	550	89	2	0	0	0	0	0	0	3	22	42	11	24	29
06:00-22:00	14317	143	13707	364	103	797	1184	1375	2809	5051	2596	463	33	8	1	0	0	0	0	3	25	52	16	26	31
00:00-24:00	15356	144	14656	397	159	797	1200	1398	2928	5411	2956	592	58	13	3	0	0	0	0	3	25	52	16	26	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	117	0	111	3	3	0	0	3	17	35	47	11	4	0	0	0	0	0	0	19	30	42	24	31	34
04/12/2019 01:00	58	2	45	0	11	0	1	0	9	19	15	11	3	0	0	0	0	0	0	14	31	42	24	31	37
04/12/2019 02:00	61	0	51	2	8	0	0	2	3	29	20	6	1	0	0	0	0	0	0	19	30	41	26	29	34
04/12/2019 03:00	60	0	49	4	7	1	1	2	7	16	22	7	4	0	0	0	0	0	0	6	30	44	24	31	36
04/12/2019 04:00	98	0	80	3	15	0	1	1	10	39	34	12	1	0	0	0	0	0	0	13	30	44	26	29	34
04/12/2019 05:00	214	0	204	6	4	0	5	4	16	71	86	25	7	0	0	0	0	0	0	13	30	44	26	31	34
04/12/2019 06:00	389	1	363	21	4	1	6	10	41	139	144	43	5	0	0	0	0	0	0	8	30	44	26	29	34
04/12/2019 07:00	659	1	617	35	6	4	28	32	112	246	185	48	4	0	0	0	0	0	0	8	28	42	21	29	34
04/12/2019 08:00	153	1	139	10	3	6	7	7	23	65	37	8	0	0	0	0	0	0	0	4	27	39	21	27	32

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	609	2	541	18	48	1	8	12	62	210	224	72	20	0	0	0	0	0	0	6	30	44	26	31	36
06:00-09:00	1201	3	1119	66	13	11	41	49	176	450	366	99	9	0	0	0	0	0	0	4	28	44	24	29	34
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1201	3	1119	66	13	11	41	49	176	450	366	99	9	0	0	0	0	0	0	4	28	44	24	29	34
00:00-24:00	1809	5	1659	84	61	12	49	61	238	659	590	171	29	0	0	0	0	0	0	4	29	44	24	29	34

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:44:07

Site

Name 11480088
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480088
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passeng	Single	Limbo Ur
00:00-06:00	932	2	843	36	51
06:00-09:00	2990	16	2823	122	29
15:00-19:00	6368	62	6157	101	48
06:00-22:00	19508	145	18732	483	148
00:00-24:00	20958	147	20073	528	210

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	4	52	29	24	29	32	6.9

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:44:07

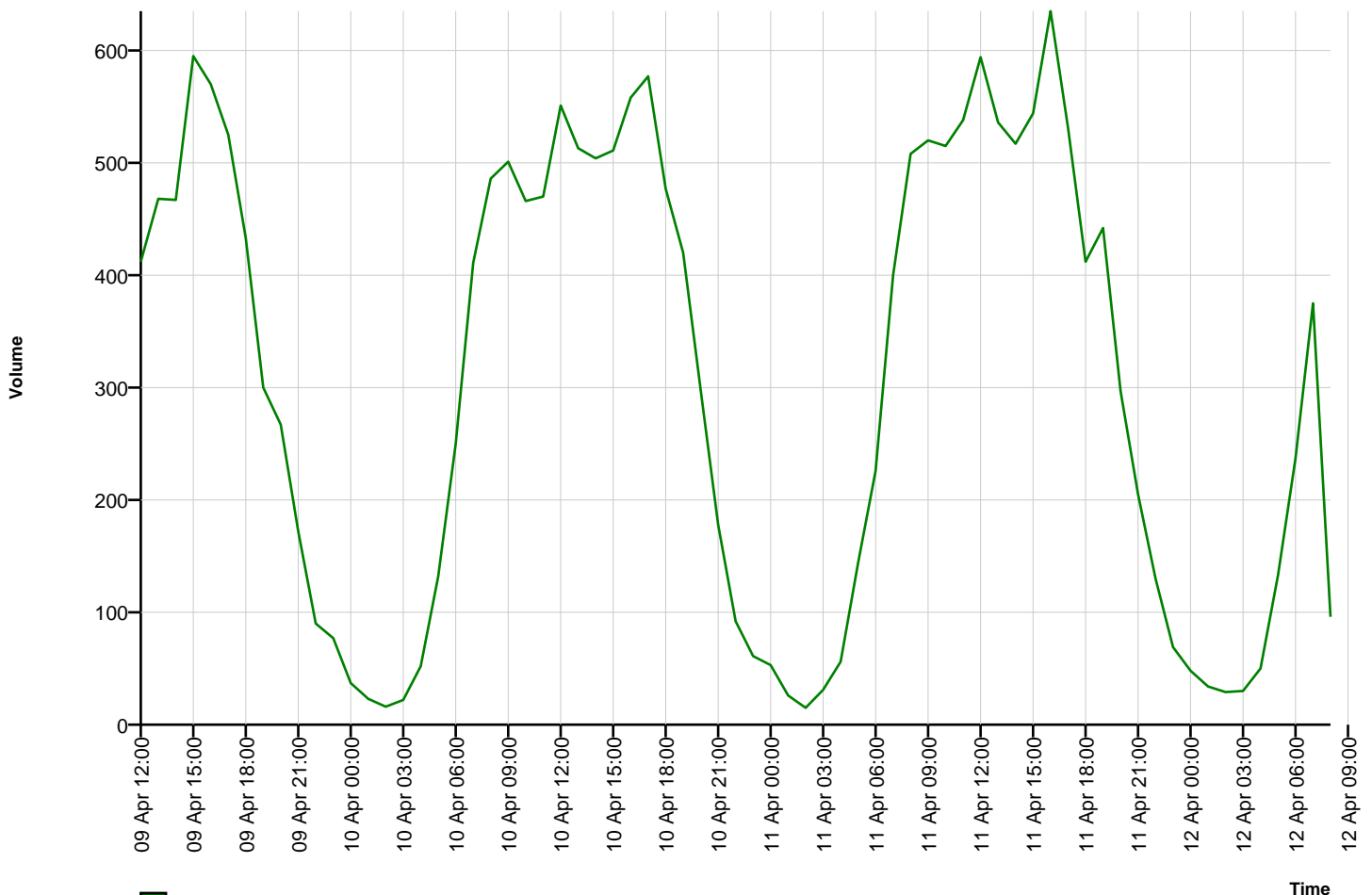
Site

Name 11480088
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480088
 Device type **SDR Traffic+**

Time Range

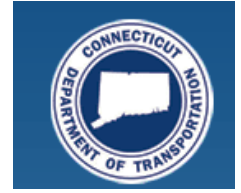
Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

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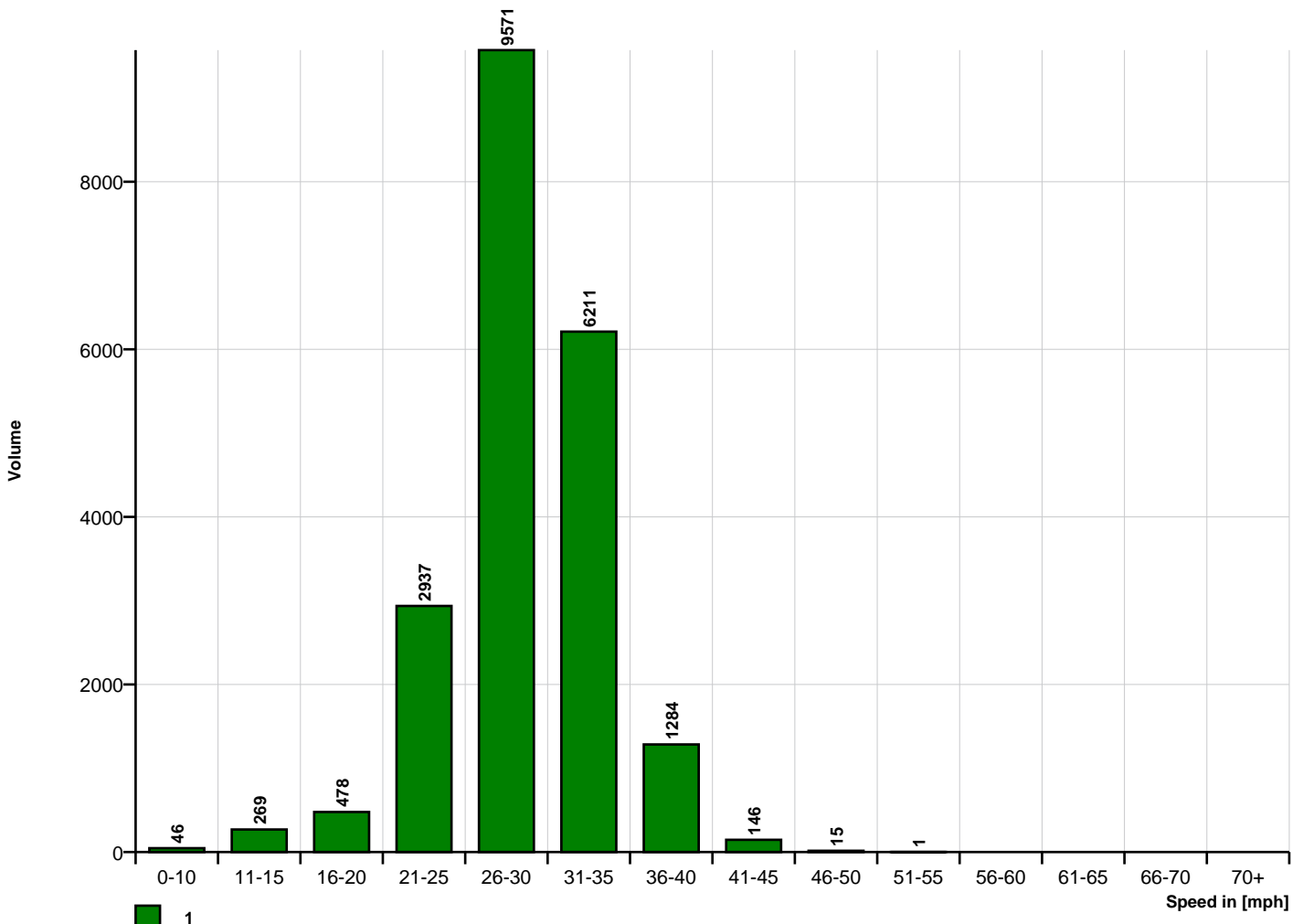
Site

Name 11480088
 Dir. Oncoming (name) 1
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Time Range

Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



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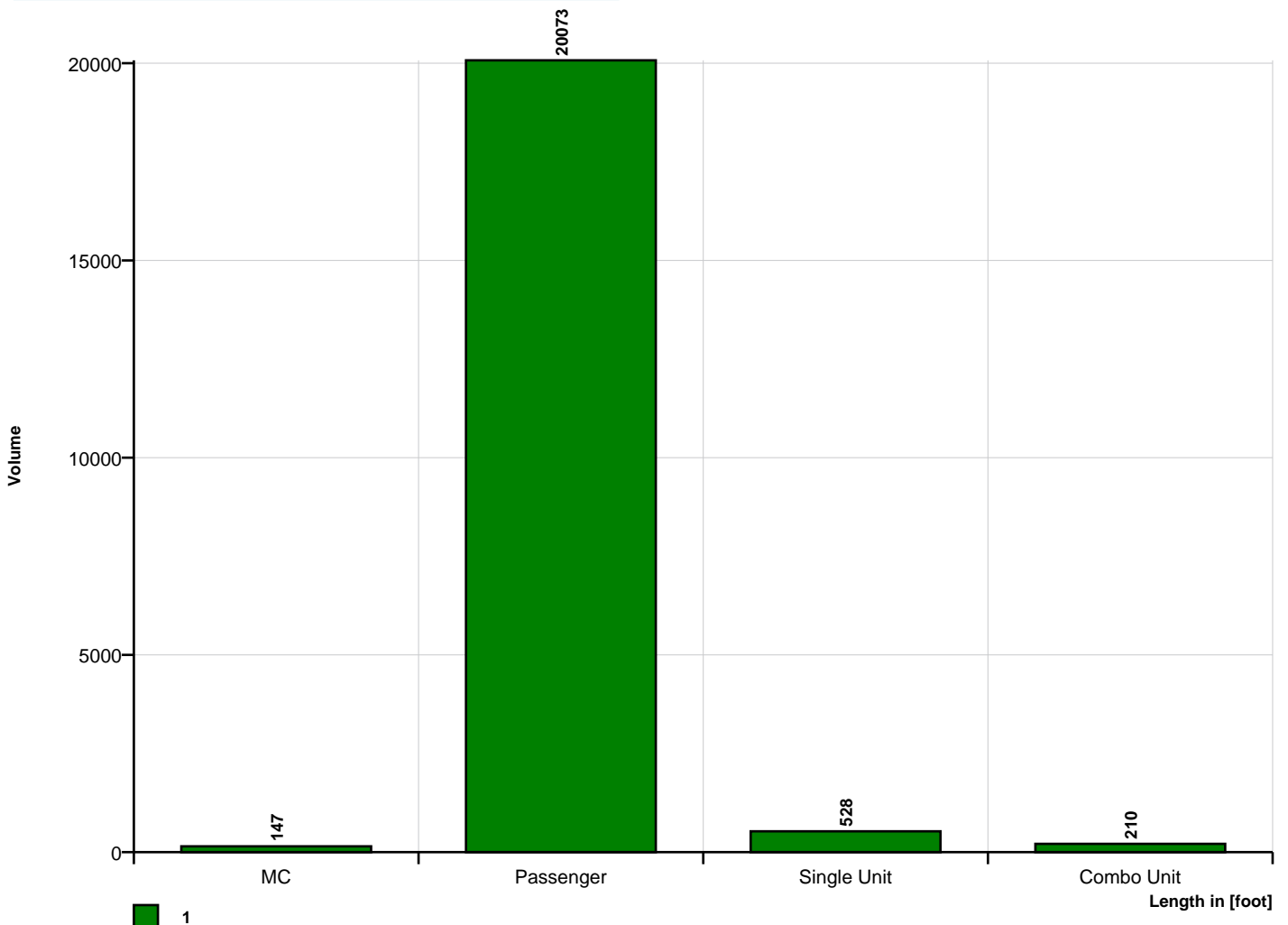
Site

Name 11480088
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480088
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 12:00	412	7	391	10	4	2	3	7	71	219	95	12	3	0	0	0	0	0	0	6	28	42	24	27	31
04/09/2019 13:00	468	2	440	22	4	0	10	14	77	239	103	21	4	0	0	0	0	0	0	13	28	44	24	27	31
04/09/2019 14:00	467	2	447	13	5	0	9	23	68	219	119	26	3	0	0	0	0	0	0	11	28	44	24	29	32
04/09/2019 15:00	595	6	570	12	7	1	11	18	115	273	159	17	1	0	0	0	0	0	0	9	28	42	24	27	31
04/09/2019 16:00	570	6	555	7	2	1	9	14	90	285	139	25	7	0	0	0	0	0	0	8	28	44	24	27	31
04/09/2019 17:00	525	4	509	8	4	0	7	4	62	248	171	30	2	1	0	0	0	0	0	11	29	45	26	29	34
04/09/2019 18:00	433	0	421	9	3	0	6	3	53	242	110	18	1	0	0	0	0	0	0	11	29	41	26	29	31
04/09/2019 19:00	300	1	297	1	1	2	5	6	40	137	92	17	1	0	0	0	0	0	0	6	29	41	24	29	31
04/09/2019 20:00	267	0	263	4	0	0	3	7	31	121	85	19	1	0	0	0	0	0	0	11	29	41	24	29	34
04/09/2019 21:00	172	0	171	0	1	0	5	8	7	69	76	7	0	0	0	0	0	0	0	11	29	39	26	29	34
04/09/2019 22:00	90	0	89	0	1	0	3	1	4	30	39	12	1	0	0	0	0	0	0	13	31	41	26	31	34
04/09/2019 23:00	77	0	73	1	3	0	0	2	2	25	35	10	2	1	0	0	0	0	0	16	32	49	27	31	36

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2123	16	2055	36	16	2	33	39	320	1048	579	90	11	1	0	0	0	0	0	8	28	45	24	29	31
06:00-22:00	4209	28	4064	86	31	6	68	104	614	2052	1149	192	23	1	0	0	0	0	0	6	28	45	24	29	31
00:00-24:00	4376	28	4226	87	35	6	71	107	620	2107	1223	214	26	2	0	0	0	0	0	6	29	49	24	29	32

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	37	0	37	0	0	0	0	1	1	11	20	3	1	0	0	0	0	0	0	16	31	44	26	31	34
04/10/2019 01:00	23	0	17	2	4	0	1	0	1	11	8	1	1	0	0	0	0	0	0	13	30	41	26	29	34
04/10/2019 02:00	16	0	13	0	3	0	0	0	1	3	4	6	2	0	0	0	0	0	0	24	35	42	29	36	39
04/10/2019 03:00	22	0	22	0	0	0	0	0	2	2	11	6	1	0	0	0	0	0	0	24	33	41	27	34	37
04/10/2019 04:00	52	0	45	4	3	0	0	1	2	17	23	8	1	0	0	0	0	0	0	18	31	44	26	31	36
04/10/2019 05:00	132	0	125	5	2	0	1	0	6	48	56	17	4	0	0	0	0	0	0	11	31	42	26	31	36
04/10/2019 06:00	250	1	232	11	6	2	2	4	21	97	98	22	4	0	0	0	0	0	0	8	30	44	26	29	34
04/10/2019 07:00	411	2	393	12	4	7	8	7	20	155	158	50	5	1	0	0	0	0	0	4	30	47	26	31	34
04/10/2019 08:00	486	3	459	19	5	1	1	4	64	240	142	30	4	0	0	0	0	0	0	9	29	42	26	29	34
04/10/2019 09:00	501	1	477	18	5	0	4	9	74	236	145	32	1	0	0	0	0	0	0	13	29	41	24	29	32
04/10/2019 10:00	466	4	441	13	8	2	1	6	41	247	143	20	6	0	0	0	0	0	0	6	29	44	26	29	32
04/10/2019 11:00	470	2	448	14	6	0	2	2	87	231	126	20	1	1	0	0	0	0	0	14	29	47	24	29	32
04/10/2019 12:00	551	2	525	19	5	1	15	14	85	244	161	28	3	0	0	0	0	0	0	8	28	42	24	29	32
04/10/2019 13:00	513	5	487	19	2	1	5	4	76	251	149	24	3	0	0	0	0	0	0	9	29	44	24	29	31
04/10/2019 14:00	504	4	480	16	4	4	13	24	94	235	113	21	0	0	0	0	0	0	0	8	27	39	22	27	31
04/10/2019 15:00	511	5	489	13	4	0	5	13	75	238	154	23	3	0	0	0	0	0	0	11	29	44	24	29	32
04/10/2019 16:00	558	2	540	12	4	0	8	11	77	253	180	29	0	0	0	0	0	0	0	11	29	39	24	29	32
04/10/2019 17:00	577	10	557	8	2	0	3	15	90	244	192	31	1	1	0	0	0	0	0	13	29	47	24	29	32
04/10/2019 18:00	477	4	466	4	3	0	3	3	87	219	133	24	8	0	0	0	0	0	0	13	29	44	24	29	32
04/10/2019 19:00	420	3	413	1	3	0	3	5	48	188	143	32	1	0	0	0	0	0	0	11	29	41	26	29	34
04/10/2019 20:00	298	2	291	2	3	0	1	0	51	139	92	13	2	0	0	0	0	0	0	14	29	42	24	29	32
04/10/2019 21:00	178	0	177	0	1	0	4	2	8	73	65	19	5	2	0	0	0	0	0	13	31	49	26	31	34
04/10/2019 22:00	92	0	89	2	1	0	0	0	4	32	34	21	1	0	0	0	0	0	0	21	32	41	26	31	36
04/10/2019 23:00	61	0	55	2	4	0	0	3	7	23	16	12	0	0	0	0	0	0	0	16	30	37	24	29	37

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	282	0	259	11	12	0	2	2	13	92	122	41	10	0	0	0	0	0	0	11	31	44	26	31	36
06:00-09:00	1148	6	1085	42	15	10	11	15	105	492	398	103	13	1	0	0	0	0	0	4	30	47	26	29	34
15:00-19:00	2123	21	2052	37	13	0	19	42	329	954	659	107	12	1	0	0	0	0	0	11	29	47	24	29	32
06:00-22:00	7171	50	6875	181	65	18	78	123	998	3290	2194	418	47	5	0	0	0	0	0	4	29	49	24	29	32
00:00-24:00	7606	50	7278	196	82	18	80	128	1022	3437	2366	492	58	5	0	0	0	0	0	4	29	49	24	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	53	1	45	3	4	0	2	0	4	17	21	9	0	0	0	0	0	0	0	14	30	39	26	31	36
04/11/2019 01:00	26	0	20	1	5	0	1	1	4	6	10	2	2	0	0	0	0	0	0	14	30	41	21	31	36
04/11/2019 02:00	15	0	12	0	3	0	1	0	0	5	5	3	1	0	0	0	0	0	0	11	31	42	29	31	37
04/11/2019 03:00	31	0	23	3	5	0	0	0	4	10	10	7	0	0	0	0	0	0	0	21	31	39	26	31	37
04/11/2019 04:00	56	0	53	1	2	0	0	0	2	17	26	10	1	0	0	0	0	0	0	21	32	42	26	31	37
04/11/2019 05:00	144	0	136	4	4	0	1	2	14	45	61	15	5	1	0	0	0	0	0	14	31	49	26	31	34
04/11/2019 06:00	226	1	210	12	3	4	3	2	23	85	86	19	4	0	0	0	0	0	0	4	30	44	26	29	34
04/11/2019 07:00	400	3	381	14	2	3	9	21	31	132	144	55	4	1	0	0	0	0	0	8	30	45	24	31	36
04/11/2019 08:00	508	4	480	21	3	1	5	4	56	240	174	25	3	0	0	0	0	0	0	6	29	44	26	29	32
04/11/2019 09:00	520	3	498	17	2	2	6	3	68	245	169	25	1	1	0	0	0	0	0	8	29	47	24	29	32
04/11/2019 10:00	515	5	485	22	3	1	0	9	48	269	166	20	2	0	0	0	0	0	0	4	29	42	26	29	31
04/11/2019 11:00	538	5	516	14	3	0	4	19	84	282	119	29	1	0	0	0	0	0	0	14	28	44	24	27	31
04/11/2019 12:00	594	7	567	18	2	1	2	10	106	322	133	18	2	0	0	0	0	0	0	9	28	42	24	27	31
04/11/2019 13:00	536	2	521	10	3	2	5	8	99	275	125	21	1	0	0	0	0	0	0	6	28	41	24	27	31
04/11/2019 14:00	517	3	492	19	3	1	11	23	120	247	101	14	0	0	0	0	0	0	0	8	27	39	22	26	31
04/11/2019 15:00	544	6	526	10	2	0	5	24	115	271	104	25	0	0	0	0	0	0	0	13	27	39	22	26	31
04/11/2019 16:00	635	7	612	10	6	1	20	24	114	297	157	20	2	0	0	0	0	0	0	8	28	42	24	27	31
04/11/2019 17:00	531	9	513	5	4	1	6	25	102	257	121	19	0	0	0	0	0	0	0	6	28	39	22	26	31
04/11/2019 18:00	412	3	399	3	7	0	8	19	84	177	109	15	0	0	0	0	0	0	0	11	28	39	22	27	31
04/11/2019 19:00	442	4	433	3	2	1	4	13	65	191	145	21	1	1	0	0	0	0	0	8	29	49	24	29	32
04/11/2019 20:00	297	2	290	4	1	0	4	7	25	140	94	24	1	1	1	0	0	0	0	11	30	52	26	29	34
04/11/2019 21:00	205	1	203	1	0	0	4	8	17	65	78	27	4	2	0	0	0	0	0	13	30	47	26	31	37
04/11/2019 22:00	130	0	128	1	1	0	1	3	14	38	50	18	5	1	0	0	0	0	0	14	31	47	26	31	36
04/11/2019 23:00	69	0	65	3	1	0	1	0	1	20	28	16	3	0	0	0	0	0	0	11	32	42	26	31	37

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	325	1	289	12	23	0	5	3	28	100	133	46	9	1	0	0	0	0	0	11	31	49	26	31	36
06:00-09:00	1134	8	1071	47	8	8	17	27	110	457	404	99	11	1	0	0	0	0	0	4	30	45	26	29	34
15:00-19:00	2122	25	2050	28	19	2	39	92	415	1002	491	79	2	0	0	0	0	0	0	6	28	42	22	26	31
06:00-22:00	7420	65	7126	183	46	18	96	219	1157	3495	2025	377	26	6	1	0	0	0	0	4	28	52	24	29	31
00:00-24:00	7944	66	7608	199	71	18	103	225	1200	3653	2236	457	43	8	1	0	0	0	0	4	29	52	24	29	32

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	48	0	44	3	1	0	0	1	8	9	21	8	1	0	0	0	0	0	0	19	31	42	24	31	36
04/12/2019 01:00	34	1	27	0	6	0	0	0	3	10	9	9	3	0	0	0	0	0	0	21	32	42	26	31	37
04/12/2019 02:00	29	0	25	2	2	0	0	2	0	14	10	2	1	0	0	0	0	0	0	19	30	41	26	29	34
04/12/2019 03:00	30	0	25	2	3	0	1	1	3	5	13	5	2	0	0	0	0	0	0	14	31	44	24	31	36
04/12/2019 04:00	50	0	45	3	2	0	0	0	4	18	19	9	0	0	0	0	0	0	0	21	31	39	27	31	36
04/12/2019 05:00	133	0	128	3	2	0	1	1	9	46	57	14	5	0	0	0	0	0	0	14	31	44	26	31	34
04/12/2019 06:00	237	0	222	13	2	1	4	3	22	72	101	30	4	0	0	0	0	0	0	8	30	44	26	31	34
04/12/2019 07:00	375	1	356	16	2	3	8	9	32	155	128	37	3	0	0	0	0	0	0	8	30	41	26	29	34
04/12/2019 08:00	96	1	89	4	2	0	1	1	14	45	28	7	0	0	0	0	0	0	0	14	29	39	24	29	32

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	325	1	295	13	16	0	2	5	27	103	129	47	12	0	0	0	0	0	0	14	31	44	26	31	36
06:00-09:00	708	2	667	33	6	4	13	13	68	272	257	74	7	0	0	0	0	0	0	8	30	44	26	29	34
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	708	2	667	33	6	4	13	13	68	272	257	74	7	0	0	0	0	0	0	8	30	44	26	29	34
00:00-24:00	1032	3	961	46	22	4	15	18	95	374	386	121	19	0	0	0	0	0	0	8	30	44	26	31	34

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Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:44:30

Site

Name 21480088
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 21480088
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	824	1	701	34	88
06:00-09:00	2115	9	1955	125	26
15:00-19:00	6525	109	6281	92	43
06:00-22:00	18565	208	17749	451	157
00:00-24:00	20123	209	19164	495	255

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	3	52	22	13	22	29	2.4

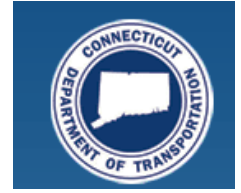
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:44:30

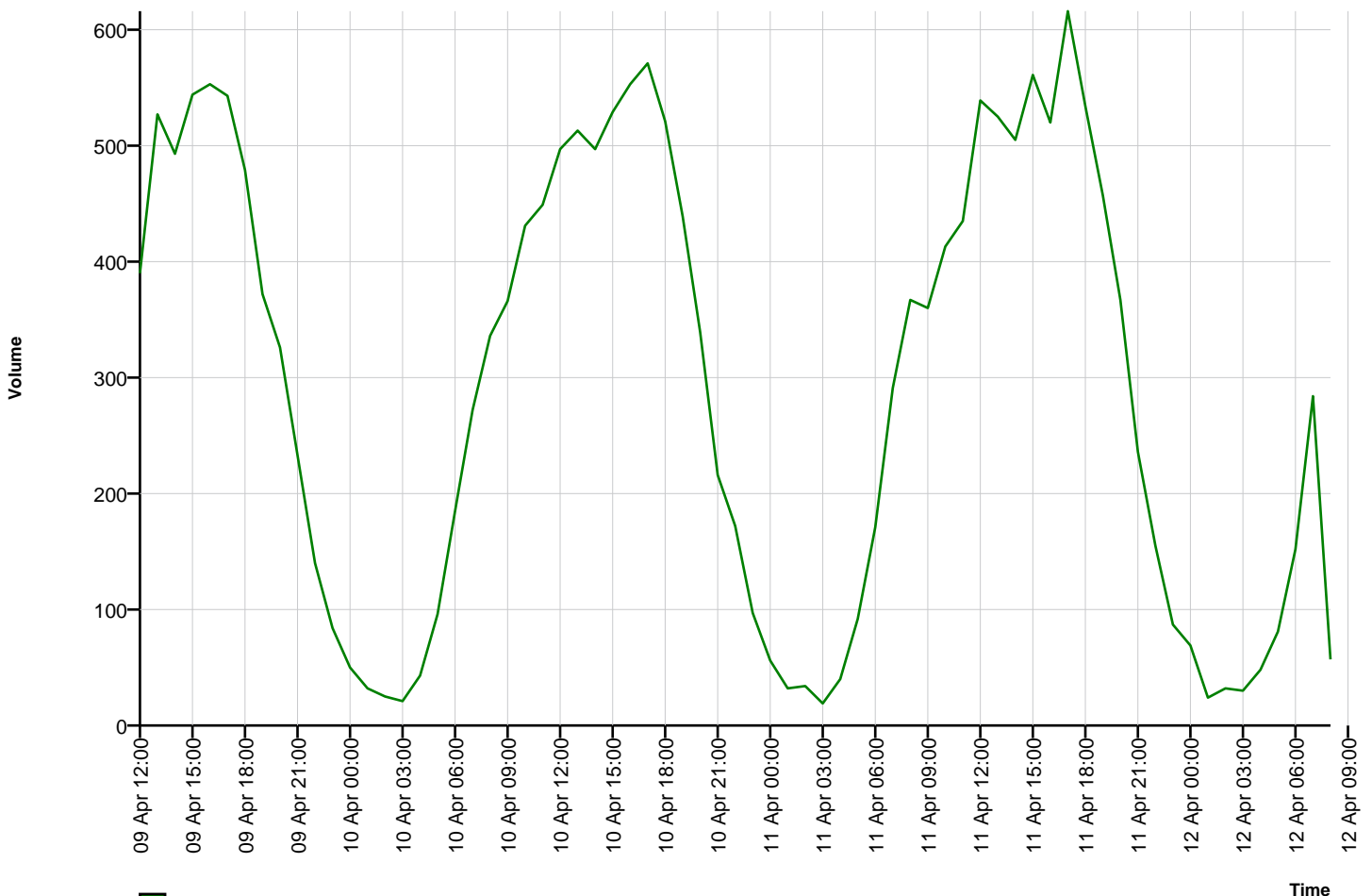
Site

Name 21480088
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 21480088
 Device type **SDR Traffic+**

Time Range

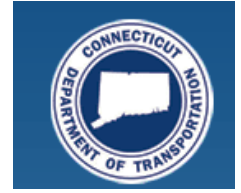
Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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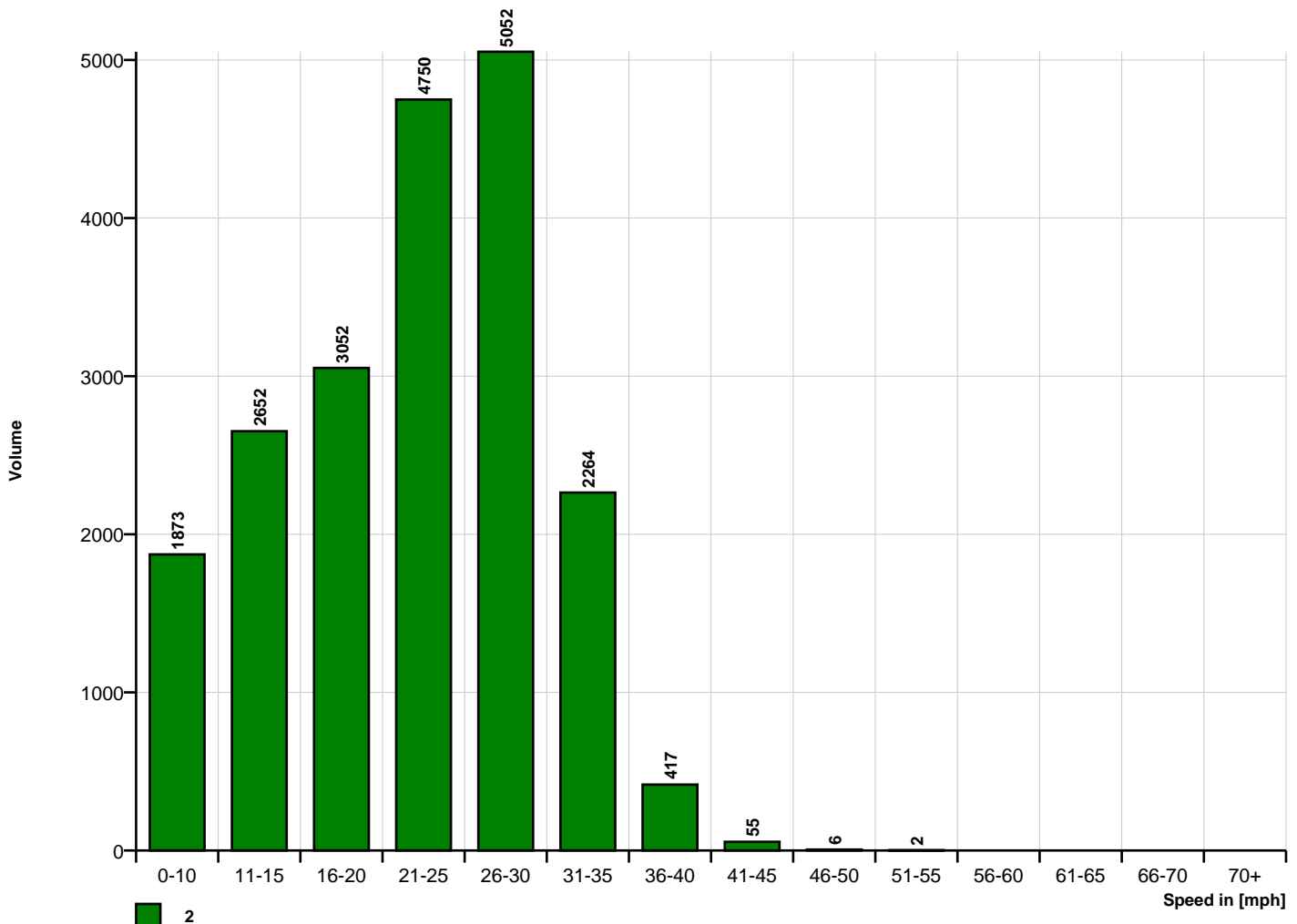
Site

Name 21480088
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 21480088
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 19:44:30

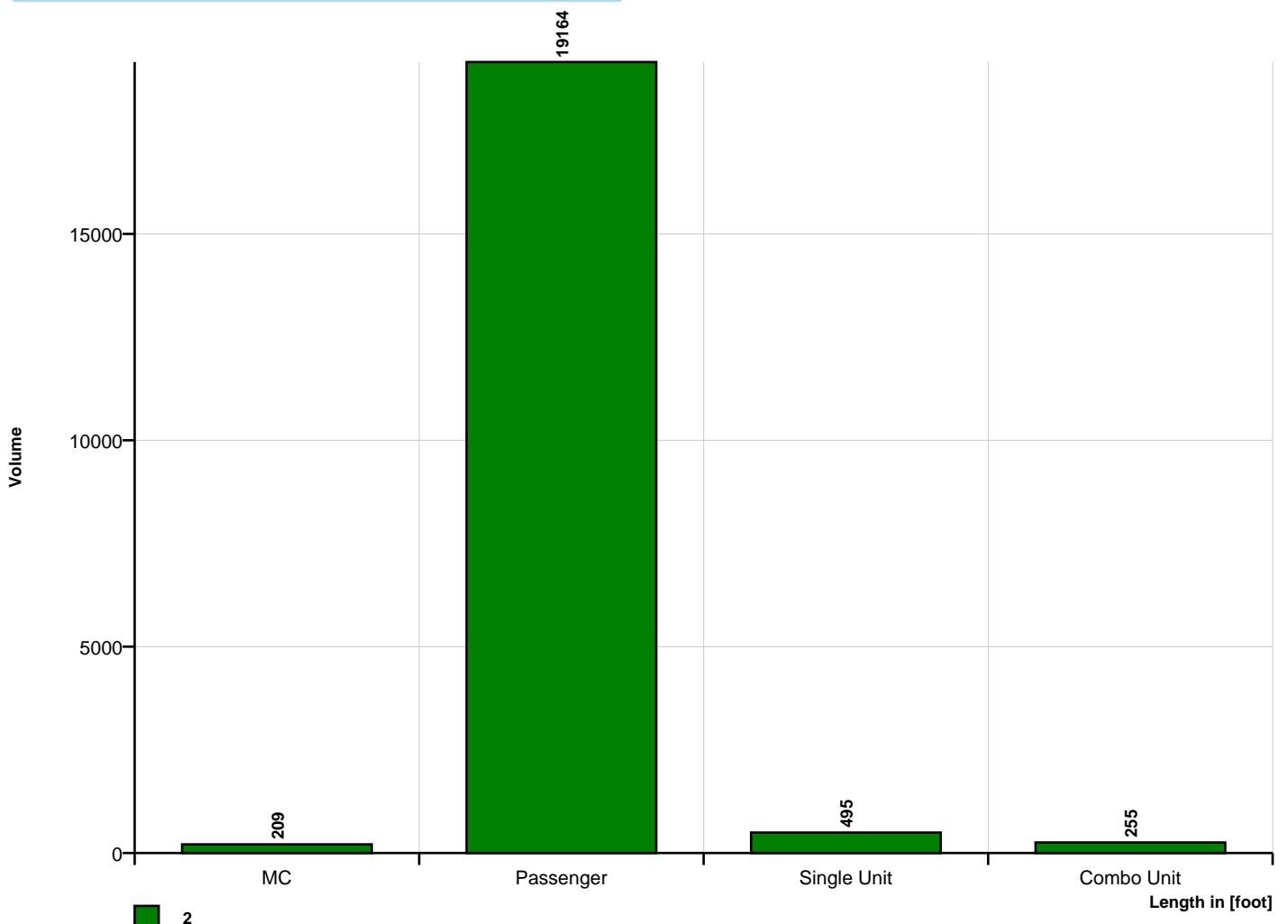
Site

Name 21480088
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 21480088
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 12:00
 End date 04/12/2019 08:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 12:00	390	6	374	8	2	85	67	65	73	80	18	2	0	0	0	0	0	0	0	3	18	37	8	18	26
04/09/2019 13:00	527	9	502	12	4	86	119	94	121	71	31	5	0	0	0	0	0	0	0	3	18	37	9	19	26
04/09/2019 14:00	493	5	471	12	5	43	75	106	124	116	24	5	0	0	0	0	0	0	0	3	21	37	13	21	27
04/09/2019 15:00	544	8	523	8	5	84	115	116	132	73	21	2	1	0	0	0	0	0	0	3	18	44	9	19	26
04/09/2019 16:00	553	4	540	5	4	69	103	101	142	97	37	4	0	0	0	0	0	0	0	3	20	39	11	21	26
04/09/2019 17:00	543	9	524	7	3	89	94	97	137	87	30	7	2	0	0	0	0	0	0	3	19	42	9	19	26
04/09/2019 18:00	479	4	471	4	0	45	59	89	139	98	45	4	0	0	0	0	0	0	0	3	21	37	13	21	27
04/09/2019 19:00	372	0	368	3	1	7	24	66	128	99	44	4	0	0	0	0	0	0	0	6	24	39	18	24	29
04/09/2019 20:00	326	0	317	5	4	2	6	37	103	121	45	12	0	0	0	0	0	0	0	6	26	39	21	26	31
04/09/2019 21:00	233	0	227	2	4	0	15	21	54	91	38	14	0	0	0	0	0	0	0	11	26	39	19	26	31
04/09/2019 22:00	140	0	137	2	1	0	1	3	33	53	41	9	0	0	0	0	0	0	0	11	28	39	24	27	32
04/09/2019 23:00	84	0	83	0	1	0	0	0	12	21	36	11	3	1	0	0	0	0	0	21	31	47	26	31	36

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2119	25	2058	24	12	287	371	403	550	355	133	17	3	0	0	0	0	0	0	3	20	44	11	19	26
06:00-22:00	4461	45	4318	66	32	510	677	792	1154	933	333	59	3	0	0	0	0	0	0	3	21	44	11	21	27
00:00-24:00	4684	45	4537	68	34	510	678	795	1198	1007	410	79	6	1	0	0	0	0	0	3	21	47	11	21	29

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	50	0	48	0	2	0	0	1	6	16	16	7	4	0	0	0	0	0	0	19	31	44	26	31	36
04/10/2019 01:00	32	0	27	0	5	0	0	3	5	10	9	2	3	0	0	0	0	0	0	16	29	44	22	29	36
04/10/2019 02:00	25	0	21	1	3	0	0	1	1	8	12	1	2	0	0	0	0	0	0	19	31	41	26	31	34
04/10/2019 03:00	21	0	17	1	3	0	0	0	3	10	5	3	0	0	0	0	0	0	0	21	30	39	26	29	34
04/10/2019 04:00	43	0	29	4	10	0	2	0	10	16	10	5	0	0	0	0	0	0	0	11	29	39	24	29	34
04/10/2019 05:00	96	0	80	10	6	0	4	3	14	30	34	9	2	0	0	0	0	0	0	13	29	42	21	29	34
04/10/2019 06:00	185	0	169	13	3	0	6	5	34	65	61	13	1	0	0	0	0	0	0	11	29	42	22	29	34
04/10/2019 07:00	272	2	247	18	5	0	16	14	48	103	79	11	1	0	0	0	0	0	0	11	27	41	21	29	32
04/10/2019 08:00	336	2	314	17	3	1	17	18	69	143	79	9	0	0	0	0	0	0	0	8	27	37	21	27	31
04/10/2019 09:00	366	2	343	15	6	6	24	55	98	122	52	8	1	0	0	0	0	0	0	8	25	44	18	26	31
04/10/2019 10:00	431	1	405	14	11	14	23	49	113	162	63	7	0	0	0	0	0	0	0	6	25	39	19	26	31
04/10/2019 11:00	449	2	432	12	3	21	47	74	129	118	59	1	0	0	0	0	0	0	0	3	23	37	14	24	29
04/10/2019 12:00	497	6	472	15	4	44	80	77	114	130	44	7	1	0	0	0	0	0	0	3	21	41	11	22	29
04/10/2019 13:00	513	8	487	16	2	59	75	102	130	103	39	5	0	0	0	0	0	0	0	4	21	39	11	21	29
04/10/2019 14:00	497	8	475	11	3	76	99	88	84	107	38	5	0	0	0	0	0	0	0	3	19	39	9	19	27
04/10/2019 15:00	529	13	498	15	3	116	140	110	103	44	15	1	0	0	0	0	0	0	0	3	16	39	8	16	24
04/10/2019 16:00	553	20	518	10	5	113	125	86	115	79	29	5	1	0	0	0	0	0	0	3	18	44	8	18	26
04/10/2019 17:00	571	7	556	6	2	61	80	141	127	116	41	3	2	0	0	0	0	0	0	3	20	41	13	21	27
04/10/2019 18:00	521	7	505	5	4	42	66	93	140	132	41	6	1	0	0	0	0	0	0	4	22	41	13	21	29
04/10/2019 19:00	439	3	434	1	1	21	31	86	131	125	41	4	0	0	0	0	0	0	0	6	23	39	16	22	29
04/10/2019 20:00	339	2	332	1	4	1	2	24	103	153	50	5	1	0	0	0	0	0	0	8	26	41	21	26	31
04/10/2019 21:00	216	1	211	2	2	1	4	4	57	94	41	15	0	0	0	0	0	0	0	6	28	39	22	26	31
04/10/2019 22:00	172	0	168	3	1	0	2	6	26	83	43	11	1	0	0	0	0	0	0	14	28	41	24	27	34
04/10/2019 23:00	97	0	93	1	3	0	0	1	21	33	29	10	3	0	0	0	0	0	0	18	29	44	24	29	34

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	267	0	222	16	29	0	6	8	39	90	86	27	11	0	0	0	0	0	0	11	30	44	24	29	34
06:00-09:00	793	4	730	48	11	1	39	37	151	311	219	33	2	0	0	0	0	0	0	8	27	42	21	27	32
15:00-19:00	2174	47	2077	36	14	332	411	430	485	371	126	15	4	0	0	0	0	0	0	3	19	44	9	19	26
06:00-22:00	6714	84	6398	171	61	576	835	1026	1595	1796	772	105	9	0	0	0	0	0	0	3	22	44	13	24	29
00:00-24:00	7250	84	6881	191	94	576	843	1041	1681	2002	930	153	24	0	0	0	0	0	0	3	23	44	14	24	31

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	56	0	50	2	4	0	1	2	8	18	14	12	0	1	0	0	0	0	0	14	30	47	24	29	37
04/11/2019 01:00	32	0	26	1	5	0	0	3	3	11	11	2	2	0	0	0	0	0	0	18	30	42	24	29	34
04/11/2019 02:00	34	0	29	2	3	0	0	1	2	11	15	3	2	0	0	0	0	0	0	19	31	44	26	31	34
04/11/2019 03:00	19	0	16	0	3	0	1	0	3	5	5	4	1	0	0	0	0	0	0	13	30	44	21	31	37
04/11/2019 04:00	40	0	31	2	7	0	2	0	4	15	12	5	1	1	0	0	0	0	0	11	30	47	26	29	36
04/11/2019 05:00	92	0	81	6	5	0	4	1	21	34	27	4	0	0	1	0	0	0	0	11	28	50	21	29	32
04/11/2019 06:00	171	2	160	8	1	0	6	7	22	72	48	11	4	1	0	0	0	0	0	11	29	47	24	29	34
04/11/2019 07:00	291	1	270	16	4	6	15	27	70	110	51	11	0	1	0	0	0	0	0	6	26	49	19	26	31
04/11/2019 08:00	367	1	343	20	3	9	30	46	104	101	66	10	1	0	0	0	0	0	0	6	25	42	18	24	31
04/11/2019 09:00	360	2	342	13	3	9	10	34	121	130	48	8	0	0	0	0	0	0	0	6	25	39	21	26	31
04/11/2019 10:00	413	1	380	21	11	22	37	82	123	115	31	3	0	0	0	0	0	0	0	3	22	39	16	22	29
04/11/2019 11:00	435	4	412	14	5	37	42	50	124	129	47	6	0	0	0	0	0	0	0	3	23	37	14	24	29
04/11/2019 12:00	539	12	507	16	4	92	109	103	92	101	39	3	0	0	0	0	0	0	0	3	19	39	8	19	27
04/11/2019 13:00	525	3	505	14	3	38	65	121	164	111	25	1	0	0	0	0	0	0	0	3	21	37	14	21	26
04/11/2019 14:00	505	11	476	18	0	71	84	92	134	102	21	0	1	0	0	0	0	0	0	3	19	41	11	21	26
04/11/2019 15:00	561	6	535	16	4	88	145	119	121	79	6	3	0	0	0	0	0	0	0	3	18	37	9	18	26
04/11/2019 16:00	520	7	501	9	3	61	87	128	117	91	31	5	0	0	0	0	0	0	0	3	20	37	11	19	26
04/11/2019 17:00	616	11	599	4	2	163	221	114	85	29	4	0	0	0	0	0	0	0	0	3	15	34	8	13	21
04/11/2019 18:00	534	13	510	3	8	158	178	81	62	35	18	2	0	0	0	0	0	0	0	3	15	37	8	13	22
04/11/2019 19:00	457	1	453	3	0	17	44	84	135	131	42	4	0	0	0	0	0	0	0	3	23	37	16	24	29
04/11/2019 20:00	367	3	359	3	2	6	11	46	122	125	47	9	1	0	0	0	0	0	0	3	25	41	19	24	31
04/11/2019 21:00	236	0	229	3	4	2	4	22	56	95	47	10	0	0	0	0	0	0	0	6	26	39	21	26	31
04/11/2019 22:00	155	0	151	2	2	0	1	8	28	77	34	7	0	0	0	0	0	0	0	14	28	39	24	27	31
04/11/2019 23:00	87	0	83	2	2	0	0	2	7	31	31	12	2	1	1	0	0	0	0	19	31	52	26	31	37

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	273	0	233	13	27	0	8	7	41	94	84	30	6	2	1	0	0	0	0	11	30	50	24	29	34
06:00-09:00	829	4	773	44	8	15	51	80	196	283	165	32	5	2	0	0	0	0	0	6	26	49	19	26	31
15:00-19:00	2232	37	2146	32	17	471	631	442	385	234	59	10	0	0	0	0	0	0	0	3	17	37	8	16	24
06:00-22:00	6897	78	6581	181	57	779	1088	1156	1652	1556	571	86	7	2	0	0	0	0	0	3	21	49	11	21	29
00:00-24:00	7412	78	7048	198	88	779	1097	1173	1728	1758	720	135	15	5	2	0	0	0	0	3	21	52	11	21	29

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/12/2019 00:00	69	0	67	0	2	0	0	2	9	26	26	3	3	0	0	0	0	0	0	19	30	42	24	29	34
04/12/2019 01:00	24	1	18	0	5	0	1	0	6	9	6	2	0	0	0	0	0	0	0	14	28	37	24	29	34
04/12/2019 02:00	32	0	26	0	6	0	0	0	3	15	10	4	0	0	0	0	0	0	0	22	30	39	26	29	32
04/12/2019 03:00	30	0	24	2	4	1	0	1	4	11	9	2	2	0	0	0	0	0	0	6	29	42	24	29	34
04/12/2019 04:00	48	0	35	0	13	0	1	1	6	21	15	3	1	0	0	0	0	0	0	13	29	44	24	29	34
04/12/2019 05:00	81	0	76	3	2	0	4	3	7	25	29	11	2	0	0	0	0	0	0	13	30	41	24	31	36
04/12/2019 06:00	152	1	141	8	2	0	2	7	19	67	43	13	1	0	0	0	0	0	0	11	29	42	24	29	34
04/12/2019 07:00	284	0	261	19	4	1	20	23	80	91	57	11	1	0	0	0	0	0	0	8	26	42	19	26	31
04/12/2019 08:00	57	0	50	6	1	6	6	6	9	20	9	1	0	0	0	0	0	0	0	4	23	36	13	26	31

[Fri, 12 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	284	1	246	5	32	1	6	7	35	107	95	25	8	0	0	0	0	0	0	6	29	44	24	29	34
06:00-09:00	493	1	452	33	7	7	28	36	108	178	109	25	2	0	0	0	0	0	0	4	26	42	21	26	31
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	493	1	452	33	7	7	28	36	108	178	109	25	2	0	0	0	0	0	0	4	26	42	21	26	31
00:00-24:00	777	2	698	38	39	8	34	43	143	285	204	50	10	0	0	0	0	0	0	4	28	44	21	29	32

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:50:26

Site

Name 11480240
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480240
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 08:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	577	0	482	52	43
06:00-09:00	2507	4	2207	230	66
15:00-19:00	4599	12	4206	304	77
06:00-22:00	14844	28	13287	1208	321
00:00-24:00	15794	28	14124	1268	374

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	78	37	27	37	45	34.8

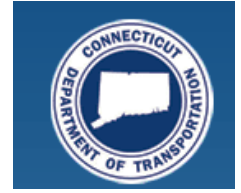
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 City Newington
 Country United States
 Contact Bradley Overturf
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Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:50:26

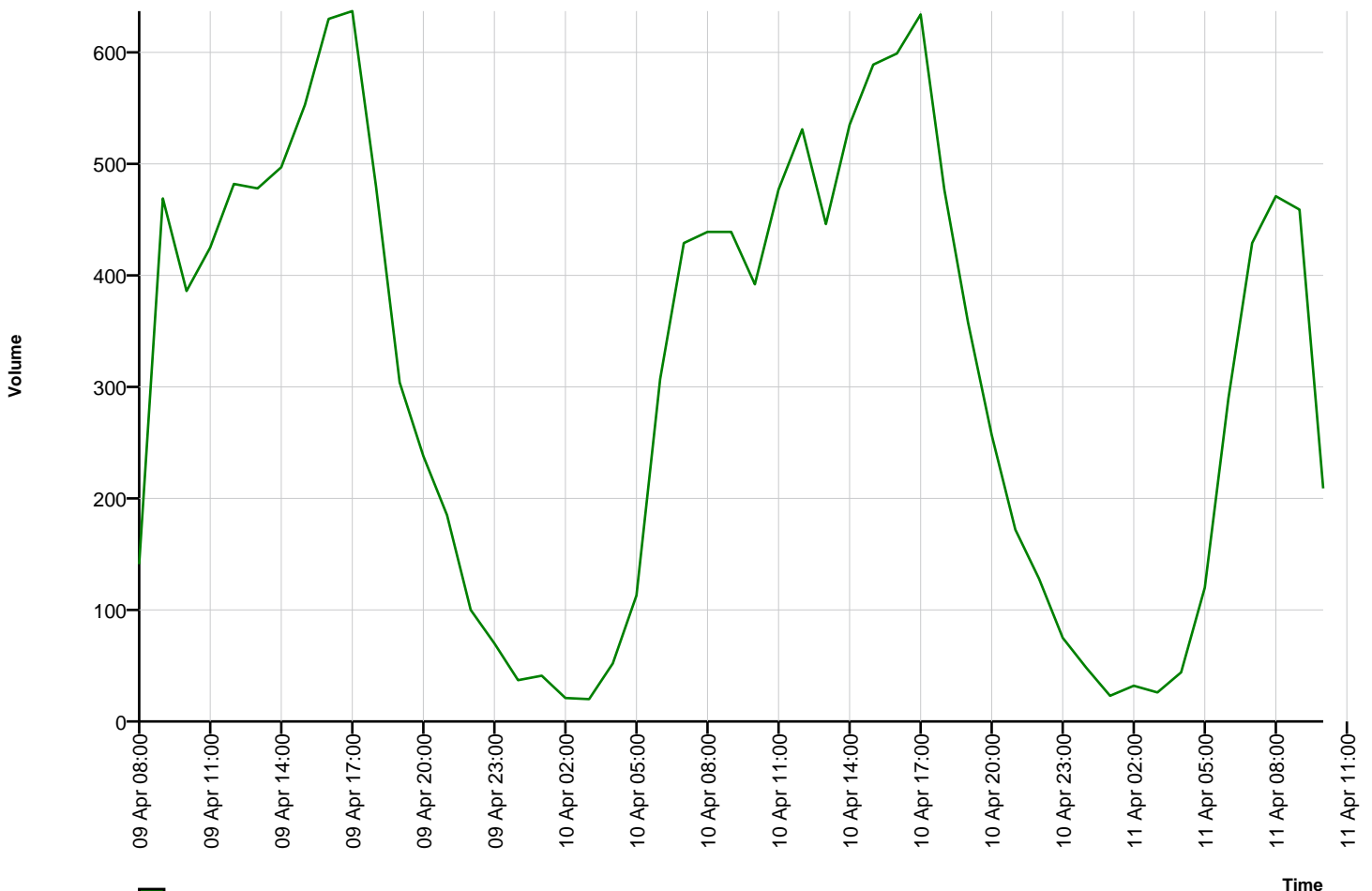
Site

Name 11480240
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480240
 Device type **SDR Traffic+**

Time Range

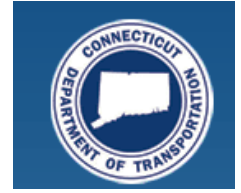
Start date 04/09/2019 08:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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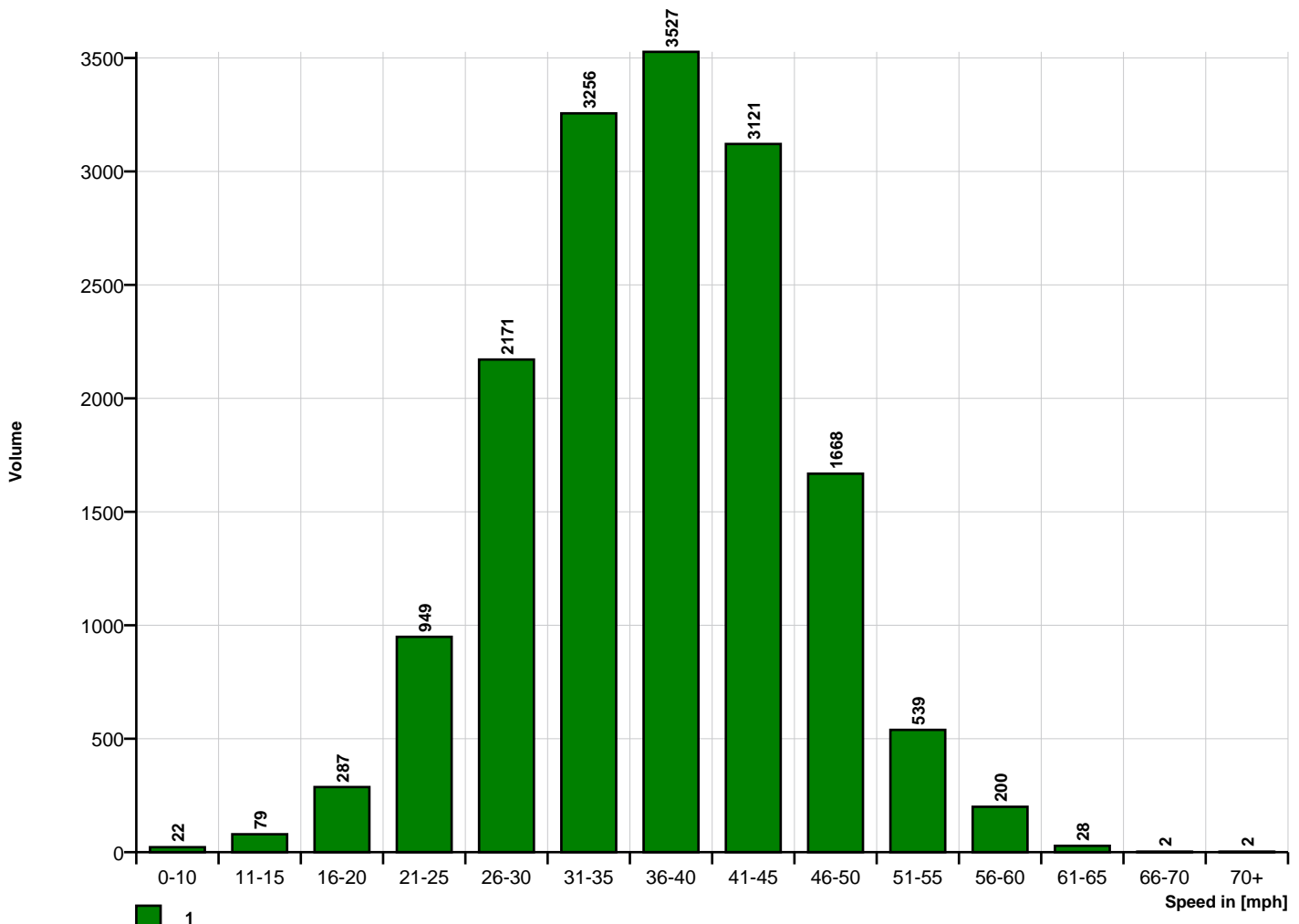
Site

Name 11480240
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480240
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 08:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

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 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:50:26

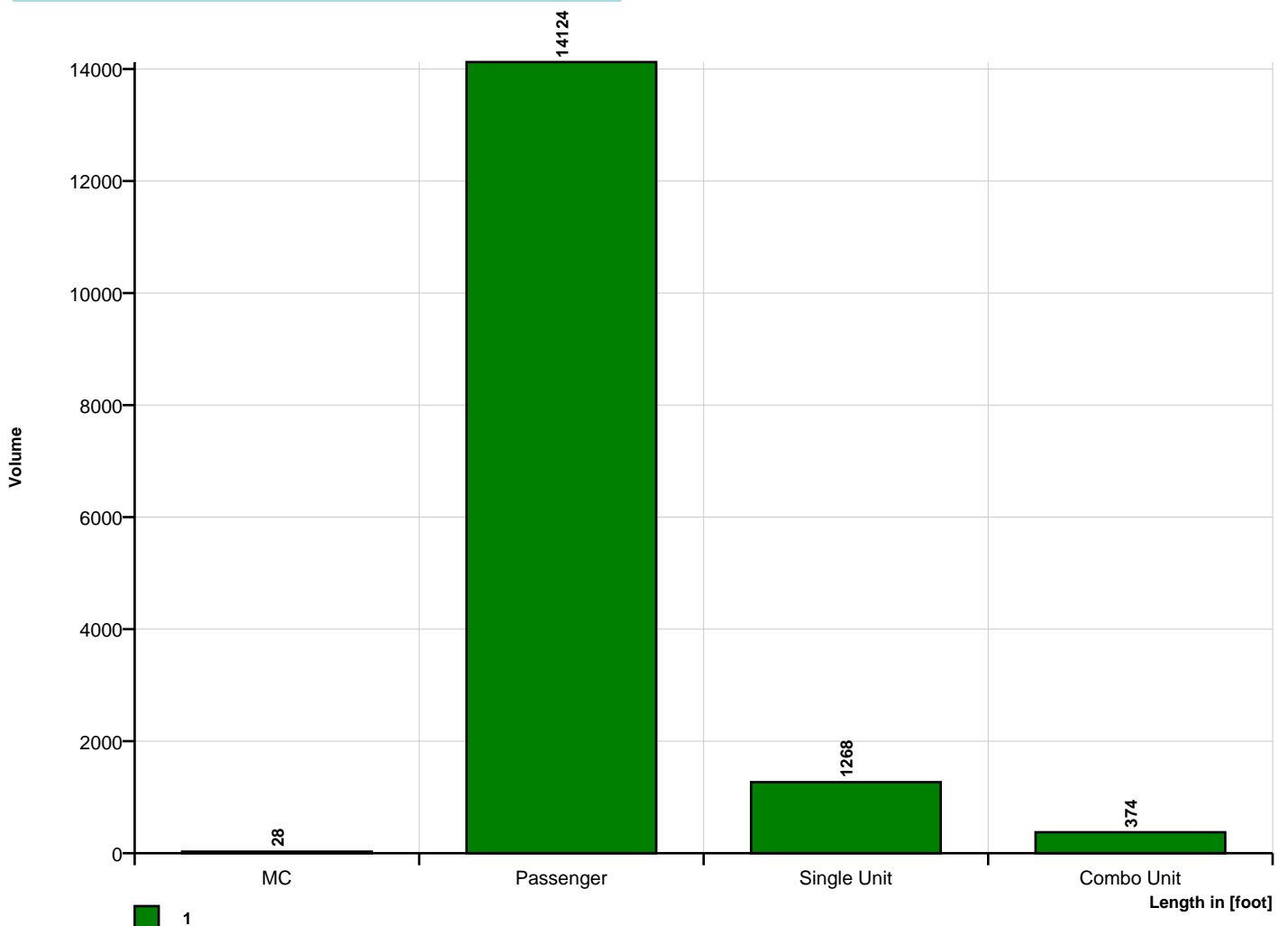
Site

Name 11480240
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 11480240
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 08:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 08:00	141	1	116	22	2	0	0	4	9	30	33	34	21	7	3	0	0	0	0	16	35	54	26	34	42
04/09/2019 09:00	469	1	401	55	12	2	5	14	38	80	103	93	85	36	8	7	0	0	0	4	35	57	26	34	44
04/09/2019 10:00	386	0	347	30	9	0	0	9	22	56	74	91	83	39	9	4	1	0	0	16	37	62	26	37	44
04/09/2019 11:00	425	1	379	41	4	0	4	7	24	60	82	85	94	47	17	6	2	0	0	11	37	64	27	37	45
04/09/2019 12:00	482	0	414	47	21	2	6	13	33	65	91	113	85	59	10	4	1	0	0	8	36	65	26	37	45
04/09/2019 13:00	478	3	421	40	14	1	3	9	44	61	99	97	93	53	13	4	1	0	0	8	36	64	26	36	44
04/09/2019 14:00	497	0	447	39	11	0	0	8	30	80	89	119	99	57	13	2	1	0	0	16	37	62	26	37	44
04/09/2019 15:00	553	1	477	58	17	1	3	7	38	82	104	115	114	63	21	5	1	0	0	4	37	65	27	37	45
04/09/2019 16:00	630	2	583	35	10	0	0	14	35	87	137	152	115	66	19	6	0	0	0	16	37	60	27	37	44
04/09/2019 17:00	637	0	584	44	9	1	2	16	49	83	139	131	117	68	29	5	1	0	0	4	37	65	26	36	45
04/09/2019 18:00	480	2	455	17	6	0	0	11	37	62	104	111	102	40	12	3	0	0	0	16	36	57	26	36	44
04/09/2019 19:00	304	1	299	2	2	1	2	3	25	35	45	78	55	44	11	5	0	1	0	4	37	67	26	37	47
04/09/2019 20:00	238	0	226	12	0	0	2	2	12	26	44	61	48	33	7	4	0	0	0	14	38	57	29	37	47
04/09/2019 21:00	185	0	177	8	0	0	0	0	8	27	53	49	26	19	2	1	1	0	0	21	36	62	27	36	44
04/09/2019 22:00	100	0	99	1	0	0	0	0	4	16	22	27	14	15	0	2	0	0	0	21	37	59	29	37	47
04/09/2019 23:00	70	0	64	3	3	0	0	0	3	7	18	20	12	2	5	2	1	0	0	21	38	62	31	37	44

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	141	1	116	22	2	0	0	4	9	30	33	34	21	7	3	0	0	0	0	16	35	54	26	34	42
15:00-19:00	2300	5	2099	154	42	2	5	48	159	314	484	509	448	237	81	19	2	0	0	4	37	65	26	37	44
06:00-22:00	5905	12	5326	450	117	8	27	117	404	834	1197	1329	1137	631	174	56	9	1	0	4	37	67	26	37	44
00:00-24:00	6075	12	5489	454	120	8	27	117	411	857	1237	1376	1163	648	179	60	10	1	0	4	37	67	26	37	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	37	0	36	1	0	0	0	0	1	7	10	4	6	6	2	1	0	0	0	21	38	59	29	37	47
04/10/2019 01:00	41	0	28	5	8	0	0	6	4	4	11	6	6	2	0	1	1	0	0	19	34	64	21	32	44
04/10/2019 02:00	21	0	15	4	2	0	0	1	2	3	4	2	6	1	2	0	0	0	0	19	37	52	26	36	44
04/10/2019 03:00	20	0	18	2	0	0	1	0	2	0	4	6	6	1	0	0	0	0	0	13	36	47	31	39	42
04/10/2019 04:00	52	0	41	7	4	0	0	0	0	8	4	27	5	6	2	0	0	0	0	26	38	54	29	37	45
04/10/2019 05:00	113	0	102	9	2	0	0	1	4	17	20	25	30	11	4	0	1	0	0	19	38	64	29	39	44
04/10/2019 06:00	307	0	274	24	9	0	2	2	16	31	75	79	59	34	7	2	1	0	0	13	37	62	29	37	44
04/10/2019 07:00	429	2	376	41	10	1	4	1	12	55	93	96	86	58	19	6	0	0	0	8	38	60	29	37	47
04/10/2019 08:00	439	0	395	29	15	0	2	6	24	47	106	97	97	47	10	4	0	0	0	14	37	60	29	37	44
04/10/2019 09:00	439	2	369	56	12	3	3	7	33	72	101	84	81	39	14	2	0	0	0	4	36	57	26	36	44
04/10/2019 10:00	392	0	338	41	13	0	2	9	24	56	79	80	76	39	19	9	0	0	0	14	37	60	29	37	45
04/10/2019 11:00	477	0	425	40	12	0	4	4	44	69	92	98	97	48	15	8	0	0	0	13	36	59	26	37	44
04/10/2019 12:00	531	1	458	60	12	0	6	23	35	79	111	109	113	42	11	3	1	0	0	11	36	62	26	36	44
04/10/2019 13:00	446	0	392	39	15	2	4	12	34	74	82	89	86	47	13	4	0	0	0	3	36	60	26	37	44
04/10/2019 14:00	535	1	456	64	14	3	7	12	37	85	96	130	93	49	15	8	2	0	1	8	36	78	26	36	44
04/10/2019 15:00	589	4	528	45	12	0	3	14	31	105	126	124	109	49	22	5	2	0	0	11	36	62	26	36	44
04/10/2019 16:00	599	1	545	40	13	0	2	10	41	70	119	147	112	66	24	7	2	0	0	14	37	62	27	37	45
04/10/2019 17:00	634	1	592	35	6	3	3	2	25	83	157	131	130	73	22	6	0	1	0	6	37	67	29	37	45
04/10/2019 18:00	477	1	442	30	4	0	0	4	23	55	87	102	111	57	30	11	0	0	0	19	39	60	29	39	47
04/10/2019 19:00	358	1	342	11	4	0	0	3	11	46	45	72	98	60	18	5	0	0	0	19	40	59	29	41	47
04/10/2019 20:00	257	0	245	10	2	0	0	2	7	30	48	48	60	38	18	10	0	0	0	16	39	59	29	39	47
04/10/2019 21:00	172	1	169	1	1	1	1	1	11	24	33	48	30	16	5	3	0	0	0	8	36	59	27	36	44
04/10/2019 22:00	128	0	123	3	2	0	0	1	11	20	28	36	21	7	2	1	1	0	0	18	36	65	26	36	42
04/10/2019 23:00	75	0	69	1	5	0	0	0	3	8	25	12	12	9	4	2	0	0	0	21	38	57	31	36	49

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	284	0	240	28	16	0	1	8	13	39	53	70	59	27	10	2	2	0	0	13	37	64	29	37	44
06:00-09:00	1175	2	1045	94	34	1	8	9	52	133	274	272	242	139	36	12	1	0	0	8	37	62	29	37	45
15:00-19:00	2299	7	2107	150	35	3	8	30	120	313	489	504	462	245	98	29	4	1	0	6	37	67	29	37	45
06:00-22:00	7081	15	6346	566	154	13	43	112	408	981	1450	1534	1438	762	262	93	8	1	1	3	37	78	27	37	45
00:00-24:00	7568	15	6778	598	177	13	44	121	435	1048	1556	1652	1530	805	278	98	11	1	1	3	37	78	27	37	45

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	48	0	39	5	4	0	0	1	5	8	9	11	6	3	4	0	1	0	0	19	36	62	26	36	45
04/11/2019 01:00	23	0	14	6	3	0	0	0	0	2	8	3	7	2	1	0	0	0	0	27	39	52	31	39	44
04/11/2019 02:00	32	0	22	3	7	0	0	8	1	2	7	2	10	2	0	0	0	0	0	18	33	45	19	34	42
04/11/2019 03:00	26	0	19	2	5	0	0	2	2	1	11	5	2	2	1	0	0	0	0	16	34	52	21	34	44
04/11/2019 04:00	44	0	35	5	4	0	0	2	0	4	15	11	6	3	3	1	0	0	0	18	37	55	31	37	44
04/11/2019 05:00	120	0	113	3	4	0	0	1	6	12	24	30	28	11	5	6	0	0	0	19	38	59	29	37	45
04/11/2019 06:00	290	0	258	25	7	0	0	1	14	30	62	66	65	30	13	12	1	0	0	18	39	60	29	37	47
04/11/2019 07:00	429	1	379	37	12	0	3	10	14	44	76	117	79	57	18	11	2	0	0	11	38	62	29	37	47
04/11/2019 08:00	471	0	408	52	11	1	3	5	15	60	110	115	99	44	16	1	2	0	0	8	37	60	29	37	44
04/11/2019 09:00	459	0	386	57	16	0	1	16	36	71	99	93	84	44	9	6	1	0	0	14	36	62	26	36	44
04/11/2019 10:00	209	0	184	21	4	0	1	3	10	32	42	46	42	17	12	5	0	0	1	13	37	72	27	37	45

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	293	0	242	24	27	0	0	14	14	29	74	62	59	23	14	7	1	0	0	16	37	62	29	37	44
06:00-09:00	1191	1	1046	114	30	1	6	16	43	134	248	299	243	131	47	24	5	0	0	8	38	62	29	37	45
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1858	1	1615	192	50	1	8	35	89	237	389	437	369	192	68	35	6	0	1	8	37	72	29	37	45
00:00-24:00	2151	1	1857	216	77	1	8	49	103	266	463	499	428	215	82	42	7	0	1	8	37	72	29	37	45

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:50:56

Site

Name 21480240
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 21480240
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 08:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passeng	Single U	Limbo Ur
00:00-06:00	629	2	502	71	54
06:00-09:00	2282	23	2009	214	36
15:00-19:00	3831	54	3421	298	58
06:00-22:00	13112	166	11484	1185	277
00:00-24:00	14092	168	12319	1265	340

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	9	78	40	31	37	49	40.3

Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
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 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:50:56

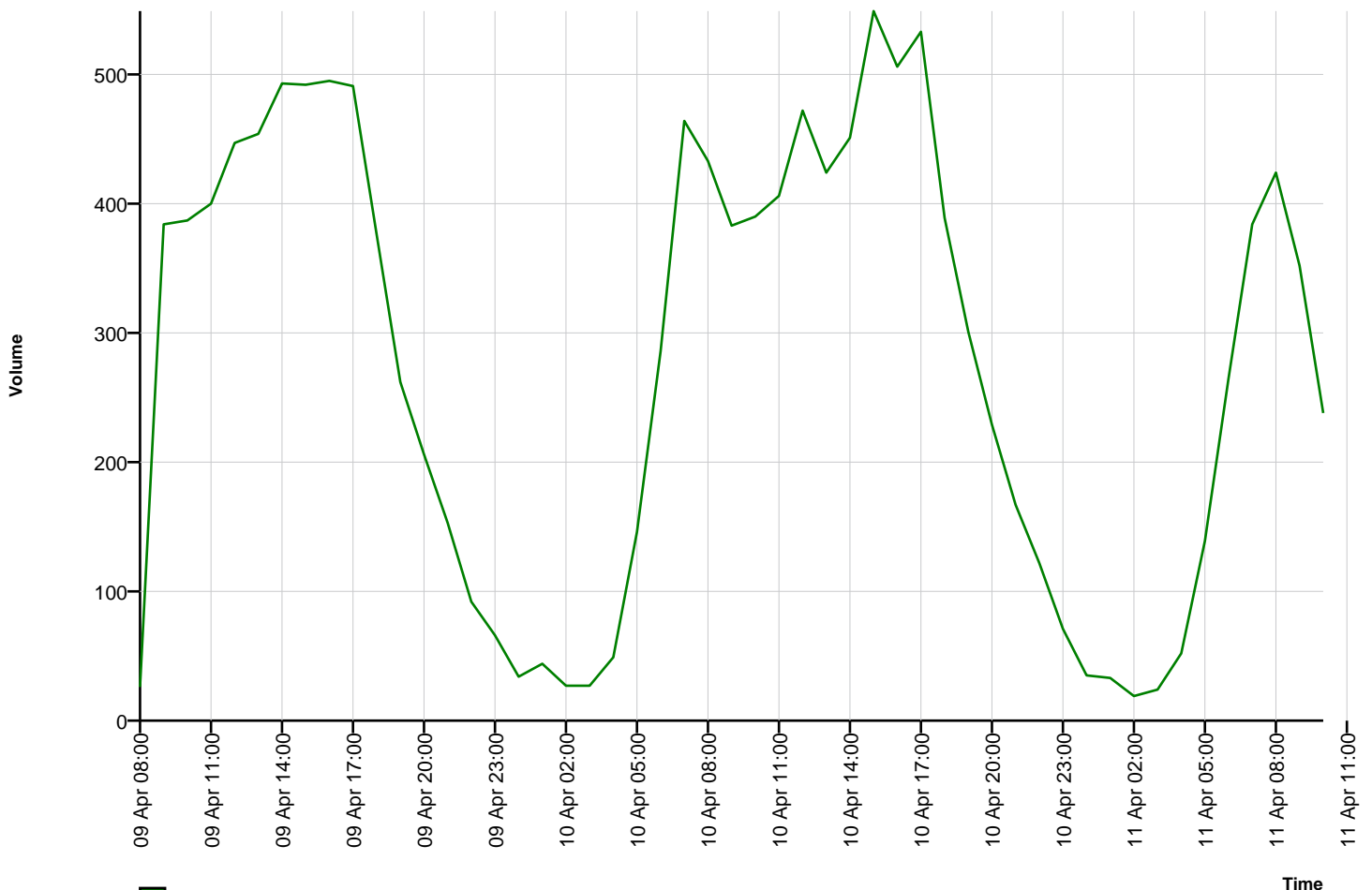
Site

Name 21480240
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 21480240
 Device type **SDR Traffic+**

Time Range

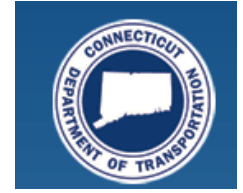
Start date 04/09/2019 08:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:50:56

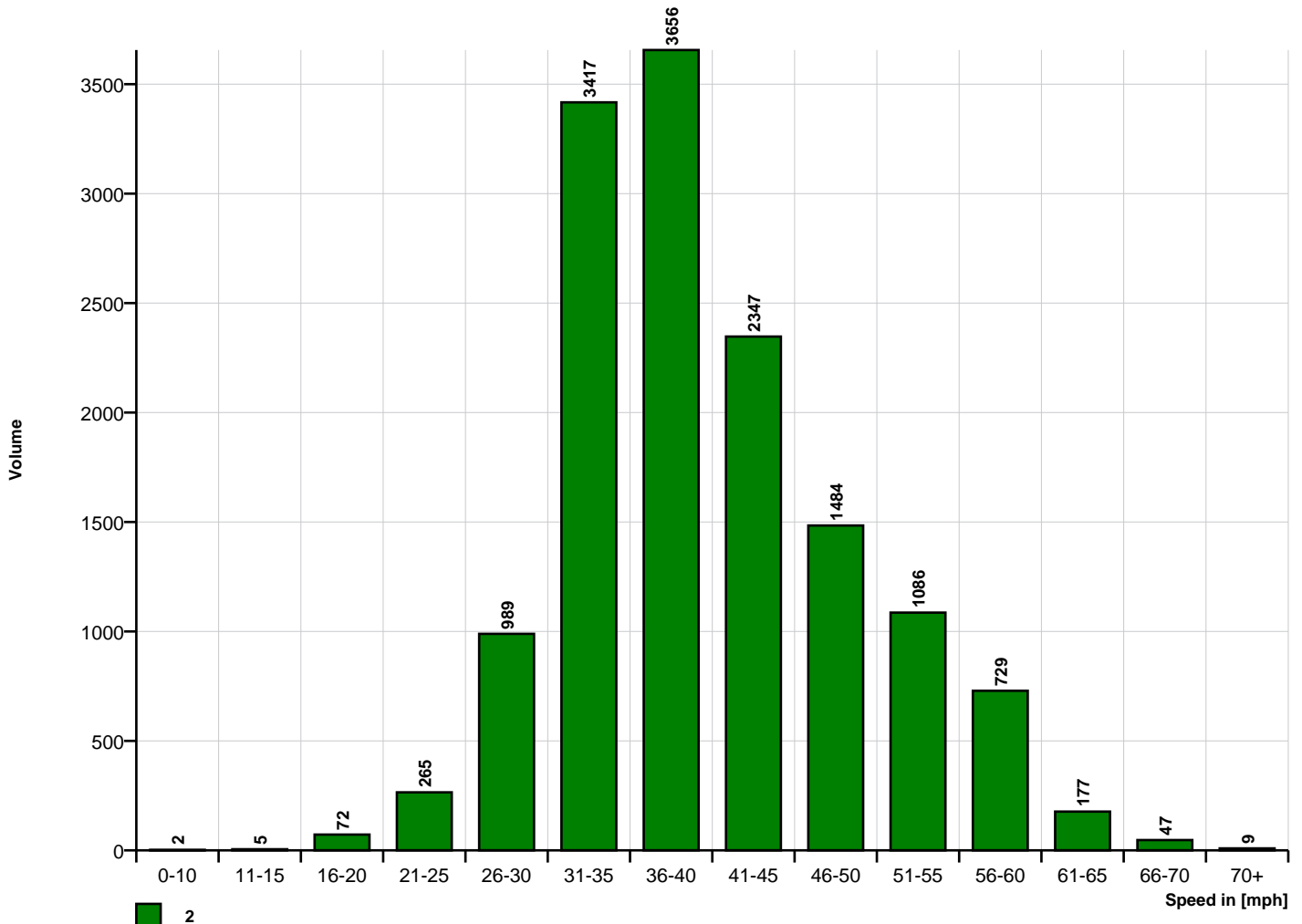
Site

Name 21480240
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 21480240
 Device type **SDR Traffic+**

Time Range

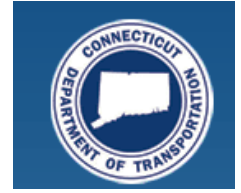
Start date 04/09/2019 08:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/12/2019 17:50:56

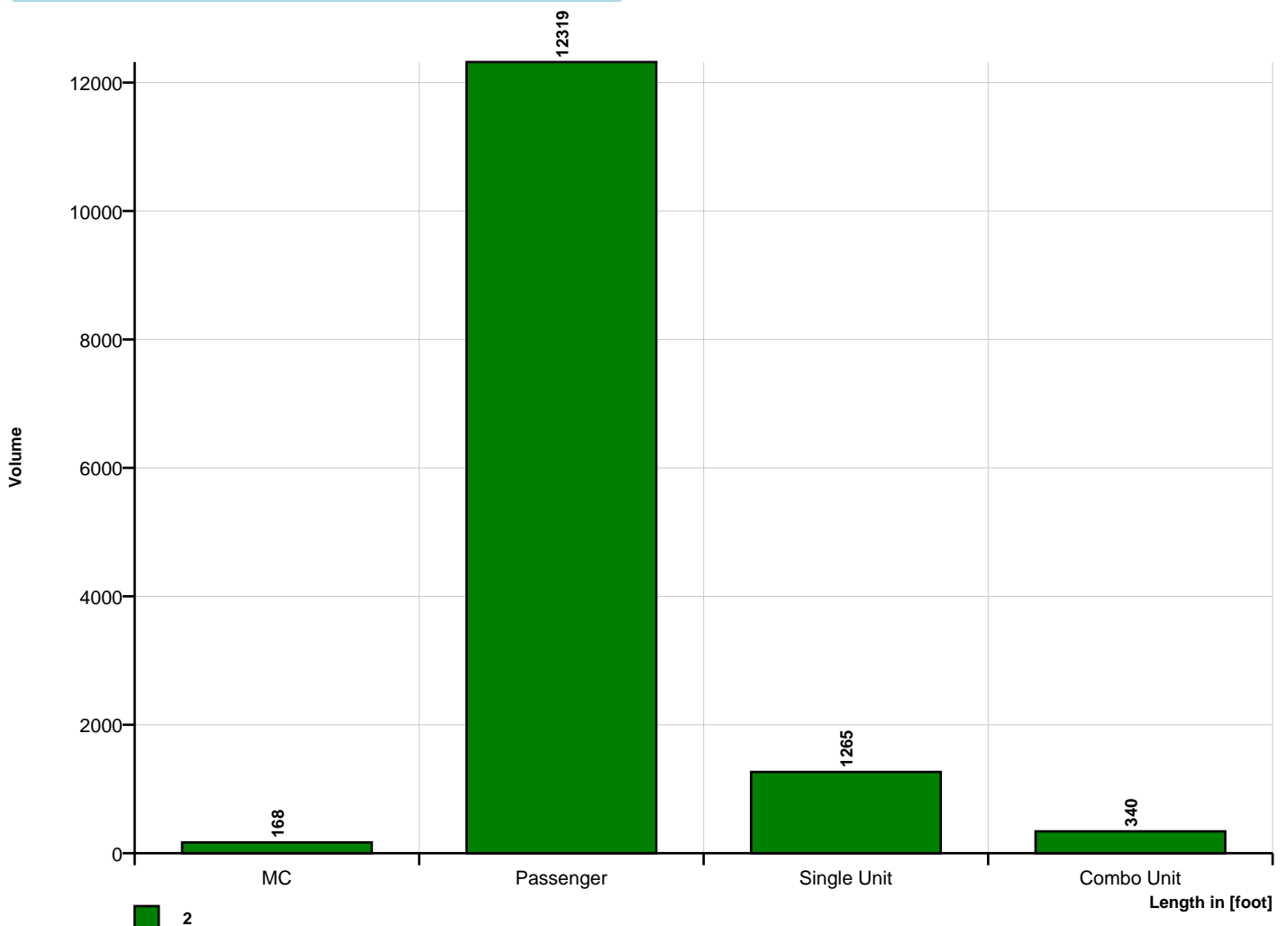
Site

Name 21480240
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **40**
 Comment 21480240
 Device type **SDR Traffic+**

Time Range

Start date 04/09/2019 08:00
 End date 04/11/2019 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/09/2019 08:00	26	0	22	3	1	0	0	0	2	3	8	8	1	0	2	2	1	0	0	21	37	64	29	36	54
04/09/2019 09:00	384	6	332	36	10	0	0	2	10	22	101	116	70	34	21	10	2	0	0	18	38	64	31	37	47
04/09/2019 10:00	387	4	324	44	15	0	0	3	10	28	119	102	58	33	21	18	0	0	1	16	38	78	31	37	47
04/09/2019 11:00	400	2	345	46	7	0	0	1	8	34	108	105	65	43	19	18	3	1	0	19	39	70	31	37	47
04/09/2019 12:00	447	3	380	55	9	0	0	3	7	40	127	109	87	36	22	11	4	1	1	16	39	77	31	37	47
04/09/2019 13:00	454	7	381	53	13	0	0	2	9	31	109	120	82	48	37	22	1	1	0	16	40	68	31	39	49
04/09/2019 14:00	493	9	416	58	10	0	1	3	9	45	137	133	71	44	31	15	5	1	0	14	39	67	31	37	47
04/09/2019 15:00	492	11	427	46	8	1	0	0	7	29	128	128	75	65	32	29	3	1	0	9	40	67	31	37	49
04/09/2019 16:00	495	6	438	42	9	0	1	4	12	19	110	138	85	58	42	23	5	4	0	14	40	68	32	39	49
04/09/2019 17:00	491	2	448	36	5	0	0	2	7	32	113	128	75	44	59	26	9	4	0	16	41	67	31	39	52
04/09/2019 18:00	376	11	346	17	2	0	0	1	7	16	84	117	68	37	24	18	5	1	1	16	40	70	31	39	49
04/09/2019 19:00	262	7	247	7	1	0	0	0	0	19	68	62	35	30	35	19	2	2	0	26	41	68	31	37	52
04/09/2019 20:00	206	1	196	7	2	0	0	0	3	14	57	36	38	34	15	12	0	0	0	21	40	57	31	39	49
04/09/2019 21:00	153	7	134	9	3	0	0	0	2	5	34	43	28	25	10	6	1	1	0	22	41	65	34	39	49
04/09/2019 22:00	92	0	87	3	2	0	0	0	0	9	16	26	20	11	9	3	0	0	0	26	40	57	32	39	49
04/09/2019 23:00	66	0	64	1	1	0	0	0	1	6	13	21	12	6	4	4	0	0	0	21	40	59	31	39	49

[Tue, 9 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	26	0	22	3	1	0	0	0	2	3	8	8	1	0	2	2	1	0	0	21	37	64	29	36	54
15:00-19:00	1854	30	1659	141	24	1	1	7	33	96	435	511	303	204	157	96	22	10	1	9	40	70	31	39	49
06:00-22:00	5066	76	4436	459	95	1	2	21	93	337	1303	1345	838	531	370	229	41	17	3	9	40	78	31	37	49
00:00-24:00	5224	76	4587	463	98	1	2	21	94	352	1332	1392	870	548	383	236	41	17	3	9	40	78	31	37	49

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/10/2019 00:00	34	0	30	2	2	0	0	0	1	4	6	5	14	2	0	1	1	0	0	21	39	62	31	41	44
04/10/2019 01:00	44	0	37	5	2	0	0	0	2	5	10	8	7	6	1	2	1	2	0	24	40	68	29	37	49
04/10/2019 02:00	27	0	22	2	3	0	0	0	1	2	8	7	3	3	2	1	0	0	0	22	39	57	31	39	47
04/10/2019 03:00	27	0	23	1	3	0	0	0	1	3	10	7	0	3	1	1	1	0	0	24	38	65	31	34	49
04/10/2019 04:00	49	0	34	7	8	0	0	3	3	7	10	10	12	2	1	0	1	0	0	16	36	62	26	36	44
04/10/2019 05:00	146	2	121	12	11	0	0	0	6	17	36	34	18	17	11	7	1	0	0	21	39	65	29	37	49
04/10/2019 06:00	286	6	251	25	4	0	0	1	4	23	63	74	49	33	26	13	2	1	0	19	40	67	31	37	49
04/10/2019 07:00	464	7	413	39	5	0	0	1	5	27	110	133	70	39	43	37	5	3	1	19	41	70	31	37	52
04/10/2019 08:00	433	1	384	43	5	0	0	2	9	23	102	102	57	47	53	31	12	2	0	16	41	67	31	39	52
04/10/2019 09:00	383	6	313	48	16	0	0	7	13	30	86	121	65	34	18	10	3	0	0	16	38	62	31	37	45
04/10/2019 10:00	390	9	321	37	23	0	1	4	12	30	85	94	65	43	23	25	9	1	2	11	40	78	31	37	49
04/10/2019 11:00	406	3	346	47	10	0	0	5	10	28	115	104	56	39	30	17	6	1	0	18	39	70	31	37	49
04/10/2019 12:00	472	6	406	49	11	0	0	6	7	38	114	122	73	45	42	26	6	1	0	16	40	65	31	39	49
04/10/2019 13:00	424	2	356	52	14	0	0	2	13	42	82	114	65	35	44	27	8	0	1	16	40	72	31	37	52
04/10/2019 14:00	451	5	401	41	4	0	1	3	10	41	111	110	88	45	20	19	5	0	0	14	39	65	31	37	47
04/10/2019 15:00	549	7	475	51	16	0	1	6	16	26	132	143	111	52	39	26	5	1	0	14	39	70	31	37	49
04/10/2019 16:00	506	6	440	52	8	0	0	3	8	24	116	132	83	45	49	40	11	3	0	18	41	70	31	39	52
04/10/2019 17:00	533	8	485	33	7	0	0	2	2	33	130	146	78	42	52	40	13	2	0	18	41	67	31	39	52
04/10/2019 18:00	389	3	362	21	3	0	0	0	5	11	75	124	63	45	30	35	8	1	0	21	42	67	34	39	52
04/10/2019 19:00	301	4	279	14	4	0	0	1	3	24	66	72	47	45	22	19	5	1	0	19	41	70	31	39	49
04/10/2019 20:00	229	1	218	6	4	0	0	0	1	16	41	59	40	35	27	13	1	0	0	21	41	62	31	39	50
04/10/2019 21:00	167	1	158	6	2	0	0	0	1	5	46	40	30	27	12	5	2	0	1	21	41	72	34	39	49
04/10/2019 22:00	122	0	115	3	4	0	0	0	0	7	16	35	31	23	2	6	2	0	0	26	41	62	34	41	49
04/10/2019 23:00	71	0	67	2	2	0	0	0	0	7	23	16	11	8	6	1	0	0	0	26	38	55	31	36	47

[Wed, 10 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	327	2	267	29	29	0	0	3	14	38	80	71	54	33	16	12	5	2	0	16	39	68	29	37	47
06:00-09:00	1183	14	1048	107	14	0	0	4	18	73	275	309	176	119	122	81	19	6	1	16	41	70	31	37	52
15:00-19:00	1977	24	1762	157	34	0	1	11	31	94	453	545	335	184	170	141	37	7	0	14	41	70	31	39	52
06:00-22:00	6383	75	5608	564	136	0	3	43	119	421	1474	1690	1040	651	530	383	101	17	5	11	40	78	31	37	49
00:00-24:00	6903	77	6057	598	171	0	3	46	133	473	1593	1812	1136	715	554	402	108	19	5	11	40	78	31	37	49

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/11/2019 00:00	35	0	30	3	2	0	0	0	1	1	9	10	7	1	1	2	2	1	0	21	41	70	31	39	52
04/11/2019 01:00	33	0	22	7	4	0	0	1	1	4	11	7	6	0	1	2	0	0	0	19	37	60	29	34	44
04/11/2019 02:00	19	0	12	6	1	0	0	0	0	3	6	3	4	2	1	1	0	0	0	26	38	55	29	36	47
04/11/2019 03:00	24	0	19	2	3	0	0	0	1	4	10	4	4	1	0	0	0	0	0	22	35	49	29	34	42
04/11/2019 04:00	52	0	38	9	5	0	0	0	1	10	8	7	11	7	6	2	0	0	0	22	40	57	27	41	52
04/11/2019 05:00	139	0	114	15	10	0	0	0	3	20	29	28	14	23	14	11	1	1	0	21	40	65	29	39	52
04/11/2019 06:00	265	0	232	28	5	0	0	0	5	15	67	60	52	38	20	7	3	2	0	21	40	67	31	39	49
04/11/2019 07:00	384	4	344	29	7	0	0	1	7	22	99	92	65	36	29	24	9	3	1	19	41	72	31	39	52
04/11/2019 08:00	424	5	363	47	9	0	0	2	6	41	95	84	60	64	46	25	8	2	0	18	41	68	31	39	50
04/11/2019 09:00	352	2	305	30	15	0	0	0	8	17	91	97	80	31	18	10	3	1	0	21	39	67	31	37	47
04/11/2019 10:00	238	4	196	28	10	1	0	1	5	27	67	60	38	18	13	7	2	1	0	9	38	67	31	36	47

[Thu, 11 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	302	0	235	42	25	0	0	1	7	42	73	59	46	34	23	18	3	2	0	19	39	70	29	37	49
06:00-09:00	1073	9	939	104	21	0	0	3	18	78	261	236	177	138	95	56	20	7	1	18	41	72	31	39	50
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1663	15	1440	162	46	1	0	4	31	122	419	393	295	187	126	73	25	9	1	9	40	72	31	37	49
00:00-24:00	1965	15	1675	204	71	1	0	5	38	164	492	452	341	221	149	91	28	11	1	9	40	72	31	37	49

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/29/2019 13:09:11

Site

Name 11480246
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480246
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 11:00
 End date 04/26/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	716	30	607	57	22
06:00-09:00	2397	207	1882	243	65
15:00-19:00	6603	753	5170	589	91
06:00-22:00	21241	2026	16835	2021	359
00:00-24:00	22566	2089	17993	2101	383

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	3	85	36	24	37	44	59.5

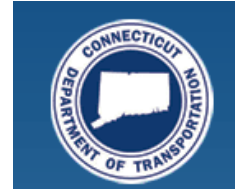
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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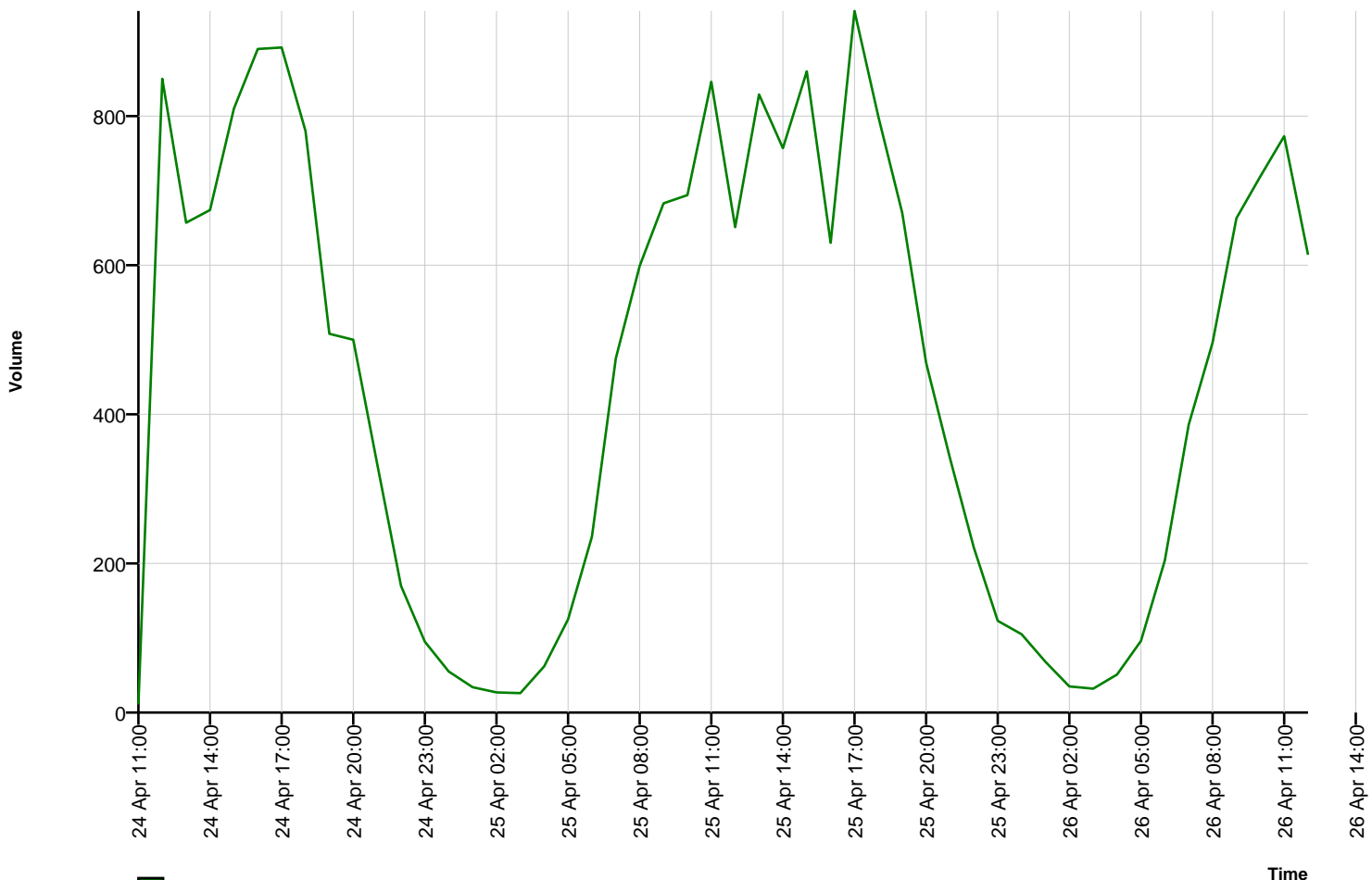
Site

Name 11480246
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480246
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 11:00
 End date 04/26/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Contact Bradley Overturf
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 Email bradley.overturf@ct.gov



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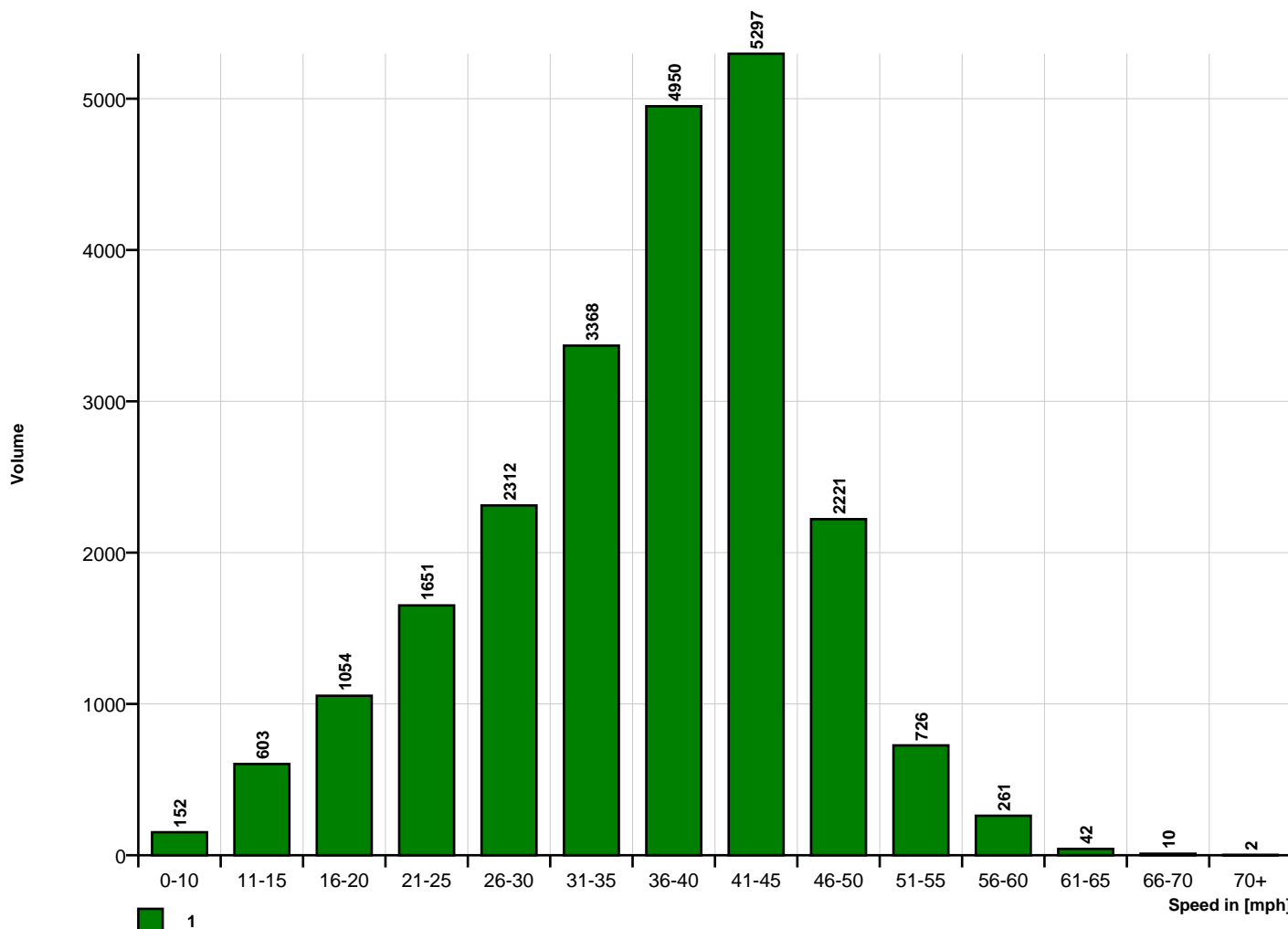
Site

Name 11480246
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480246
 Device type **SDR Traffic+**

Time Range

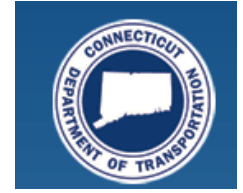
Start date 04/24/2019 11:00
 End date 04/26/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/29/2019 13:09:11

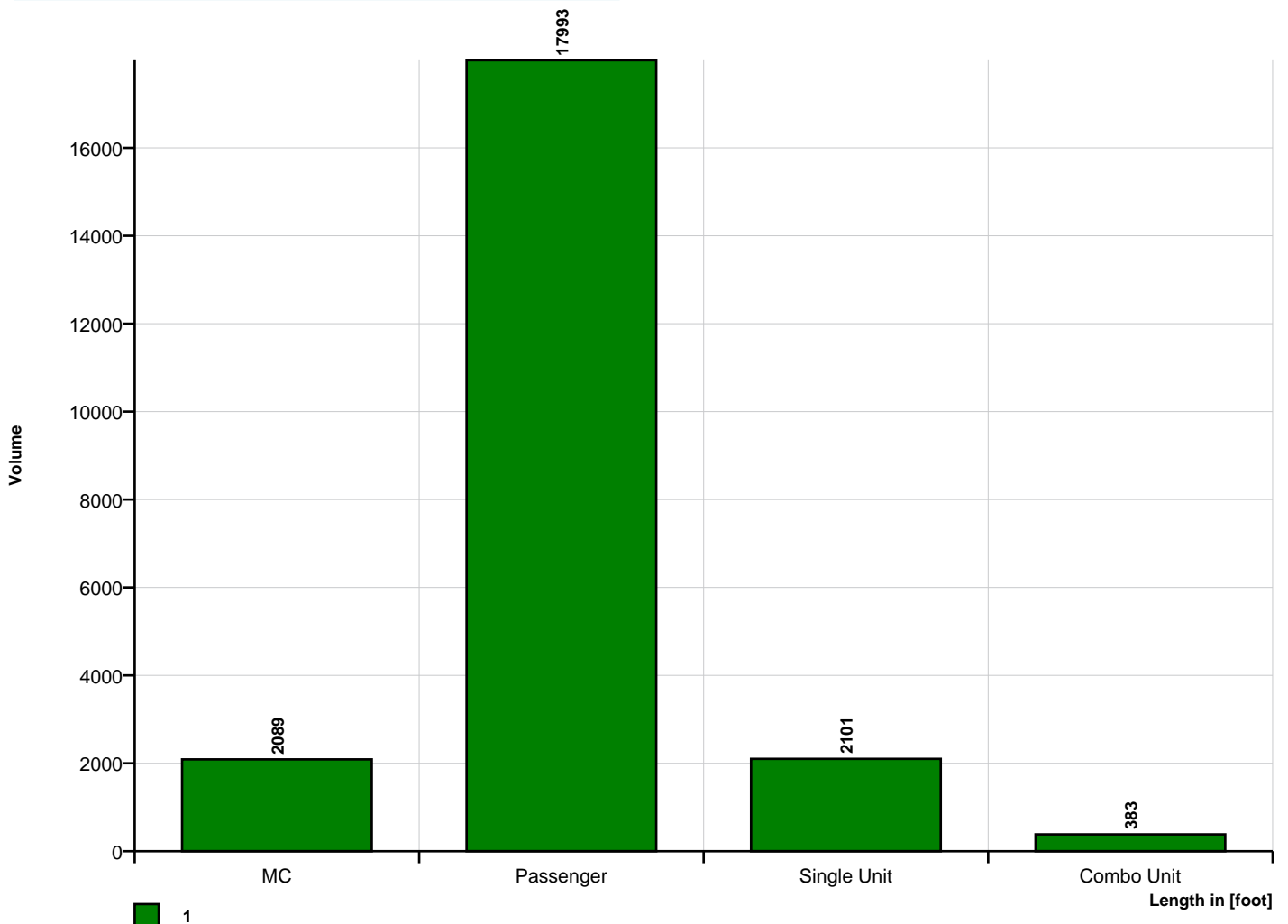
Site

Name 11480246
 Dir. Oncoming (name) 1
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 11480246
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 11:00
 End date 04/26/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 11:00	11	0	10	1	0	0	0	0	0	1	2	3	2	3	0	0	0	0	0	29	39	47	32	37	47
04/24/2019 12:00	850	82	662	92	14	17	37	54	65	76	123	184	196	78	18	3	0	0	0	6	35	57	21	37	44
04/24/2019 13:00	657	67	522	55	13	8	23	35	42	58	97	172	154	52	13	2	1	1	0	6	35	67	24	37	44
04/24/2019 14:00	674	83	531	50	10	2	18	29	57	68	110	167	158	49	14	5	0	0	0	6	35	60	24	37	44
04/24/2019 15:00	810	109	622	69	10	7	30	61	75	93	130	171	159	56	25	5	0	0	0	8	34	59	21	36	44
04/24/2019 16:00	890	108	695	76	11	10	36	64	104	142	152	153	143	71	13	4	0	0	0	8	33	57	21	34	44
04/24/2019 17:00	892	98	707	70	17	8	41	66	112	111	126	165	187	59	13	8	0	0	0	8	33	59	21	34	44
04/24/2019 18:00	780	72	631	68	9	2	17	30	65	94	110	161	191	80	24	7	2	0	0	8	36	64	26	37	44
04/24/2019 19:00	508	44	417	40	7	2	8	15	28	49	67	103	151	63	22	1	0	0	0	8	38	55	26	39	45
04/24/2019 20:00	500	33	430	33	4	1	4	18	43	65	95	115	99	46	12	2	0	0	0	8	36	60	26	37	44
04/24/2019 21:00	334	19	289	23	3	0	0	1	10	28	53	95	70	55	16	9	0	0	0	16	40	60	31	39	47
04/24/2019 22:00	170	11	153	5	1	0	0	1	0	10	20	46	48	25	12	7	3	0	0	19	42	64	34	41	49
04/24/2019 23:00	95	3	84	8	0	0	0	0	0	10	17	22	21	11	9	3	3	1	0	26	41	68	31	39	49

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	3373	387	2656	283	47	27	124	221	356	440	518	650	680	266	76	24	2	0	0	8	34	64	21	36	44
06:00-22:00	6906	715	5516	577	98	57	214	373	601	785	1065	1489	1510	612	170	46	3	1	0	6	35	67	24	37	44
00:00-24:00	7171	729	5753	590	99	57	214	374	601	805	1102	1557	1579	648	191	56	9	2	0	6	35	68	24	37	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	55	1	49	4	1	0	0	0	0	1	10	13	15	9	4	3	0	0	0	29	42	59	34	42	49
04/25/2019 01:00	34	2	28	2	2	0	0	0	0	0	4	9	11	3	4	2	1	0	0	31	44	62	36	42	52
04/25/2019 02:00	27	1	20	3	3	0	0	0	0	3	1	2	7	6	4	3	0	3	0	27	47	70	39	45	55
04/25/2019 03:00	26	1	19	5	1	0	0	0	0	2	3	6	6	6	2	0	1	0	0	29	43	62	31	44	49
04/25/2019 04:00	62	0	51	6	5	0	0	0	3	4	7	15	15	12	2	3	1	0	0	21	41	62	32	41	49
04/25/2019 05:00	125	4	104	15	2	0	0	0	1	7	21	38	30	19	7	2	0	0	0	24	40	57	31	39	47
04/25/2019 06:00	236	7	189	31	9	0	0	2	3	17	23	53	59	50	17	8	3	1	0	18	42	68	34	42	49
04/25/2019 07:00	475	35	375	53	12	1	2	11	19	51	76	114	117	58	19	7	2	0	0	8	38	64	29	39	47
04/25/2019 08:00	599	31	475	78	15	1	5	14	34	63	106	122	154	69	22	12	0	0	0	6	38	59	29	39	45
04/25/2019 09:00	683	28	536	100	19	6	16	31	34	52	107	156	180	72	21	12	1	1	0	6	37	67	26	37	44
04/25/2019 10:00	694	34	568	70	22	5	14	23	46	60	105	151	174	84	24	10	1	0	0	8	37	62	26	37	45
04/25/2019 11:00	846	63	679	91	13	6	22	28	75	64	137	181	223	74	26	10	2	0	0	6	36	62	24	37	44
04/25/2019 12:00	651	95	473	74	9	2	27	44	48	61	101	158	146	55	7	2	1	0	0	6	35	65	21	37	44
04/25/2019 13:00	829	74	681	64	10	9	23	41	55	79	113	187	211	82	22	7	3	0	0	3	36	64	24	37	44
04/25/2019 14:00	757	87	609	55	6	3	23	35	52	94	92	163	202	71	18	6	1	0	0	8	36	62	26	37	44
04/25/2019 15:00	860	94	669	82	15	5	35	58	93	106	128	185	157	63	26	5	0	0	0	6	34	59	21	36	44
04/25/2019 16:00	630	89	482	53	6	6	26	52	72	98	98	117	103	41	14	1	1	1	0	8	33	70	21	32	42
04/25/2019 17:00	941	109	725	92	15	18	43	75	114	107	132	184	181	72	11	4	1	0	0	6	33	60	21	34	44
04/25/2019 18:00	799	74	638	79	8	4	29	47	56	97	103	165	187	75	31	9	0	0	0	8	36	60	24	37	44
04/25/2019 19:00	670	65	552	45	8	8	15	31	45	49	105	148	149	82	35	7	0	0	0	6	37	57	26	37	47
04/25/2019 20:00	469	25	392	48	4	0	0	8	21	60	87	103	120	49	13	11	0	0	0	16	38	60	29	39	44
04/25/2019 21:00	341	19	298	23	1	0	1	1	11	37	67	73	91	39	14	6	1	0	2	14	39	85	31	39	47
04/25/2019 22:00	221	13	203	4	1	0	0	0	2	10	32	60	68	27	18	6	1	0	0	21	41	62	34	41	47
04/25/2019 23:00	123	6	111	6	0	0	0	0	0	4	20	38	28	19	10	5	0	0	0	26	41	59	34	39	49

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	329	9	271	35	14	0	0	0	4	17	46	83	84	55	23	13	3	3	0	21	42	70	34	41	49
06:00-09:00	1310	73	1039	162	36	2	7	27	56	131	205	289	330	177	58	27	5	1	0	6	39	68	29	39	47
15:00-19:00	3230	366	2514	306	44	33	133	232	335	408	461	651	628	251	82	19	2	1	0	6	34	70	21	36	44
06:00-22:00	10480	929	8341	1038	172	74	281	501	778	1095	1580	2260	2454	1036	320	117	17	3	2	3	36	85	24	37	44
00:00-24:00	11153	957	8926	1083	187	74	281	501	784	1126	1678	2441	2634	1137	371	141	21	6	2	3	36	85	26	37	44

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/26/2019 00:00	105	6	90	8	1	0	0	0	0	4	17	24	24	10	19	8	0	0	0	26	43	60	34	41	52
04/26/2019 01:00	68	3	61	1	3	0	0	0	1	0	4	22	12	9	13	4	3	1	0	24	45	67	37	44	54
04/26/2019 02:00	35	3	26	5	1	0	0	0	2	2	1	10	8	5	2	5	1	0	0	24	43	62	37	41	55
04/26/2019 03:00	32	2	26	3	1	0	0	0	0	3	0	4	9	13	3	1	0	0	0	29	44	55	37	47	49
04/26/2019 04:00	51	1	47	3	0	0	0	0	0	3	5	20	9	7	4	3	0	0	0	27	42	59	34	39	49
04/26/2019 05:00	96	6	86	2	2	0	0	0	0	7	16	28	24	11	6	2	2	0	0	26	41	64	34	39	49
04/26/2019 06:00	204	22	158	16	8	0	0	0	7	11	36	44	52	32	10	11	1	0	0	21	41	62	31	41	49
04/26/2019 07:00	386	52	295	27	12	0	1	3	15	39	55	86	108	51	20	7	0	1	0	14	39	67	29	39	47
04/26/2019 08:00	496	60	389	38	9	0	6	10	25	49	89	113	123	62	18	1	1	0	0	11	38	65	29	37	45
04/26/2019 09:00	663	57	516	77	13	3	18	25	42	60	82	145	183	69	30	12	1	0	0	6	37	62	26	39	45
04/26/2019 10:00	719	58	572	77	12	4	20	31	46	63	86	166	204	72	21	7	2	0	0	6	37	65	26	39	44
04/26/2019 11:00	773	73	585	92	23	6	30	55	66	78	105	141	207	66	16	2	1	0	0	6	35	62	21	37	44
04/26/2019 12:00	614	60	463	79	12	8	33	55	62	62	92	149	121	29	2	1	0	0	0	6	33	57	19	34	42

[Fri, 26 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	387	21	336	22	8	0	0	0	3	19	43	108	86	55	47	23	6	1	0	24	43	67	34	41	52
06:00-09:00	1087	134	843	81	29	0	7	13	47	99	181	243	283	145	48	19	2	1	0	11	39	67	29	39	47
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	3855	382	2978	406	89	21	108	179	263	362	545	844	998	381	117	41	6	1	0	6	36	67	26	37	44
00:00-24:00	4242	403	3314	428	97	21	108	179	266	381	588	952	1084	436	164	64	12	2	0	6	37	67	26	39	45

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/29/2019 13:09:47

Site

Name 21480246
 Dir. Oncoming (name)
 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
 Comment 21480246
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 12:00
 End date 04/26/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	897	3	838	37	19
06:00-09:00	4103	25	3610	430	38
15:00-19:00	7811	26	6846	870	69
06:00-22:00	26699	155	23537	2769	238
00:00-24:00	28232	162	24984	2829	257

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	4	60	29	24	29	34	11.6

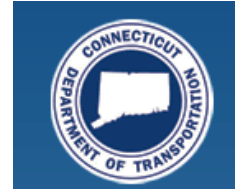
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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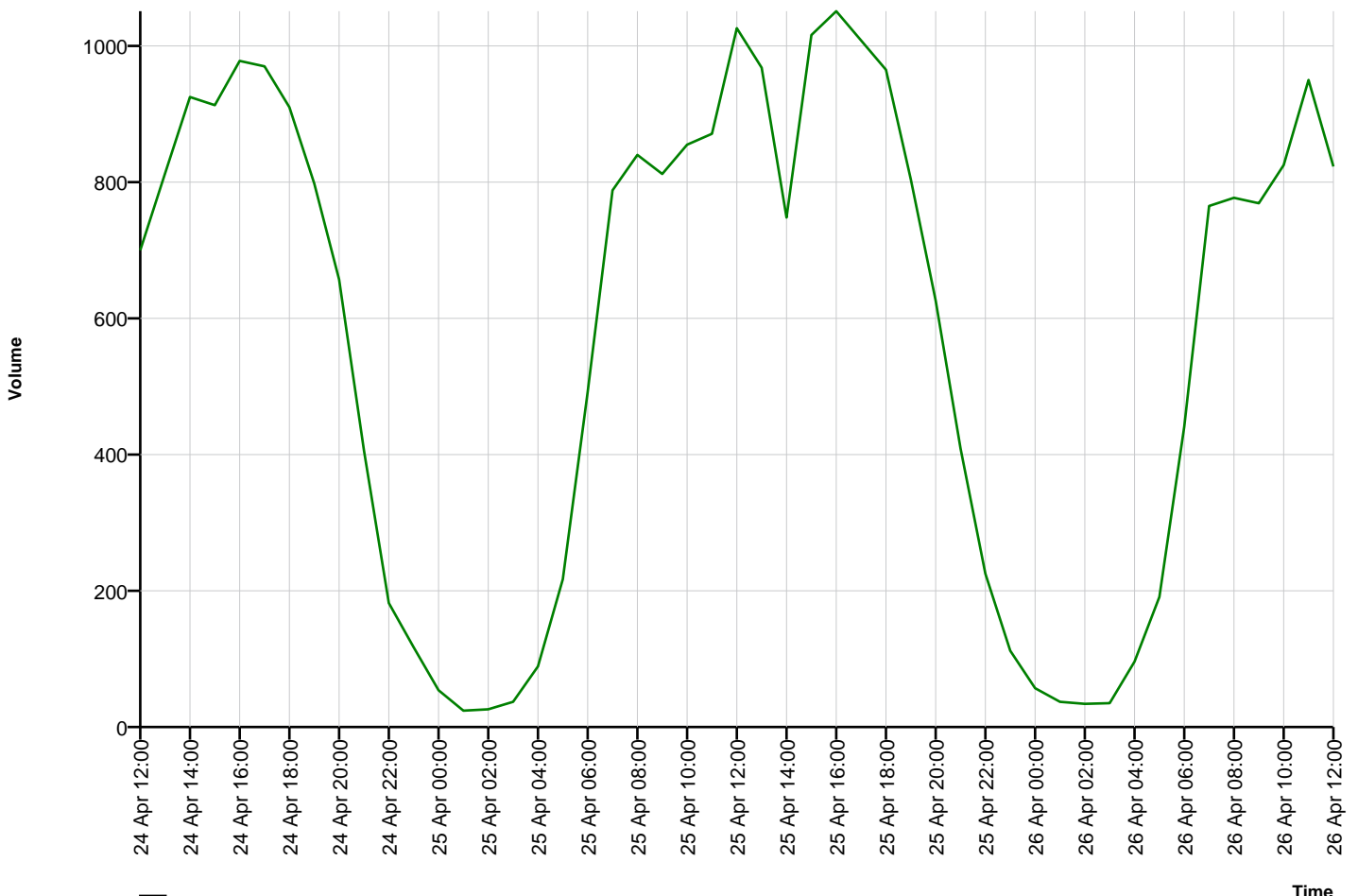
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Time / Volume graph



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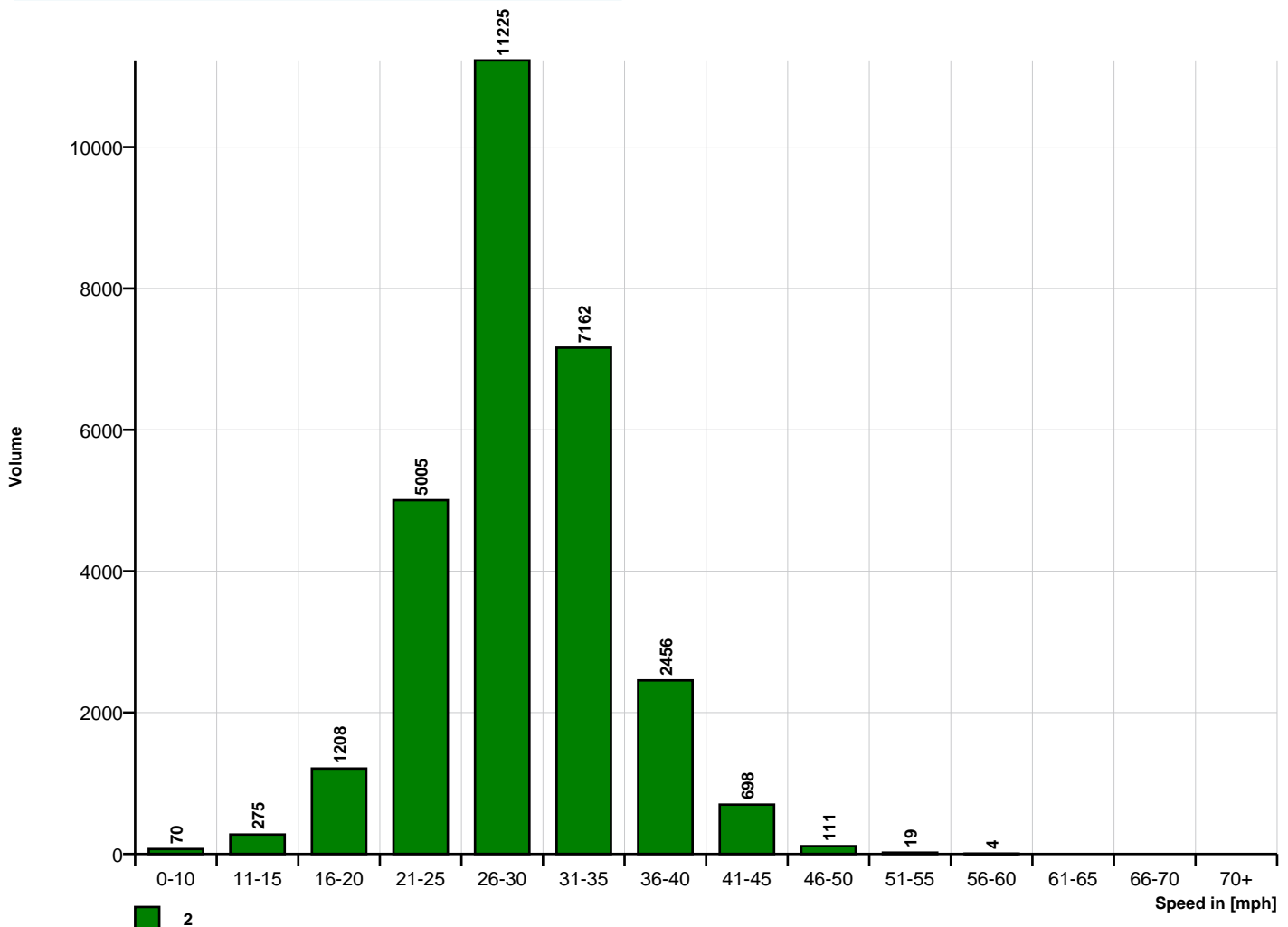
Site

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 Dir. Outgoing (name) 2
 Posted Speed Limit **35**
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 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 12:00
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Speed histogram



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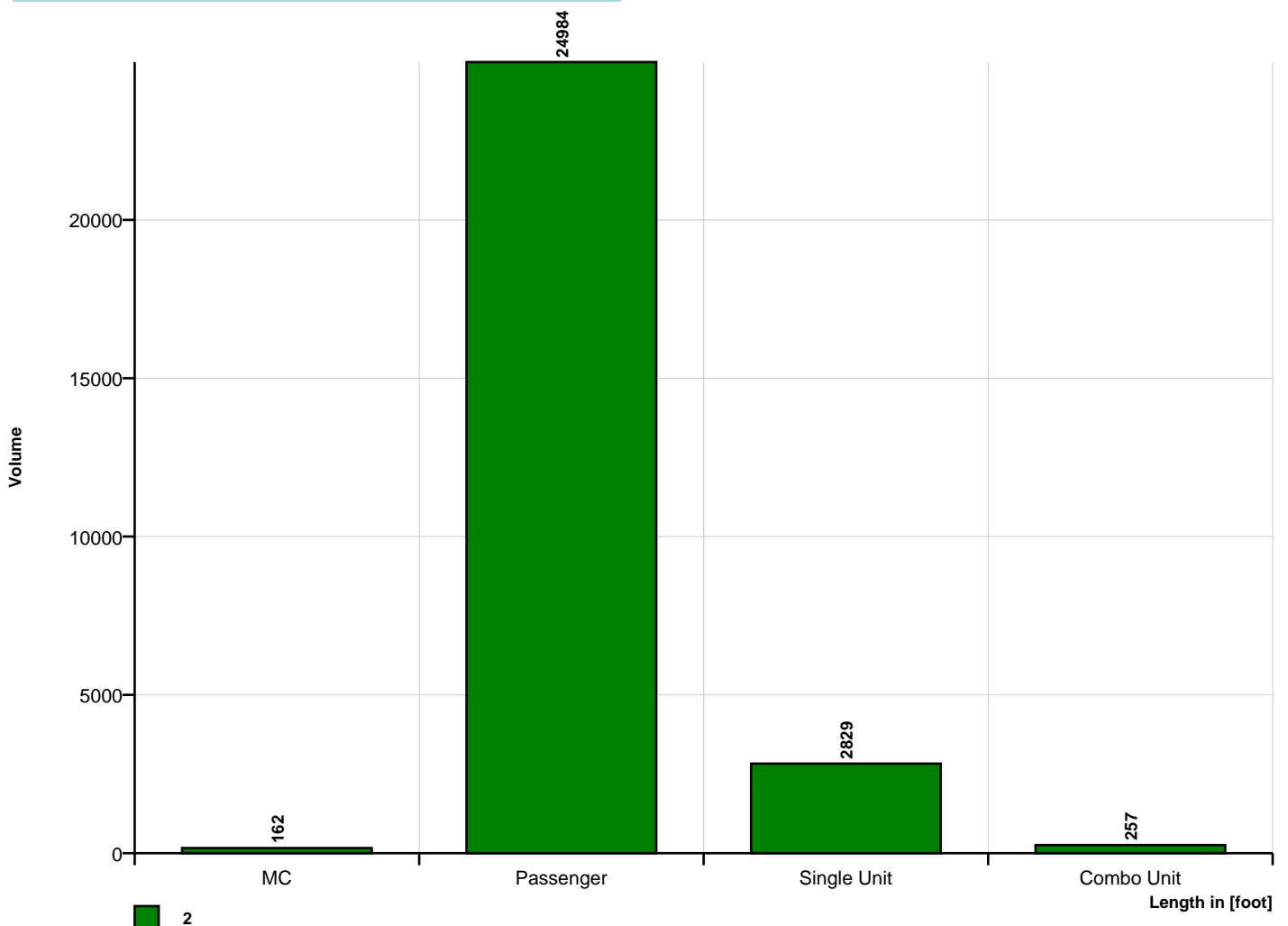
Site

Name 21480246
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 Comment 21480246
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 12:00
 End date 04/26/2019 12:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 12:00	700	1	623	71	5	0	2	16	130	302	196	48	5	1	0	0	0	0	0	13	29	47	24	29	34
04/24/2019 13:00	813	3	715	87	8	1	2	19	133	323	239	72	20	3	1	0	0	0	0	8	29	50	24	29	34
04/24/2019 14:00	925	1	812	103	9	22	37	111	203	303	187	47	14	0	1	0	0	0	0	4	26	54	19	26	32
04/24/2019 15:00	913	5	809	90	9	14	36	83	236	345	143	48	7	1	0	0	0	0	0	6	26	47	21	26	31
04/24/2019 16:00	978	1	840	130	7	0	4	34	220	426	225	56	11	2	0	0	0	0	0	14	28	47	24	27	32
04/24/2019 17:00	970	3	850	109	8	2	12	58	204	402	238	48	5	1	0	0	0	0	0	6	28	45	22	27	32
04/24/2019 18:00	910	4	810	91	5	0	4	31	154	368	279	62	10	2	0	0	0	0	0	11	29	49	24	29	34
04/24/2019 19:00	798	2	722	71	3	1	8	35	126	322	226	61	19	0	0	0	0	0	0	8	29	44	24	29	34
04/24/2019 20:00	657	1	614	41	1	0	2	15	115	263	182	61	18	1	0	0	0	0	0	14	29	49	24	29	34
04/24/2019 21:00	406	1	381	22	2	0	1	2	30	154	134	69	12	3	1	0	0	0	0	11	31	50	26	31	37
04/24/2019 22:00	182	0	176	6	0	0	1	1	7	49	68	34	16	4	2	0	0	0	0	14	33	54	26	31	39
04/24/2019 23:00	117	1	112	4	0	0	0	0	8	36	47	18	7	0	1	0	0	0	0	22	32	52	26	31	36

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	3771	13	3309	420	29	16	56	206	814	1541	885	214	33	6	0	0	0	0	0	6	28	49	21	27	32
06:00-22:00	8070	22	7176	815	57	40	108	404	1551	3208	2049	572	121	14	3	0	0	0	0	4	28	54	22	27	34
00:00-24:00	8369	23	7464	825	57	40	109	405	1566	3293	2164	624	144	18	6	0	0	0	0	4	28	54	22	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	54	1	50	3	0	0	0	1	2	13	23	5	8	1	1	0	0	0	0	16	33	50	29	31	41
04/25/2019 01:00	24	0	20	1	3	0	0	0	0	9	7	6	1	0	0	1	0	0	0	26	34	57	27	34	37
04/25/2019 02:00	26	0	25	1	0	0	0	0	1	9	9	4	3	0	0	0	0	0	0	21	33	44	26	31	39
04/25/2019 03:00	37	0	36	0	1	0	0	0	1	16	12	4	4	0	0	0	0	0	0	24	32	44	26	31	39
04/25/2019 04:00	89	1	82	2	4	0	0	1	6	22	35	17	7	1	0	0	0	0	0	18	32	45	26	31	39
04/25/2019 05:00	217	0	201	12	4	0	1	2	13	78	75	24	18	6	0	0	0	0	0	14	32	49	26	31	37
04/25/2019 06:00	492	1	441	44	6	0	4	9	33	165	118	96	56	8	2	1	0	0	0	11	33	60	26	31	39
04/25/2019 07:00	788	1	676	106	5	6	14	38	127	268	194	92	42	7	0	0	0	0	0	8	30	49	22	29	36
04/25/2019 08:00	840	0	738	93	9	1	2	46	157	311	177	107	36	2	1	0	0	0	0	8	29	52	22	29	36
04/25/2019 09:00	812	0	730	73	9	1	9	24	128	339	214	75	13	8	1	0	0	0	0	9	29	52	24	29	34
04/25/2019 10:00	855	3	757	87	8	0	8	23	128	354	236	84	18	4	0	0	0	0	0	14	29	49	24	29	34
04/25/2019 11:00	871	19	763	83	6	0	1	15	129	381	245	79	19	2	0	0	0	0	0	13	30	49	24	29	34
04/25/2019 12:00	1026	2	897	117	10	0	6	42	224	471	212	53	16	2	0	0	0	0	0	11	28	47	22	26	31
04/25/2019 13:00	968	24	833	102	9	1	2	35	155	428	259	75	10	3	0	0	0	0	0	9	29	49	24	29	34
04/25/2019 14:00	748	35	624	83	6	1	9	34	168	298	176	52	9	1	0	0	0	0	0	6	28	45	22	27	32
04/25/2019 15:00	1016	6	891	111	8	1	12	57	189	448	232	65	10	2	0	0	0	0	0	9	28	47	24	27	31
04/25/2019 16:00	1051	2	898	131	20	3	24	81	253	393	251	42	4	0	0	0	0	0	0	8	27	44	21	26	31
04/25/2019 17:00	1008	4	881	119	4	11	35	78	239	378	206	50	9	1	1	0	0	0	0	6	27	50	21	26	31
04/25/2019 18:00	965	1	867	89	8	1	4	45	163	433	226	82	10	1	0	0	0	0	0	8	29	49	24	29	34
04/25/2019 19:00	804	1	709	90	4	0	2	12	129	308	253	78	20	1	1	1	0	0	0	14	30	55	24	29	34
04/25/2019 20:00	626	1	577	45	3	0	0	4	94	266	187	59	15	1	0	0	0	0	0	18	30	47	24	29	34
04/25/2019 21:00	409	0	383	24	2	0	0	4	40	159	123	64	16	2	1	0	0	0	0	16	31	50	26	31	36
04/25/2019 22:00	225	1	217	7	0	1	1	1	16	83	66	42	10	5	0	0	0	0	0	8	32	49	26	31	37
04/25/2019 23:00	112	2	104	6	0	0	3	0	9	28	44	14	12	1	1	0	0	0	0	14	32	52	26	31	39

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	447	2	414	19	12	0	1	4	23	147	161	60	41	8	1	1	0	0	0	14	32	57	26	31	39
06:00-09:00	2120	2	1855	243	20	7	20	93	317	744	489	295	134	17	3	1	0	0	0	8	30	60	24	29	37
15:00-19:00	4040	13	3537	450	40	16	75	261	844	1652	915	239	33	4	1	0	0	0	0	6	28	50	21	26	31
06:00-22:00	13279	100	11665	1397	117	26	132	547	2356	5400	3309	1153	303	45	7	2	0	0	0	6	29	60	24	29	34
00:00-24:00	14063	105	12400	1429	129	27	137	552	2404	5658	3580	1269	366	59	9	3	0	0	0	6	29	60	24	29	34

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/26/2019 00:00	57	0	55	1	1	0	1	2	4	16	19	11	3	1	0	0	0	0	0	13	32	45	26	31	37
04/26/2019 01:00	37	0	33	3	1	0	1	0	1	9	15	6	5	0	0	0	0	0	0	14	33	44	27	34	39
04/26/2019 02:00	34	0	30	2	2	0	0	0	1	10	17	5	1	0	0	0	0	0	0	24	32	41	27	31	36
04/26/2019 03:00	35	0	34	0	1	0	0	0	0	11	9	12	2	1	0	0	0	0	0	26	34	47	27	34	37
04/26/2019 04:00	96	1	91	2	2	0	1	2	4	31	36	14	5	2	1	0	0	0	0	14	32	52	26	31	37
04/26/2019 05:00	191	0	181	10	0	0	1	0	18	64	71	21	15	1	0	0	0	0	0	14	32	47	26	31	37
04/26/2019 06:00	441	4	395	40	2	0	3	1	57	172	102	60	38	7	1	0	0	0	0	11	31	54	26	29	37
04/26/2019 07:00	765	11	686	64	4	0	3	45	180	258	153	95	25	5	1	0	0	0	0	13	29	54	21	27	36
04/26/2019 08:00	777	8	674	83	12	0	6	41	159	267	178	93	27	4	1	1	0	0	0	14	29	55	22	29	36
04/26/2019 09:00	769	2	675	82	10	1	3	50	147	285	182	69	27	5	0	0	0	0	0	9	29	49	22	29	34
04/26/2019 10:00	825	7	726	85	7	0	2	10	108	375	242	66	18	4	0	0	0	0	0	14	30	49	26	29	34
04/26/2019 11:00	950	0	832	102	16	0	4	44	186	411	218	67	17	3	0	0	0	0	0	13	28	45	24	29	32
04/26/2019 12:00	823	1	708	101	13	2	4	56	170	365	176	44	5	1	0	0	0	0	0	6	28	45	22	26	31

[Fri, 26 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	450	1	424	18	7	0	4	4	28	141	167	69	31	5	1	0	0	0	0	13	32	52	26	31	37
06:00-09:00	1983	23	1755	187	18	0	12	87	396	697	433	248	90	16	3	1	0	0	0	11	29	55	24	29	36
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	5350	33	4696	557	64	3	25	247	1007	2133	1251	494	157	29	3	1	0	0	0	6	29	55	24	29	34
00:00-24:00	5800	34	5120	575	71	3	29	251	1035	2274	1418	563	188	34	4	1	0	0	0	6	29	55	24	29	34

Author

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Site

Name 11480283
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 11480283
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 09:00
 End date 04/26/2019 11:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

1					
Time	Σ	MC	Passenger	Single U	Combo Ur
00:00-06:00	626	2	557	44	23
06:00-09:00	2579	62	2360	141	16
15:00-19:00	5075	33	4891	116	35
06:00-22:00	18201	167	17254	634	146
00:00-24:00	19216	170	18187	688	171

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
1	6	72	40	34	41	47	79.3

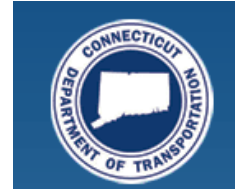
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

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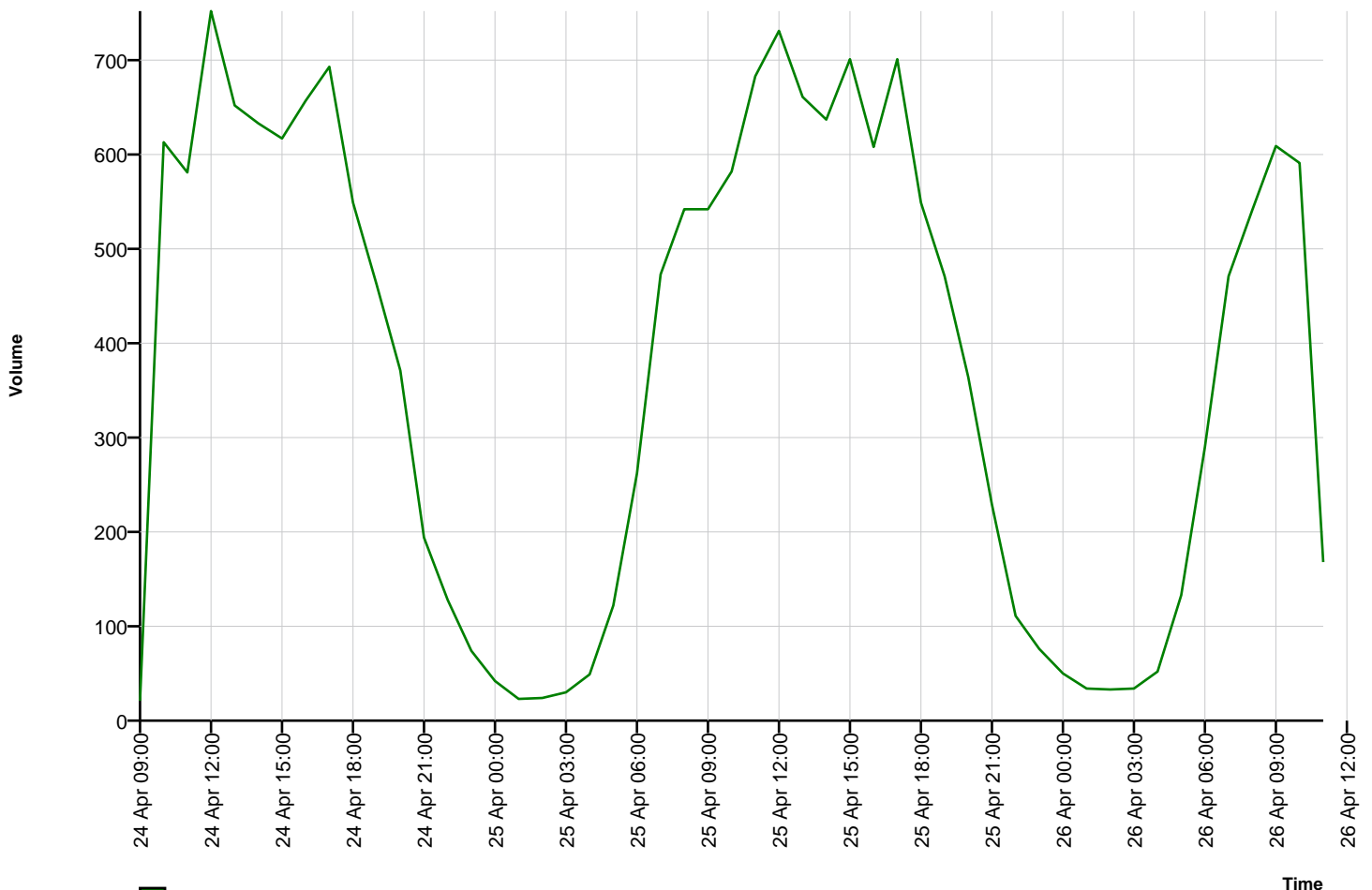
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Time / Volume graph



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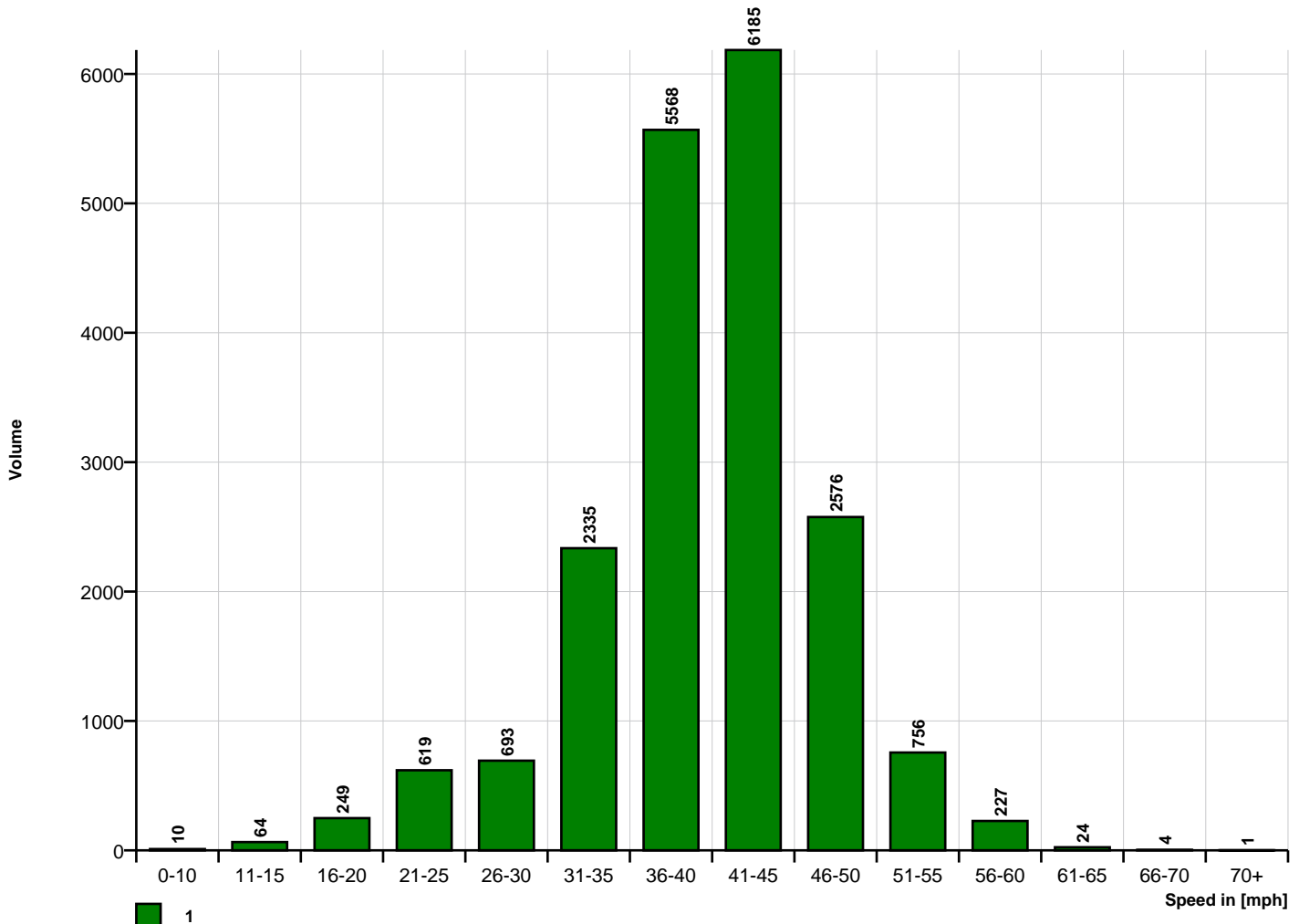
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Speed histogram



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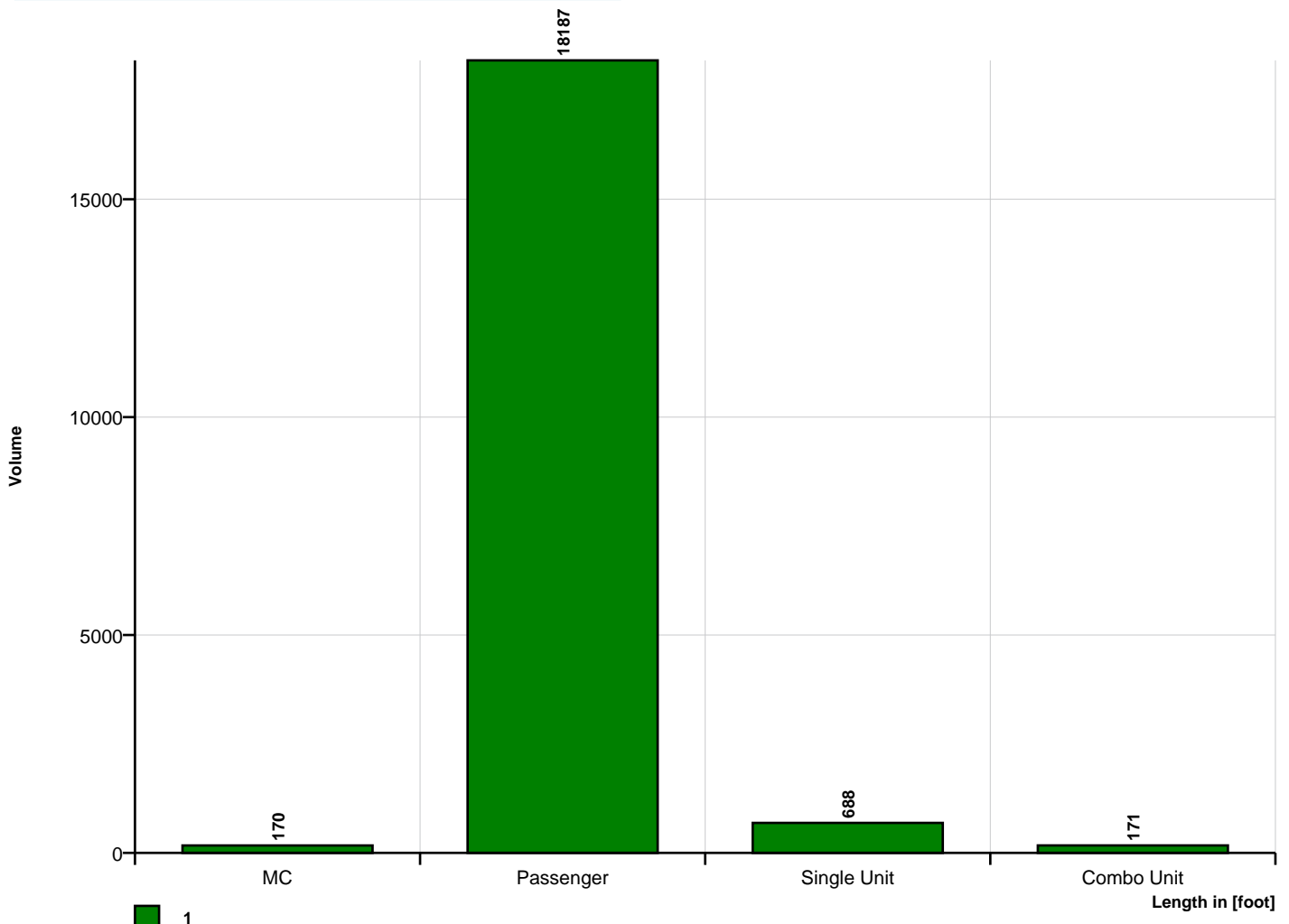
Site

Name 11480283
 Dir. Oncoming (name)
 Dir. Outgoing (name) 1
 Posted Speed Limit **35**
 Comment 11480283
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 09:00
 End date 04/26/2019 11:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 09:00	21	0	21	0	0	0	0	0	0	0	2	10	6	2	1	0	0	0	0	31	40	52	36	39	44
04/24/2019 10:00	613	5	581	22	5	0	1	7	14	16	83	214	216	50	10	1	1	0	0	13	39	62	34	39	44
04/24/2019 11:00	581	8	551	19	3	3	1	5	22	29	83	190	184	58	6	0	0	0	0	8	38	54	31	39	44
04/24/2019 12:00	752	9	699	37	7	0	9	22	51	42	184	225	161	39	13	8	0	0	0	11	36	60	29	37	44
04/24/2019 13:00	652	5	623	18	6	0	3	17	45	31	144	202	165	30	9	5	0	2	0	11	37	67	31	37	44
04/24/2019 14:00	633	3	598	26	6	0	1	8	13	27	83	203	221	60	16	3	0	0	0	14	39	55	34	39	44
04/24/2019 15:00	617	2	587	23	5	1	0	8	26	24	88	188	186	73	18	6	0	0	0	8	39	59	31	39	45
04/24/2019 16:00	657	2	632	18	5	0	0	3	23	19	70	195	252	72	21	4	1	0	0	16	40	62	34	41	44
04/24/2019 17:00	693	1	674	16	2	0	1	1	19	20	72	236	246	73	22	6	0	0	0	14	40	57	34	39	44
04/24/2019 18:00	549	6	533	4	6	0	0	7	22	21	37	117	216	104	22	6	0	0	0	16	41	59	34	42	47
04/24/2019 19:00	462	4	448	8	2	0	3	6	7	12	26	146	142	86	29	10	0	0	0	13	41	59	36	41	47
04/24/2019 20:00	371	2	366	2	1	0	0	0	1	4	35	110	149	57	15	2	0	0	0	21	42	55	37	41	47
04/24/2019 21:00	194	2	189	2	1	1	0	3	3	2	19	41	67	36	17	6	1	0	0	8	42	65	36	42	49
04/24/2019 22:00	128	0	125	3	0	0	0	0	0	0	5	27	48	29	14	5	1	1	0	32	45	67	37	44	49
04/24/2019 23:00	74	1	68	4	1	0	0	1	0	2	7	12	25	17	6	4	2	0	0	19	44	65	37	44	49

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2516	11	2426	61	18	1	1	19	90	84	267	736	900	322	83	22	1	0	0	8	40	62	34	41	45
06:00-22:00	6795	49	6502	195	49	5	19	87	246	247	926	2077	2211	740	199	57	3	2	0	8	39	67	32	39	44
00:00-24:00	6997	50	6695	202	50	5	19	88	246	249	938	2116	2284	786	219	66	6	3	0	8	39	67	32	39	45

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	42	0	35	5	2	0	0	0	0	0	4	7	17	8	4	1	1	0	0	31	44	62	37	44	49
04/25/2019 01:00	23	0	22	0	1	0	0	0	0	0	1	6	5	7	3	3	0	0	0	31	45	60	36	44	54
04/25/2019 02:00	24	0	17	3	4	0	0	0	3	1	0	5	3	10	0	1	0	0	1	24	43	72	26	45	49
04/25/2019 03:00	30	0	25	5	0	1	1	0	2	0	1	7	9	4	4	1	0	0	0	6	41	57	34	42	50
04/25/2019 04:00	49	0	43	3	3	0	0	0	0	1	1	7	21	14	5	0	0	0	0	26	44	54	39	44	49
04/25/2019 05:00	122	1	110	7	4	0	0	1	2	3	1	12	38	43	18	5	2	0	0	18	45	62	39	45	52
04/25/2019 06:00	262	2	238	20	2	0	4	3	3	4	7	41	88	68	37	11	2	0	0	14	44	64	37	44	50
04/25/2019 07:00	473	4	432	33	4	0	0	2	11	15	24	77	162	129	44	15	0	0	0	19	43	59	37	44	49
04/25/2019 08:00	542	0	511	27	4	0	0	5	17	5	37	131	211	112	16	7	2	0	0	16	42	64	37	42	47
04/25/2019 09:00	542	5	501	28	8	1	15	14	17	27	80	140	168	62	16	2	0	0	0	8	38	55	31	39	44
04/25/2019 10:00	582	3	547	24	8	0	1	9	18	17	67	198	194	59	17	4	1	0	0	14	39	62	34	39	44
04/25/2019 11:00	683	4	633	36	10	0	0	8	30	42	120	239	186	47	11	4	0	0	0	16	38	55	31	37	44
04/25/2019 12:00	731	3	693	33	2	0	0	22	52	57	147	252	167	24	8	3	0	0	0	16	36	57	29	37	42
04/25/2019 13:00	661	5	622	24	10	1	1	24	24	34	100	215	186	58	16	3	1	0	0	9	38	62	31	39	44
04/25/2019 14:00	637	1	598	31	7	1	2	10	17	26	93	222	179	61	23	6	1	0	0	8	39	62	32	39	44
04/25/2019 15:00	701	8	665	21	7	0	10	10	17	32	89	233	219	74	14	5	0	0	0	11	39	60	31	39	44
04/25/2019 16:00	608	5	583	16	4	0	0	8	19	18	64	200	194	75	25	8	0	0	0	18	40	60	34	39	45
04/25/2019 17:00	701	6	681	11	3	0	0	7	23	25	80	219	225	98	19	5	0	0	0	18	40	60	34	39	45
04/25/2019 18:00	549	3	536	7	3	0	0	6	21	20	63	129	183	96	25	7	1	0	0	16	41	62	34	41	47
04/25/2019 19:00	471	2	464	4	1	0	0	2	10	4	34	121	192	85	20	7	1	0	0	16	42	60	37	42	47
04/25/2019 20:00	364	1	360	2	1	0	0	0	2	2	16	86	161	72	19	6	2	0	0	21	43	64	37	42	47
04/25/2019 21:00	229	1	222	4	2	0	0	0	0	2	8	41	73	65	31	14	0	0	0	29	45	59	37	44	50
04/25/2019 22:00	111	0	111	0	0	0	1	0	0	0	2	19	39	29	18	5	0	0	0	14	45	57	39	44	50
04/25/2019 23:00	76	0	72	3	1	0	0	0	2	3	11	11	21	18	7	2	1	0	0	22	43	62	32	42	49

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	290	1	252	23	14	1	1	1	7	5	8	44	93	86	34	11	3	0	1	6	44	72	39	44	50
06:00-09:00	1277	6	1181	80	10	0	4	10	31	24	68	249	461	309	97	33	4	0	0	14	43	64	37	44	49
15:00-19:00	2559	22	2465	55	17	0	10	31	80	95	296	781	821	343	83	25	1	0	0	11	40	62	34	39	45
06:00-22:00	8736	53	8286	321	76	3	33	130	281	330	1029	2544	2788	1185	341	107	11	0	0	8	40	64	34	41	47
00:00-24:00	9213	54	8721	347	91	4	35	131	290	338	1050	2618	2941	1318	400	125	15	0	1	6	40	72	34	41	47

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/26/2019 00:00	50	0	47	2	1	0	0	0	0	0	2	10	17	13	4	5	1	0	0	34	45	62	37	44	52
04/26/2019 01:00	34	0	28	3	3	0	0	0	0	0	4	6	11	9	2	2	0	0	0	31	44	60	39	44	47
04/26/2019 02:00	33	0	31	0	2	0	0	0	0	0	4	4	9	10	5	1	0	0	0	32	45	55	36	44	50
04/26/2019 03:00	34	0	29	3	2	0	0	0	2	0	2	9	7	8	5	3	0	0	0	22	43	57	36	44	52
04/26/2019 04:00	52	0	46	6	0	0	0	1	0	0	5	7	9	21	9	0	0	0	0	18	45	54	37	47	52
04/26/2019 05:00	133	1	124	7	1	0	0	1	3	0	1	16	38	54	15	4	1	0	0	19	46	62	39	47	50
04/26/2019 06:00	290	8	265	17	0	0	4	2	3	4	14	47	120	62	28	7	1	0	0	11	43	62	37	44	49
04/26/2019 07:00	471	29	417	20	5	0	0	3	9	21	35	100	173	107	19	4	0	0	0	19	42	59	36	42	47
04/26/2019 08:00	541	19	497	24	1	0	3	11	19	16	87	151	170	63	18	4	0	1	0	11	39	68	32	39	45
04/26/2019 09:00	609	3	571	31	4	0	3	4	24	26	102	195	187	56	12	3	0	0	0	11	39	55	31	39	44
04/26/2019 10:00	591	3	560	21	7	0	0	7	20	37	71	234	160	49	13	2	0	0	0	16	39	55	32	39	44
04/26/2019 11:00	168	3	156	5	4	1	0	1	3	2	20	55	59	20	7	1	0	0	0	6	40	55	34	41	45

[Fri, 26 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	336	1	305	21	9	0	0	2	5	0	18	52	91	115	40	15	2	0	0	18	45	62	39	45	50
06:00-09:00	1302	56	1179	61	6	0	7	16	31	41	136	298	463	232	65	15	1	1	0	11	41	68	34	42	47
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	2670	65	2466	118	21	1	10	28	78	106	329	782	869	357	97	21	1	1	0	6	40	68	34	41	45
00:00-24:00	3006	66	2771	139	30	1	10	30	83	106	347	834	960	472	137	36	3	1	0	6	40	68	34	41	47

Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/26/2019 20:41:31

Site

Name 21480283
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 21480283
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 10:00
 End date 04/26/2019 11:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length Classes

[L in foot]

2					
Time	Σ	MC	Passenger	Single Unit	Limbo Ur
00:00-06:00	557	0	489	31	37
06:00-09:00	1883	18	1752	94	19
15:00-19:00	4921	18	4799	86	18
06:00-22:00	16051	59	15470	436	86
00:00-24:00	17154	60	16487	482	125

Calculated speeds

[V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
2	6	65	37	29	37	42	60.2

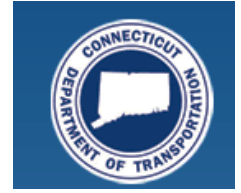
Descriptions

Vmin: Minimal velocity
 Vmax: Maximal velocity
 Vavg: Average velocity
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles
 V85: Critical velocity for the first 85% of vehicles
 Vexc %: Speeding in %

Author

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 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



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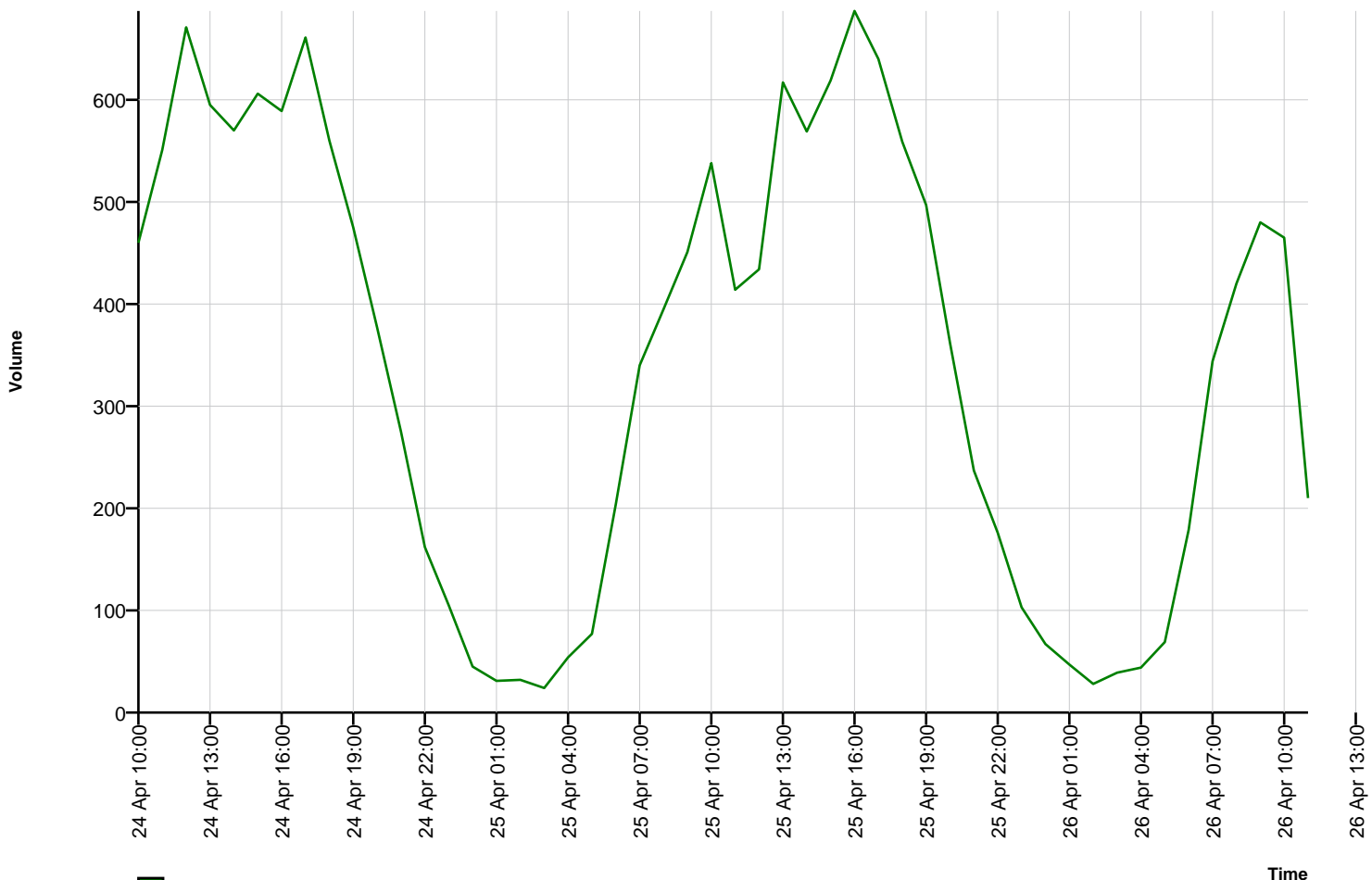
Site

Name 21480283
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 21480283
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 10:00
 End date 04/26/2019 11:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Time / Volume graph



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
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 Country United States
 Contact Bradley Overturf
 Phone +018605942089
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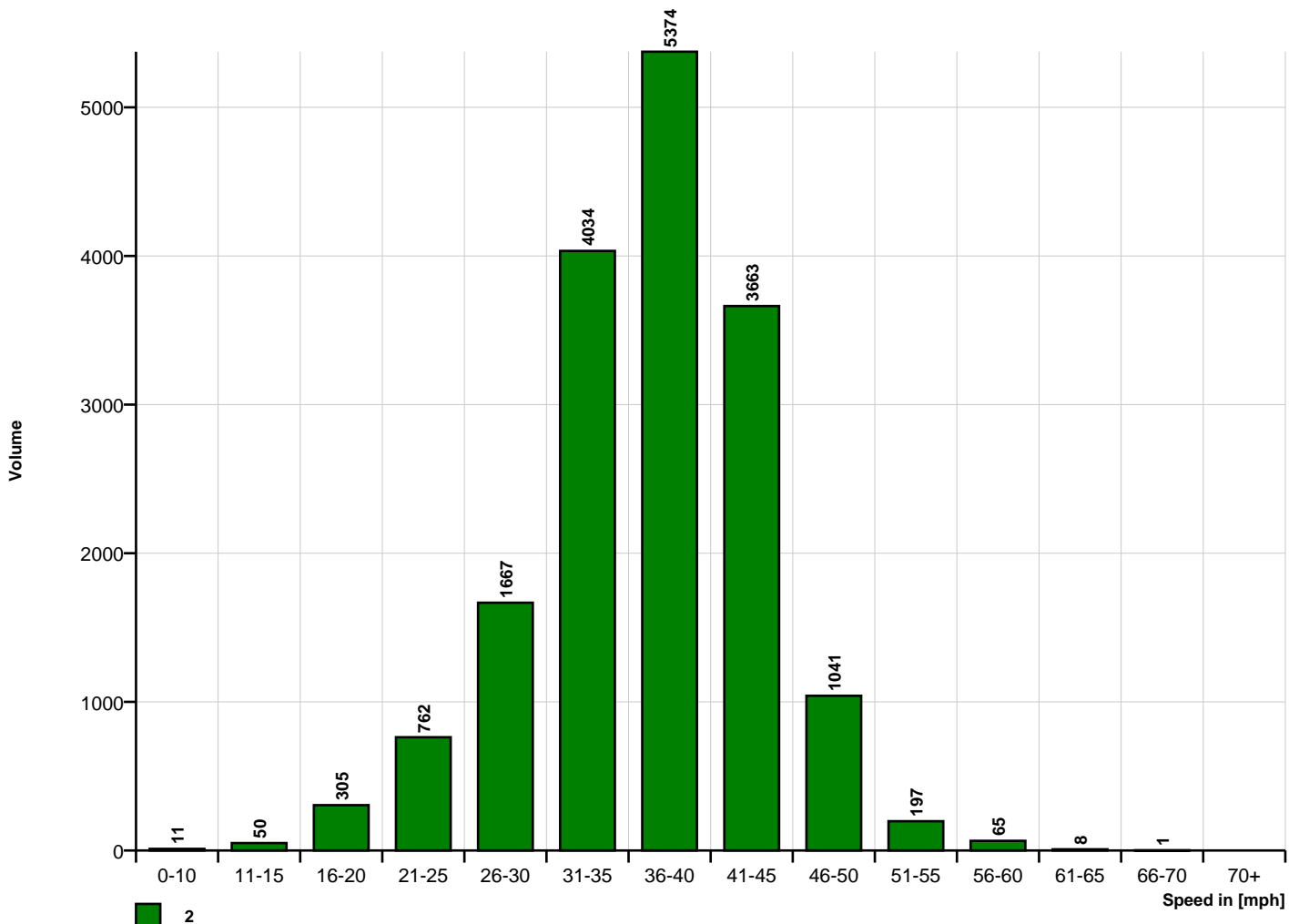
Site

Name 21480283
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 21480283
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 10:00
 End date 04/26/2019 11:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Speed histogram



Author

Institution State of Connecticut
 Department Department of Transportation
 Street 2800 Berlin Turnpike
 Postal code 06111
 City Newington
 Country United States
 Contact Bradley Overturf
 Phone +018605942089
 Email bradley.overturf@ct.gov



Generated with **DataCollect Webreporter** version 1.0 at 04/26/2019 20:41:31

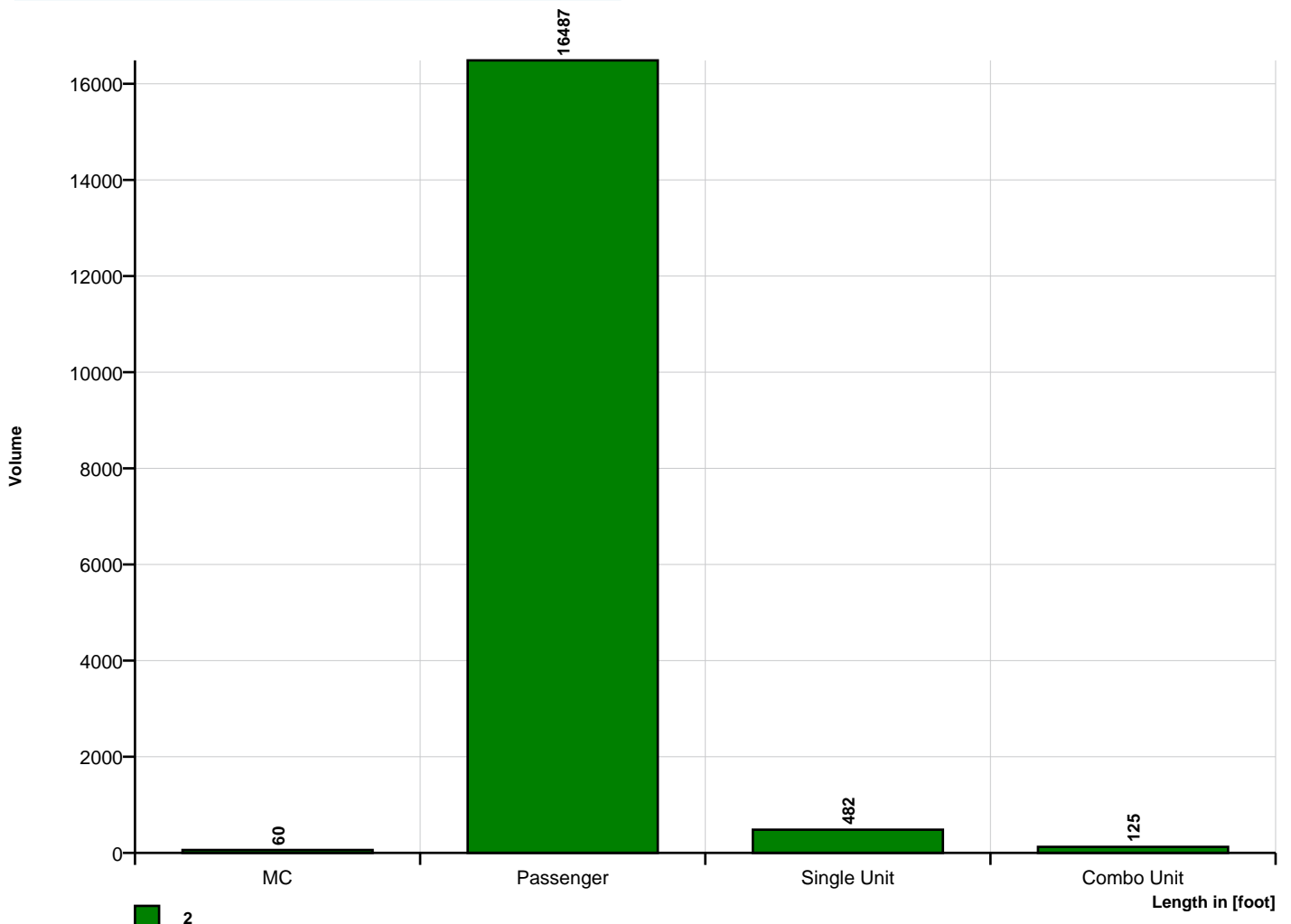
Site

Name 21480283
 Dir. Oncoming (name) 2
 Dir. Outgoing (name)
 Posted Speed Limit **35**
 Comment 21480283
 Device type **SDR Traffic+**

Time Range

Start date 04/24/2019 10:00
 End date 04/26/2019 11:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59

Length histogram



Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/24/2019 10:00	460	0	438	20	2	0	1	9	18	46	141	155	71	16	2	2	0	0	0	14	36	60	29	36	41
04/24/2019 11:00	551	1	530	18	2	2	5	12	23	56	163	173	98	14	4	1	0	0	0	8	35	55	29	36	42
04/24/2019 12:00	671	2	648	16	5	1	4	22	50	137	221	173	56	6	1	0	0	0	6	33	52	26	32	39	
04/24/2019 13:00	595	2	570	21	2	0	1	12	43	102	176	156	79	24	0	1	1	0	0	11	34	62	26	34	41
04/24/2019 14:00	570	3	547	17	3	0	1	6	21	61	137	206	115	20	2	1	0	0	0	14	36	57	29	36	42
04/24/2019 15:00	606	1	590	13	2	0	3	15	26	77	153	190	116	20	4	3	0	0	0	14	35	60	27	36	42
04/24/2019 16:00	589	2	571	10	6	1	9	12	19	63	163	171	110	31	9	2	0	0	0	9	36	57	29	36	42
04/24/2019 17:00	661	4	642	15	0	2	4	26	43	54	154	218	136	21	3	0	0	0	0	6	35	52	27	36	42
04/24/2019 18:00	560	3	548	6	3	0	0	5	20	31	124	179	147	48	4	1	1	0	0	18	38	62	31	37	44
04/24/2019 19:00	475	1	467	4	3	0	0	3	14	20	110	165	115	42	6	0	0	0	0	19	38	54	32	37	44
04/24/2019 20:00	377	1	374	1	1	0	0	2	1	13	50	155	112	36	5	2	0	1	0	16	40	65	34	39	44
04/24/2019 21:00	275	0	270	3	2	0	0	3	4	7	35	77	107	34	8	1	0	0	0	16	40	55	34	41	45
04/24/2019 22:00	162	0	158	4	0	0	0	2	0	5	18	45	55	23	11	5	0	0	0	19	41	59	34	41	47
04/24/2019 23:00	105	0	100	4	1	0	0	2	1	5	11	35	40	9	1	1	0	0	0	18	40	55	34	39	44

[Wed, 24 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	2416	10	2351	44	11	3	16	58	108	225	594	758	509	120	20	6	1	0	0	6	36	62	29	36	42
06:00-22:00	6390	20	6195	144	31	6	28	127	282	667	1627	2018	1262	312	48	14	2	1	0	6	36	65	29	36	42
00:00-24:00	6657	20	6453	152	32	6	28	131	283	677	1656	2098	1357	344	60	20	2	1	0	6	36	65	29	36	42

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/25/2019 00:00	45	0	42	3	0	0	0	0	1	5	6	8	12	12	1	1	0	0	0	21	40	55	31	41	47
04/25/2019 01:00	31	0	25	1	5	0	0	3	0	1	3	10	8	5	1	0	0	0	0	16	38	54	31	39	47
04/25/2019 02:00	32	0	26	2	4	0	0	1	1	2	2	6	12	4	3	0	1	0	0	18	41	62	31	42	49
04/25/2019 03:00	24	0	19	1	4	0	0	3	3	3	1	3	6	5	0	0	0	0	0	16	35	49	21	39	47
04/25/2019 04:00	54	0	41	6	7	0	0	7	3	2	3	15	11	10	3	0	0	0	0	16	38	52	21	39	47
04/25/2019 05:00	77	0	70	4	3	0	0	0	0	2	2	18	36	13	4	2	0	0	0	26	43	59	39	42	47
04/25/2019 06:00	204	0	184	18	2	0	5	1	3	3	12	44	90	35	7	3	1	0	0	11	42	62	36	42	49
04/25/2019 07:00	340	2	318	16	4	0	0	0	15	11	17	100	124	55	15	6	0	0	0	21	41	57	36	42	47
04/25/2019 08:00	395	0	365	24	6	0	1	6	17	23	45	117	134	46	6	1	0	0	0	14	39	55	31	39	44
04/25/2019 09:00	451	1	432	13	5	0	0	9	18	34	81	155	119	28	6	2	0	0	0	16	38	57	31	37	44
04/25/2019 10:00	538	0	506	26	6	0	0	8	27	63	139	186	94	19	1	1	0	0	0	16	36	55	29	36	41
04/25/2019 11:00	414	1	398	12	3	1	2	2	17	45	114	146	68	17	2	0	0	0	0	6	36	50	29	36	42
04/25/2019 12:00	434	2	419	11	2	1	0	6	33	75	139	141	32	6	1	0	0	0	0	8	33	52	27	34	39
04/25/2019 13:00	617	5	589	19	4	0	2	14	36	82	199	179	91	13	1	0	0	0	0	14	34	50	27	34	41
04/25/2019 14:00	569	2	549	16	2	0	1	15	24	49	160	187	106	22	4	0	1	0	0	14	36	60	29	36	42
04/25/2019 15:00	619	3	602	10	4	0	1	8	32	74	189	205	91	16	3	0	0	0	0	11	35	52	29	36	41
04/25/2019 16:00	687	2	670	13	2	0	0	12	48	99	231	175	94	22	5	1	0	0	0	16	34	59	29	34	41
04/25/2019 17:00	640	3	628	9	0	1	2	14	48	94	182	178	93	25	3	0	0	0	0	8	34	54	26	34	41
04/25/2019 18:00	559	0	548	10	1	0	0	6	15	53	155	201	103	19	5	3	0	0	0	19	36	57	31	36	42
04/25/2019 19:00	497	0	489	5	3	2	1	4	20	27	137	169	100	30	6	1	0	0	0	8	37	60	31	37	42
04/25/2019 20:00	362	1	357	4	0	0	1	2	5	13	69	132	109	28	1	1	1	0	0	14	39	60	34	39	44
04/25/2019 21:00	237	0	233	4	0	0	0	2	2	9	30	89	72	23	9	1	1	0	0	16	40	60	34	39	44
04/25/2019 22:00	176	0	170	5	1	0	0	1	5	7	22	63	49	26	3	0	0	0	0	19	40	54	34	39	45
04/25/2019 23:00	103	1	100	2	0	0	1	2	3	1	13	25	39	15	4	0	0	0	0	13	40	52	34	41	45

[Thu, 25 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	263	0	223	17	23	0	0	14	8	15	17	60	85	49	12	3	1	0	0	16	40	62	31	42	47
06:00-09:00	940	2	868	58	12	0	6	7	35	37	74	262	348	136	28	10	1	0	0	11	40	62	34	41	47
15:00-19:00	2505	8	2448	42	7	1	3	40	143	320	757	759	381	82	16	4	0	0	0	8	35	59	29	34	41
06:00-22:00	7563	22	7287	210	44	5	16	109	360	754	1899	2404	1520	404	75	20	4	0	0	6	36	62	29	37	42
00:00-24:00	8105	23	7780	234	68	5	17	126	376	777	1951	2552	1693	494	94	23	5	0	0	6	37	62	29	37	42

Time	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
04/26/2019 00:00	67	0	63	2	2	0	0	0	0	1	8	26	20	10	2	2	0	0	0	29	41	55	36	39	47
04/26/2019 01:00	47	0	43	3	1	0	0	2	0	1	4	11	17	7	4	3	0	0	0	19	41	57	36	42	49
04/26/2019 02:00	28	0	24	2	2	0	0	0	2	0	2	9	9	5	1	1	0	0	0	21	41	55	36	41	47
04/26/2019 03:00	39	0	35	2	2	0	0	2	1	2	2	11	9	10	1	1	0	0	0	18	41	55	31	41	47
04/26/2019 04:00	44	0	34	4	6	0	1	4	3	0	3	8	16	6	2	1	0	0	0	14	39	55	21	41	49
04/26/2019 05:00	69	0	67	1	1	0	0	0	0	1	3	12	30	18	4	1	1	0	0	29	44	62	37	44	49
04/26/2019 06:00	179	1	164	11	3	0	0	2	2	4	17	41	74	32	5	3	0	0	0	16	41	59	36	42	47
04/26/2019 07:00	344	8	324	11	1	0	0	2	9	5	33	112	135	36	9	4	0	0	0	19	40	60	36	41	44
04/26/2019 08:00	420	7	396	14	3	0	0	8	18	25	60	149	113	36	9	3	0	0	0	16	38	60	31	39	44
04/26/2019 09:00	480	0	463	16	1	0	3	12	28	68	124	128	91	24	2	1	0	0	0	13	35	55	27	36	42
04/26/2019 10:00	465	1	443	19	2	0	1	13	34	67	109	151	70	16	2	2	0	0	0	14	35	57	26	36	41
04/26/2019 11:00	210	0	198	11	1	0	0	3	6	39	62	66	29	3	2	0	0	0	0	16	35	54	29	34	41

[Fri, 26 April]	Σ	MC	Passenger	Single Uni	Ombo Uni	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	294	0	266	14	14	0	1	8	6	5	22	77	101	56	14	9	1	0	0	14	41	62	36	42	47
06:00-09:00	943	16	884	36	7	0	0	12	29	34	110	302	322	104	23	10	0	0	0	16	40	60	34	39	44
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	2098	17	1988	82	11	0	4	40	97	208	405	647	512	147	29	13	0	0	0	13	37	60	29	37	44
00:00-24:00	2392	17	2254	96	25	0	5	48	103	213	427	724	613	203	43	22	1	0	0	13	38	62	29	37	44

Appendix E: Synchro Reports

HCM Unsignalized Intersection Capacity Analysis
 1: Stoneycrest Dr.

2020 Existing Conditions
 Weekday Morning Peak Hour



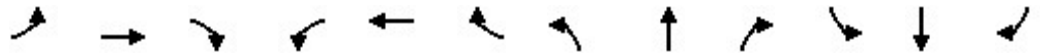
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	20	10	390	310	0
Future Volume (Veh/h)	10	20	10	390	310	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.61	0.61	0.89	0.89	1.00	1.00
Hourly flow rate (vph)	16	33	11	438	310	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)	421					
pX, platoon unblocked	0.78					
vC, conflicting volume	770	310	310			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	562	310	310			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	95	99			
cM capacity (veh/h)	377	730	1250			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	49	449	310			
Volume Left	16	11	0			
Volume Right	33	0	0			
cSH	559	1250	1700			
Volume to Capacity	0.09	0.01	0.18			
Queue Length 95th (ft)	7	1	0			
Control Delay (s)	12.1	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.1	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			38.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Queues

2: Golden St./Edison Middle School

2020 Existing Conditions

Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	40	40	120	40	30	20	350	150	80	240	10
Future Volume (vph)	20	40	40	120	40	30	20	350	150	80	240	10
Peak Hour Factor	0.68	0.68	0.68	0.43	0.43	0.43	0.84	0.84	0.84	0.93	0.93	0.93
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	4%	4%	4%	6%	6%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	0	279	163	0	24	596	0	86	269	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	2		1	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	2		1	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		15.0	35.0		15.0	35.0	
Total Split (%)	24.5%	24.5%		24.5%	24.5%		15.3%	35.7%		15.3%	35.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
v/c Ratio		0.33		1.01	0.36		0.10	0.86		0.36	0.39	
Control Delay		22.8		91.6	23.0		33.7	36.4		37.8	20.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		22.8		91.6	23.0		33.7	36.4		37.8	20.3	
Queue Length 50th (ft)		42		126	46		10	225		36	81	
Queue Length 95th (ft)		83		115	47		35	#538		98	207	
Internal Link Dist (ft)		465			417			1385			341	
Turn Bay Length (ft)							75			50		
Base Capacity (vph)		440		275	449		240	696		236	698	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.33		1.01	0.36		0.10	0.86		0.36	0.39	

Intersection Summary

Cycle Length: 98

Actuated Cycle Length: 78.5

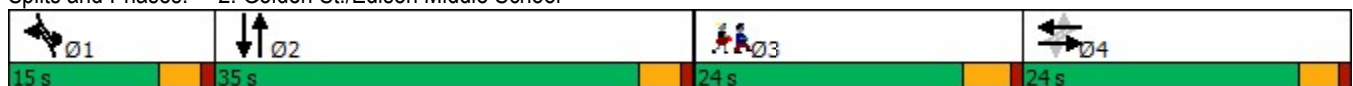
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Golden St./Edison Middle School






















Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	24.0
Total Split (%)	24%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2: Golden St./Edison Middle School

2020 Existing Conditions
Weekday Morning Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	40	40	120	40	30	20	350	150	80	240	10
Future Volume (vph)	20	40	40	120	40	30	20	350	150	80	240	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-3%			4%			4%	
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.94		1.00	0.95		1.00	0.99	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1735		1666	1640		1701	1710		1669	1746	
Flt Permitted		0.92		0.61	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1619		1068	1640		1701	1710		1669	1746	
Peak-hour factor, PHF	0.68	0.68	0.68	0.43	0.43	0.43	0.84	0.84	0.84	0.93	0.93	0.93
Adj. Flow (vph)	29	59	59	279	93	70	24	417	179	86	258	11
RTOR Reduction (vph)	0	23	0	0	26	0	0	14	0	0	1	0
Lane Group Flow (vph)	0	124	0	279	137	0	24	582	0	86	268	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	4%	4%	4%	6%	6%	6%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4		4	4		1	2		1	2	
Permitted Phases	4			4								
Actuated Green, G (s)		20.2		20.2	20.2		11.1	31.4		11.1	31.4	
Effective Green, g (s)		20.2		20.2	20.2		11.1	31.4		11.1	31.4	
Actuated g/C Ratio		0.25		0.25	0.25		0.14	0.38		0.14	0.38	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		398		262	403		229	654		225	667	
v/s Ratio Prot					0.08		0.01	c0.34		c0.05	0.15	
v/s Ratio Perm		0.08		c0.26								
v/c Ratio		0.31		1.06	0.34		0.10	0.89		0.38	0.40	
Uniform Delay, d1		25.3		30.9	25.5		31.1	23.7		32.4	18.5	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.0		73.8	2.3		0.9	16.6		4.9	1.8	
Delay (s)		27.3		104.8	27.7		32.1	40.3		37.2	20.3	
Level of Service		C		F	C		C	D		D	C	
Approach Delay (s)		27.3			76.4			40.0			24.4	
Approach LOS		C			E			D			C	
Intersection Summary												
HCM 2000 Control Delay			45.5				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			82.1				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			55.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c	Critical Lane Group											

Queues
3: Blackstone St

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	10	40	10	490	410	10	
Future Volume (vph)	10	40	10	490	410	10	
Peak Hour Factor	0.72	0.72	0.94	0.94	0.83	0.83	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	70	0	0	532	506	0	
Turn Type	Prot		pm+pt	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases			1 2				
Detector Phase	4		1	1 2	2		
Switch Phase							
Minimum Initial (s)	5.0		3.0		25.0		1.0
Minimum Split (s)	9.0		7.0		30.5		19.0
Total Split (s)	16.0		7.0		48.0		19.0
Total Split (%)	17.8%		7.8%		53.3%		21%
Yellow Time (s)	3.0		3.0		4.2		4.0
All-Red Time (s)	1.0		1.0		1.3		0.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	4.0				5.5		
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		Max		C-Max		None
v/c Ratio	0.52			0.43	0.57		
Control Delay	52.3			11.8	20.3		
Queue Delay	0.0			0.0	0.0		
Total Delay	52.3			11.8	20.3		
Queue Length 50th (ft)	39			177	199		
Queue Length 95th (ft)	62			m264	262		
Internal Link Dist (ft)	384			1324	1385		
Turn Bay Length (ft)							
Base Capacity (vph)	211			1240	886		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.33			0.43	0.57		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 53 (59%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Blackstone St



HCM Signalized Intersection Capacity Analysis
3: Blackstone St

2020 Existing Conditions
Weekday Morning Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	40	10	490	410	10
Future Volume (vph)	10	40	10	490	410	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	7%			2%	-2%	
Total Lost time (s)	4.0			4.0	5.5	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.89			1.00	1.00	
Flt Protected	0.99			1.00	1.00	
Satd. Flow (prot)	1588			1842	1875	
Flt Permitted	0.99			1.00	1.00	
Satd. Flow (perm)	1588			1838	1875	
Peak-hour factor, PHF	0.72	0.72	0.94	0.94	0.83	0.83
Adj. Flow (vph)	14	56	11	521	494	12
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	70	0	0	532	505	0
Turn Type	Prot		pm+pt	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			1 2			
Actuated Green, G (s)	6.7			56.8	40.1	
Effective Green, g (s)	6.7			56.8	40.1	
Actuated g/C Ratio	0.07			0.63	0.45	
Clearance Time (s)	4.0				5.5	
Vehicle Extension (s)	1.0				3.0	
Lane Grp Cap (vph)	118			1160	835	
v/s Ratio Prot	c0.04			c0.09	c0.27	
v/s Ratio Perm				0.20		
v/c Ratio	0.59			0.46	0.60	
Uniform Delay, d1	40.3			8.6	18.9	
Progression Factor	1.00			1.21	1.00	
Incremental Delay, d2	5.2			0.4	3.2	
Delay (s)	45.6			10.8	22.2	
Level of Service	D			B	C	
Approach Delay (s)	45.6			10.8	22.2	
Approach LOS	D			B	C	

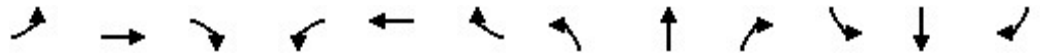
Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

4: Britannia St./Westfield Rd.

2020 Existing Conditions

Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	40	70	80	50	50	140	60	500	50	50	500	30
Future Volume (vph)	40	70	80	50	50	140	60	500	50	50	500	30
Peak Hour Factor	0.82	0.82	0.82	0.81	0.81	0.81	0.76	0.76	0.76	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	4%	4%	4%	6%	6%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	297	0	79	724	0	60	638	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4			1 2			2		
Detector Phase	4	4		4	4		1	1 2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	13.2	13.2		13.2	13.2		7.0			21.7	21.7	
Total Split (s)	21.0	21.0		21.0	21.0		8.0			33.0	33.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%		8.9%			36.7%	36.7%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.0			5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0			1.7	1.7	
Lost Time Adjust (s)		0.0			0.0		0.0			0.0	0.0	
Total Lost Time (s)		6.2			6.2		4.0			6.7	6.7	
Lead/Lag	Lag	Lag		Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None		None	None		Min			C-Max	C-Max	
v/c Ratio		1.13			1.30		0.33	0.86		0.75	1.11	
Control Delay		139.9			197.8		28.4	41.0		77.2	96.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		139.9			197.8		28.4	41.0		77.2	96.4	
Queue Length 50th (ft)		~154			~218		27	442		36	~446	
Queue Length 95th (ft)		#260			#325		56	#395		m#86	#584	
Internal Link Dist (ft)		562			316			1219			1324	
Turn Bay Length (ft)							100			50		
Base Capacity (vph)		205			228		239	839		80	577	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		1.13			1.30		0.33	0.86		0.75	1.11	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

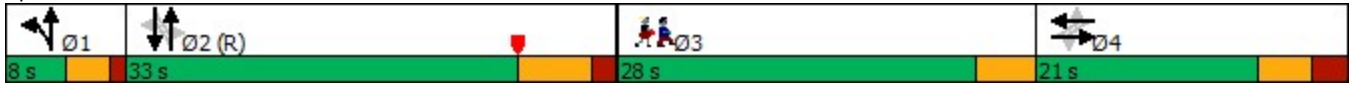
Queue shown is maximum after two cycles.

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

Queues
4: Britannia St./Westfield Rd.

2020 Existing Conditions
Weekday Morning Peak Hour



















Splits and Phases: 4: Britannia St./Westfield Rd.



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	31%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
4: Britannia St./Westfield Rd.

2020 Existing Conditions
Weekday Morning Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	70	80	50	50	140	60	500	50	50	500	30
Future Volume (vph)	40	70	80	50	50	140	60	500	50	50	500	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	14	12	10	12	12	10	13	12
Grade (%)		4%			-8%			3%			-8%	
Total Lost time (s)		6.2			6.2		4.0	4.0		6.7	6.7	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.92		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1856			1830		1596	1775		1653	1910	
Flt Permitted		0.67			0.75		0.15	1.00		0.15	1.00	
Satd. Flow (perm)		1252			1390		254	1775		264	1910	
Peak-hour factor, PHF	0.82	0.82	0.82	0.81	0.81	0.81	0.76	0.76	0.76	0.83	0.83	0.83
Adj. Flow (vph)	49	85	98	62	62	173	79	658	66	60	602	36
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	232	0	0	297	0	79	724	0	60	638	0
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	4%	4%	4%	6%	6%	6%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4			1 2			2		
Actuated Green, G (s)		14.8			14.8		35.1	39.1		26.4	26.4	
Effective Green, g (s)		14.8			14.8		35.1	39.1		26.4	26.4	
Actuated g/C Ratio		0.16			0.16		0.39	0.43		0.29	0.29	
Clearance Time (s)		6.2			6.2		4.0			6.7	6.7	
Vehicle Extension (s)		3.0			3.0		1.0			0.2	0.2	
Lane Grp Cap (vph)		205			228		228	771		77	560	
v/s Ratio Prot							0.03	c0.41			c0.33	
v/s Ratio Perm		0.19			c0.21		0.10			0.23		
v/c Ratio		1.13			1.30		0.35	0.94		0.78	1.14	
Uniform Delay, d1		37.6			37.6		20.5	24.3		29.1	31.8	
Progression Factor		1.00			1.00		1.40	1.25		0.86	0.82	
Incremental Delay, d2		102.8			164.3		0.3	16.9		50.3	81.3	
Delay (s)		140.4			201.9		29.1	47.2		75.3	107.4	
Level of Service		F			F		C	D		E	F	
Approach Delay (s)		140.4			201.9			45.4			104.6	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			99.5				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			20.9		
Intersection Capacity Utilization			74.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
5: Atkins Street

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	70	70	660	40	60	590	
Future Volume (vph)	70	70	660	40	60	590	
Peak Hour Factor	0.84	0.84	0.96	0.96	0.83	0.83	
Heavy Vehicles (%)	5%	5%	4%	4%	5%	5%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	166	0	730	0	0	783	
Turn Type	Prot		NA		pm+pt	NA	
Protected Phases	4		2		1	12	3
Permitted Phases					12		
Detector Phase	4		2		1	12	
Switch Phase							
Minimum Initial (s)	5.0		21.0		5.0		1.0
Minimum Split (s)	9.2		26.8		9.0		19.0
Total Split (s)	19.0		43.0		9.0		19.0
Total Split (%)	21.1%		47.8%		10.0%		21%
Yellow Time (s)	3.0		4.2		3.0		4.0
All-Red Time (s)	1.2		1.6		1.0		0.0
Lost Time Adjust (s)	0.0		0.0				
Total Lost Time (s)	4.2		5.8				
Lead/Lag	Lag		Lag		Lead		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		C-Min		Max		None
v/c Ratio	0.69		0.55			0.65	
Control Delay	42.2		18.2			19.0	
Queue Delay	0.0		0.2			0.2	
Total Delay	42.3		18.4			19.3	
Queue Length 50th (ft)	66		171			282	
Queue Length 95th (ft)	112		#583			m252	
Internal Link Dist (ft)	454		519			1219	
Turn Bay Length (ft)							
Base Capacity (vph)	352		1335			1208	
Starvation Cap Reductn	0		131			0	
Spillback Cap Reductn	4		0			76	
Storage Cap Reductn	0		0			0	
Reduced v/c Ratio	0.48		0.61			0.69	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 6 (7%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 110

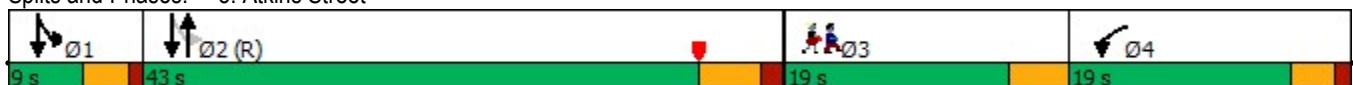
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.










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

Splits and Phases: 5: Atkins Street



HCM Signalized Intersection Capacity Analysis
5: Atkins Street

2020 Existing Conditions
Weekday Morning Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	70	70	660	40	60	590
Future Volume (vph)	70	70	660	40	60	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	15	12	16	12	12	16
Grade (%)	-10%		-2%			1%
Total Lost time (s)	4.2		5.8			4.0
Lane Util. Factor	1.00		1.00			1.00
Frt	0.93		0.99			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1901		2075			2031
Flt Permitted	0.98		1.00			0.81
Satd. Flow (perm)	1901		2075			1651
Peak-hour factor, PHF	0.84	0.84	0.96	0.96	0.83	0.83
Adj. Flow (vph)	83	83	688	42	72	711
RTOR Reduction (vph)	43	0	2	0	0	0
Lane Group Flow (vph)	123	0	728	0	0	783
Heavy Vehicles (%)	5%	5%	4%	4%	5%	5%
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		2		1	1 2
Permitted Phases					1 2	
Actuated Green, G (s)	9.3		54.7			59.7
Effective Green, g (s)	9.3		54.7			59.7
Actuated g/C Ratio	0.10		0.61			0.66
Clearance Time (s)	4.2		5.8			
Vehicle Extension (s)	1.0		0.2			
Lane Grp Cap (vph)	196		1261			1116
v/s Ratio Prot	c0.06		0.35			c0.04
v/s Ratio Perm						c0.43
v/c Ratio	0.63		0.58			0.70
Uniform Delay, d1	38.7		10.7			9.5
Progression Factor	1.00		1.42			2.22
Incremental Delay, d2	4.5		1.8			0.3
Delay (s)	43.1		16.9			21.5
Level of Service	D		B			C
Approach Delay (s)	43.1		16.9			21.5
Approach LOS	D		B			C
Intersection Summary						
HCM 2000 Control Delay			21.7		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.66			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	18.0
Intersection Capacity Utilization			91.4%		ICU Level of Service	F
Analysis Period (min)			15			
c	Critical Lane Group					

Queues
6: Pratt St. Ext./I-691 Ramp (WB)

2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	30	220	0	170	20	480	0	0	780	0
Future Volume (vph)	10	0	30	220	0	170	20	480	0	0	780	0
Peak Hour Factor	0.69	0.69	0.69	0.82	0.82	0.82	0.88	0.88	0.88	0.94	0.94	0.94
Heavy Vehicles (%)	7%	7%	7%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	268	207	0	23	545	0	0	830	0
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2					
Detector Phase	4	4		4	4		2	2				2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		20.0	20.0				20.0
Minimum Split (s)	9.9	9.9		9.9	9.9		25.5	25.5				25.5
Total Split (s)	25.0	25.0		25.0	25.0		42.0	42.0				42.0
Total Split (%)	27.8%	27.8%		27.8%	27.8%		46.7%	46.7%				46.7%
Yellow Time (s)	3.0	3.0		3.0	3.0		4.2	4.2				4.2
All-Red Time (s)	1.9	1.9		1.9	1.9		1.3	1.3				1.3
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)		4.9		4.9	4.9		5.5	5.5				5.5
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max				C-Max
v/c Ratio		0.14		0.84	0.29		0.12	0.49				0.67
Control Delay		4.8		56.4	1.0		14.5	14.4				19.6
Queue Delay		0.2		0.0	0.2		0.0	0.0				0.8
Total Delay		5.0		56.4	1.2		14.5	14.4				20.4
Queue Length 50th (ft)		0		142	0		5	142				347
Queue Length 95th (ft)		7		#237	0		27	367				#755
Internal Link Dist (ft)		295			549			582				519
Turn Bay Length (ft)							300					
Base Capacity (vph)		418		344	741		188	1122				1240
Starvation Cap Reductn		0		0	0		0	0				162
Spillback Cap Reductn		118		0	157		0	0				0
Storage Cap Reductn		0		0	0		0	0				0
Reduced v/c Ratio		0.19		0.78	0.35		0.12	0.49				0.77

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 31.5 (35%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Pratt St. Ext./I-691 Ramp (WB)





















Queues
6: Pratt St. Ext./I-691 Ramp (WB)

2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
6: Pratt St. Ext./I-691 Ramp (WB)

2020 Existing Conditions
Weekday Morning Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	30	220	0	170	20	480	0	0	780	0
Future Volume (vph)	10	0	30	220	0	170	20	480	0	0	780	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	14	12	10	10	10	12	12	12	8	16	16
Grade (%)		6%			-4%			-3%			2%	
Total Lost time (s)		4.9		4.9	4.9		5.5	5.5			5.5	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00			1.00	
Frt		0.90		1.00	0.85		1.00	1.00			1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1630		1701	1522		1745	1837			2030	
Flt Permitted		0.91		0.81	1.00		0.17	1.00			1.00	
Satd. Flow (perm)		1502		1442	1522		308	1837			2030	
Peak-hour factor, PHF	0.69	0.69	0.69	0.82	0.82	0.82	0.88	0.88	0.88	0.94	0.94	0.94
Adj. Flow (vph)	14	0	43	268	0	207	23	545	0	0	830	0
RTOR Reduction (vph)	0	44	0	0	161	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	13	0	268	46	0	23	545	0	0	830	0
Heavy Vehicles (%)	7%	7%	7%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4		4	4		2	2			2	
Permitted Phases	4			4			2					
Actuated Green, G (s)		20.0		20.0	20.0		51.8	51.8			51.8	
Effective Green, g (s)		20.0		20.0	20.0		51.8	51.8			51.8	
Actuated g/C Ratio		0.22		0.22	0.22		0.58	0.58			0.58	
Clearance Time (s)		4.9		4.9	4.9		5.5	5.5			5.5	
Vehicle Extension (s)		1.5		1.5	1.5		0.2	0.2			0.2	
Lane Grp Cap (vph)		333		320	338		177	1057			1168	
v/s Ratio Prot					0.03			0.30			c0.41	
v/s Ratio Perm		0.01		c0.19			0.07					
v/c Ratio		0.04		0.84	0.14		0.13	0.52			0.71	
Uniform Delay, d1		27.5		33.4	28.1		8.8	11.5			13.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00			1.13	
Incremental Delay, d2		0.0		16.4	0.1		1.5	1.8			3.0	
Delay (s)		27.5		49.9	28.1		10.3	13.3			18.5	
Level of Service		C		D	C		B	B			B	
Approach Delay (s)		27.5			40.4			13.2			18.5	
Approach LOS		C			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			22.6				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			14.4		
Intersection Capacity Utilization			68.6%				ICU Level of Service				C	
Analysis Period (min)			15									
c Critical Lane Group												

Queues
7: Camp Street/I-691 Ramp (EB)

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	70	50	110	30	170	20	400	250	230	370	160
Future Volume (vph)	110	70	50	110	30	170	20	400	250	230	370	160
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	154	0	0	154	187	22	707	0	307	706	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	4	4		8	8			2		1	12	
Permitted Phases						8	2			12		
Detector Phase	4	4		8	8	8	2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	15.0	15.0		3.0		
Minimum Split (s)	10.5	10.5		10.8	10.8	10.8	21.4	21.4		7.0		
Total Split (s)	20.5	20.5		20.8	20.8	20.8	41.2	41.2		12.0		
Total Split (%)	16.9%	16.9%		17.1%	17.1%	17.1%	33.9%	33.9%		9.9%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	4.2	4.2		3.0		
All-Red Time (s)	2.5	2.5		2.8	2.8	2.8	2.2	2.2		1.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.5	5.5			5.8	5.8	6.4	6.4		4.0		
Lead/Lag	Lag	Lag					Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes					Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Max	Max		Min		
v/c Ratio	0.70	0.70			0.64	0.88	0.09	1.21		1.62	0.48	
Control Delay	67.2	58.1			60.5	86.1	32.6	142.0		324.3	21.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	67.2	58.1			60.5	86.1	32.6	142.0		324.3	21.6	
Queue Length 50th (ft)	107	98			116	~147	12	~724		~315	194	
Queue Length 95th (ft)	150	143			#220	#303	35	#975		#390	200	
Internal Link Dist (ft)		249			421			2589			582	
Turn Bay Length (ft)						175	50			200		
Base Capacity (vph)	264	281			241	213	238	586		190	1475	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.53	0.55			0.64	0.88	0.09	1.21		1.62	0.48	

Intersection Summary

Cycle Length: 121.5

Actuated Cycle Length: 107.7

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

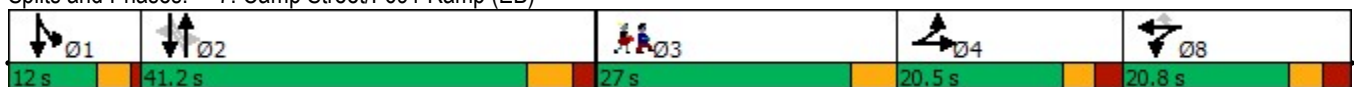
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Camp Street/I-691 Ramp (EB)
























Queues
7: Camp Street/I-691 Ramp (EB)

2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
7: Camp Street/I-691 Ramp (EB)

2020 Existing Conditions
Weekday Morning Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	110	70	50	110	30	170	20	400	250	230	370	160		
Future Volume (vph)	110	70	50	110	30	170	20	400	250	230	370	160		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	15	15	15	10	10	10	12	12	12	10	10	10		
Grade (%)		6%			-4%			-2%			5%			
Total Lost time (s)	5.5	5.5			5.8	5.8	6.4	6.4		4.0	4.0			
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	0.95			
Frt	1.00	0.94			1.00	0.85	1.00	0.94		1.00	0.95			
Flt Protected	0.95	1.00			0.96	1.00	0.95	1.00		0.95	1.00			
Satd. Flow (prot)	1852	1828			1690	1493	1787	1773		1610	3075			
Flt Permitted	0.95	1.00			0.96	1.00	0.38	1.00		0.11	1.00			
Satd. Flow (perm)	1852	1828			1690	1493	721	1773		190	3075			
Peak-hour factor, PHF	0.78	0.78	0.78	0.91	0.91	0.91	0.92	0.92	0.92	0.75	0.75	0.75		
Adj. Flow (vph)	141	90	64	121	33	187	22	435	272	307	493	213		
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	0	38	0		
Lane Group Flow (vph)	141	133	0	0	154	187	22	707	0	307	668	0		
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	2%	2%	2%	2%	2%	2%		
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		pm+pt	NA			
Protected Phases	4	4		8	8			2		1	1	2		
Permitted Phases						8	2			1	2			
Actuated Green, G (s)	11.8	11.8			15.4	15.4	35.7	35.7		43.9	47.9			
Effective Green, g (s)	11.8	11.8			15.4	15.4	35.7	35.7		43.9	47.9			
Actuated g/C Ratio	0.11	0.11			0.14	0.14	0.33	0.33		0.40	0.44			
Clearance Time (s)	5.5	5.5			5.8	5.8	6.4	6.4		4.0				
Vehicle Extension (s)	2.0	2.0			2.5	2.5	0.2	0.2		1.0				
Lane Grp Cap (vph)	200	197			238	210	235	580		183	1350			
v/s Ratio Prot	c0.08	0.07			0.09			0.40		c0.13	0.22			
v/s Ratio Perm						c0.13	0.03			c0.55				
v/c Ratio	0.70	0.67			0.65	0.89	0.09	1.22		1.68	0.50			
Uniform Delay, d1	47.0	46.8			44.3	46.0	25.5	36.7		27.5	21.9			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2	8.9	6.9			5.3	33.9	0.8	113.5		327.6	0.1			
Delay (s)	55.8	53.7			49.5	79.9	26.3	150.2		355.1	22.0			
Level of Service	E	D			D	E	C	F		F	C			
Approach Delay (s)		54.7			66.2			146.5			123.0			
Approach LOS		D			E			F			F			
Intersection Summary														
HCM 2000 Control Delay			113.6									HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio			1.15											
Actuated Cycle Length (s)			109.1								25.7			
Intersection Capacity Utilization			76.9%										ICU Level of Service	D
Analysis Period (min)			15											
c Critical Lane Group														

Queues
8: Liberty Street

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	30	110	40	20	160	10	40	390	10	10	340	50
Future Volume (vph)	30	110	40	20	160	10	40	390	10	10	340	50
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.85	0.85	0.85	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	0	0	235	0	0	518	0	0	482	0
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		1	1 2		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0			15.0	15.0	
Minimum Split (s)	9.9	9.9		9.9	9.9		9.0			20.5	20.5	
Total Split (s)	26.9	26.9		26.9	26.9		12.0			40.5	40.5	
Total Split (%)	27.1%	27.1%		27.1%	27.1%		12.1%			40.7%	40.7%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			3.9	3.9	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0			1.6	1.6	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		4.9			4.9						5.5	
Lead/Lag	Lag	Lag		Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None		None	None		Max			Min	Min	
v/c Ratio		0.60			0.64			0.55			0.73	
Control Delay		33.9			33.9			13.3			26.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.9			33.9			13.3			26.5	
Queue Length 50th (ft)		58			71			78			132	
Queue Length 95th (ft)		182			187			300			347	
Internal Link Dist (ft)		294			255			709			2589	
Turn Bay Length (ft)												
Base Capacity (vph)		581			660			1314			1080	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.36			0.39			0.45	

Intersection Summary

Cycle Length: 99.4
 Actuated Cycle Length: 63
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Liberty Street



















Queues
8: Liberty Street

2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	20%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
8: Liberty Street

2020 Existing Conditions
Weekday Morning Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	30	110	40	20	160	10	40	390	10	10	340	50		
Future Volume (vph)	30	110	40	20	160	10	40	390	10	10	340	50		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Grade (%)		8%			-9%			-1%			-2%			
Total Lost time (s)		4.9			4.9			4.0			5.5			
Lane Util. Factor		1.00			1.00			1.00			1.00			
Frt		0.97			0.99			1.00			0.98			
Flt Protected		0.99			0.99			1.00			1.00			
Satd. Flow (prot)		1720			1816			1840			1830			
Flt Permitted		0.89			0.96			0.95			0.98			
Satd. Flow (perm)		1541			1746			1747			1801			
Peak-hour factor, PHF	0.94	0.94	0.94	0.81	0.81	0.81	0.85	0.85	0.85	0.83	0.83	0.83		
Adj. Flow (vph)	32	117	43	25	198	12	47	459	12	12	410	60		
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	0		
Lane Group Flow (vph)	0	192	0	0	233	0	0	518	0	0	482	0		
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	3%	3%	3%	3%	3%	3%		
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA			
Protected Phases		4			4			1	1		2			
Permitted Phases	4			4			2			2				
Actuated Green, G (s)		13.1			13.1			31.8			23.2			
Effective Green, g (s)		13.1			13.1			31.8			23.2			
Actuated g/C Ratio		0.20			0.20			0.49			0.36			
Clearance Time (s)		4.9			4.9						5.5			
Vehicle Extension (s)		1.5			1.5						2.0			
Lane Grp Cap (vph)		309			350			863			639			
v/s Ratio Prot								c0.08						
v/s Ratio Perm		0.12			c0.13			0.21			c0.27			
v/c Ratio		0.62			0.66			0.60			0.75			
Uniform Delay, d1		23.8			24.1			12.1			18.5			
Progression Factor		1.00			1.00			1.00			1.00			
Incremental Delay, d2		2.8			3.7			0.8			4.5			
Delay (s)		26.6			27.7			13.0			23.0			
Level of Service		C			C			B			C			
Approach Delay (s)		26.6			27.7			13.0			23.0			
Approach LOS		C			C			B			C			
Intersection Summary														
HCM 2000 Control Delay			20.6									HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio			0.67											
Actuated Cycle Length (s)			65.3								18.4			
Intersection Capacity Utilization			63.7%										ICU Level of Service	B
Analysis Period (min)			15											

c Critical Lane Group

Queues
9: East Main St

2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	170	130	80	190	80	160	290	80	60	300	70
Future Volume (vph)	60	170	130	80	190	80	160	290	80	60	300	70
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	6%	6%	6%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	221	169	93	221	93	200	363	100	75	463	0
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		7	7		1	6		5	2	
Permitted Phases			4			7	6		6	2		
Detector Phase	4	4	4	7	7	7	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	13.0	13.0	13.0	15.1	15.1	15.1	9.0	21.2	21.2	9.0	21.2	
Total Split (s)	22.0	22.0	22.0	32.1	32.1	32.1	14.0	46.2	46.2	14.0	46.2	
Total Split (%)	16.0%	16.0%	16.0%	23.4%	23.4%	23.4%	10.2%	33.6%	33.6%	10.2%	33.6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	2.0	2.0	2.0	4.1	4.1	4.1	1.0	2.3	2.3	1.0	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	7.1	7.1	7.1	4.0	6.2	6.2	4.0	6.2	
Lead/Lag	Lag	Lag	Lag				Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	
v/c Ratio	0.30	0.81	0.43	0.35	0.79	0.27	0.83	0.62	0.17	0.23	0.90	
Control Delay	55.6	75.7	11.5	51.2	70.6	4.8	55.6	42.5	2.8	25.2	62.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.6	75.7	11.5	51.2	70.6	4.8	55.6	42.5	2.8	25.2	62.7	
Queue Length 50th (ft)	63	195	0	73	188	0	114	276	0	39	381	
Queue Length 95th (ft)	100	#285	38	122	267	16	#196	350	7	66	#482	
Internal Link Dist (ft)		485			509			712			709	
Turn Bay Length (ft)			200	200		300				200		
Base Capacity (vph)	258	272	397	356	375	419	241	616	611	369	609	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.81	0.43	0.26	0.59	0.22	0.83	0.59	0.16	0.20	0.76	

Intersection Summary

Cycle Length: 137.3

Actuated Cycle Length: 117.9

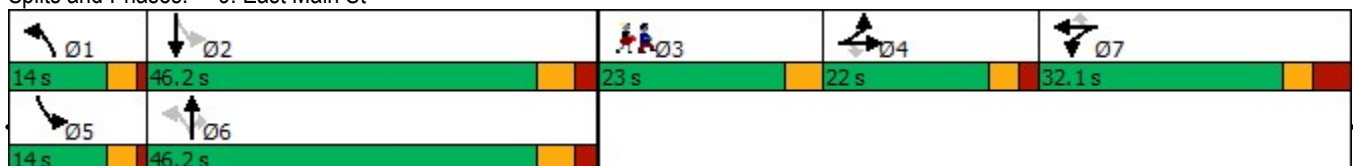
Natural Cycle: 115

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 9: East Main St



























Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	17%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2020 Existing Conditions

9: East Main St

Weekday Morning Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	60	170	130	80	190	80	160	290	80	60	300	70		
Future Volume (vph)	60	170	130	80	190	80	160	290	80	60	300	70		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	12	12	15	11	11	11	11	11	11	11	11	11		
Grade (%)		2%			6%			1%				-1%		
Total Lost time (s)	5.0	5.0	5.0	7.1	7.1	7.1	4.0	6.2	6.2	4.0	6.2			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Satd. Flow (prot)	1718	1809	1691	1612	1697	1442	1638	1724	1465	1670	1708			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.17	1.00	1.00	0.40	1.00			
Satd. Flow (perm)	1718	1809	1691	1612	1697	1442	286	1724	1465	698	1708			
Peak-hour factor, PHF	0.77	0.77	0.77	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80		
Adj. Flow (vph)	78	221	169	93	221	93	200	362	100	75	375	88		
RTOR Reduction (vph)	0	0	144	0	0	78	0	0	66	0	6	0		
Lane Group Flow (vph)	78	221	25	93	221	15	200	363	34	75	457	0		
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	6%	6%	6%	5%	5%	5%		
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA			
Protected Phases	4	4		7	7		1	6		5	2			
Permitted Phases			4			7	6		6	2				
Actuated Green, G (s)	17.7	17.7	17.7	19.4	19.4	19.4	50.6	40.3	40.3	42.5	36.2			
Effective Green, g (s)	17.7	17.7	17.7	19.4	19.4	19.4	50.6	40.3	40.3	42.5	36.2			
Actuated g/C Ratio	0.15	0.15	0.15	0.16	0.16	0.16	0.42	0.34	0.34	0.35	0.30			
Clearance Time (s)	5.0	5.0	5.0	7.1	7.1	7.1	4.0	6.2	6.2	4.0	6.2			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0			
Lane Grp Cap (vph)	253	267	249	260	274	233	237	579	492	298	515			
v/s Ratio Prot	0.05	c0.12		0.06	c0.13		c0.07	0.21		0.01	0.27			
v/s Ratio Perm			0.01			0.01	c0.28		0.02	0.08				
v/c Ratio	0.31	0.83	0.10	0.36	0.81	0.06	0.84	0.63	0.07	0.25	0.89			
Uniform Delay, d1	45.6	49.6	44.2	44.7	48.4	42.6	26.7	33.5	27.0	26.6	39.9			
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	0.3	17.8	0.1	0.3	15.0	0.0	22.2	2.1	0.1	0.2	16.7			
Delay (s)	45.9	67.4	44.3	45.0	63.4	42.6	48.9	35.6	27.1	26.8	56.6			
Level of Service	D	E	D	D	E	D	D	D	C	C	E			
Approach Delay (s)		55.5			54.4			38.3			52.4			
Approach LOS		E			D			D			D			
Intersection Summary														
HCM 2000 Control Delay			49.0									HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio			0.77											
Actuated Cycle Length (s)			119.9								26.3			
Intersection Capacity Utilization			64.2%										ICU Level of Service	C
Analysis Period (min)			15											
c Critical Lane Group														

Queues
10: Charles Street

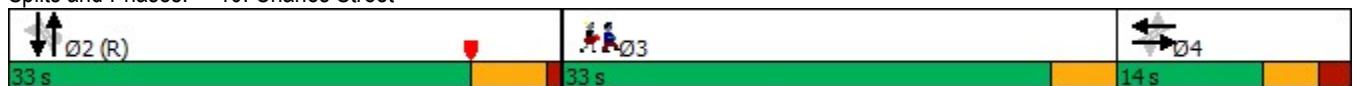
2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	0	10	10	30	10	520	40	40	480	10
Future Volume (vph)	10	0	0	10	10	30	10	520	40	40	480	10
Peak Hour Factor	0.67	0.67	0.67	0.69	0.69	0.69	0.87	0.87	0.87	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	71	0	0	655	0	0	595	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.3	11.3		11.3	11.3		20.5	20.5		20.5	20.5	
Total Split (s)	14.0	14.0		14.0	14.0		33.0	33.0		33.0	33.0	
Total Split (%)	17.5%	17.5%		17.5%	17.5%		41.3%	41.3%		41.3%	41.3%	
Yellow Time (s)	3.3	3.3		3.3	3.3		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.3			5.3			5.5			5.5	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
v/c Ratio		0.09			0.42			0.27			0.25	
Control Delay		34.1			25.3			6.4			7.9	
Queue Delay		0.0			0.0			0.1			0.0	
Total Delay		34.1			25.3			6.6			7.9	
Queue Length 50th (ft)		7			14			22			28	
Queue Length 95th (ft)		18			33			204			172	
Internal Link Dist (ft)		424			718			263			712	
Turn Bay Length (ft)												
Base Capacity (vph)		218			204			2460			2341	
Starvation Cap Reductn		0			0			756			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.07			0.35			0.38			0.25	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 19.2 (24%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

















Splits and Phases: 10: Charles Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	33.0
Total Split (%)	41%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
10: Charles Street

2020 Existing Conditions
Weekday Morning Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	10	0	0	10	10	30	10	520	40	40	480	10		
Future Volume (vph)	10	0	0	10	10	30	10	520	40	40	480	10		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	16	16	16	12	12	12	12	12	12	14	14	14		
Grade (%)		-7%			4%			-5%			2%			
Total Lost time (s)		5.3			5.3			5.5			5.5			
Lane Util. Factor		1.00			1.00			0.95			0.95			
Frt		1.00			0.92			0.99			1.00			
Flt Protected		0.95			0.99			1.00			1.00			
Satd. Flow (prot)		2117			1628			3517			3642			
Flt Permitted		0.90			0.93			0.94			0.87			
Satd. Flow (perm)		2013			1525			3325			3170			
Peak-hour factor, PHF	0.67	0.67	0.67	0.69	0.69	0.69	0.87	0.87	0.87	0.89	0.89	0.89		
Adj. Flow (vph)	15	0	0	14	14	43	11	598	46	45	539	11		
RTOR Reduction (vph)	0	0	0	0	40	0	0	4	0	0	1	0		
Lane Group Flow (vph)	0	15	0	0	31	0	0	651	0	0	594	0		
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	4%	4%	4%	4%	4%	4%		
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA			
Protected Phases		4			4			2			2			
Permitted Phases	4			4			2			2				
Actuated Green, G (s)		5.6			5.6			53.8			53.8			
Effective Green, g (s)		5.6			5.6			53.8			53.8			
Actuated g/C Ratio		0.07			0.07			0.67			0.67			
Clearance Time (s)		5.3			5.3			5.5			5.5			
Vehicle Extension (s)		2.0			2.0			0.2			0.2			
Lane Grp Cap (vph)		140			106			2236			2131			
v/s Ratio Prot														
v/s Ratio Perm		0.01			c0.02			c0.20			0.19			
v/c Ratio		0.11			0.29			0.29			0.28			
Uniform Delay, d1		34.9			35.3			5.3			5.3			
Progression Factor		1.00			1.00			0.82			1.00			
Incremental Delay, d2		0.1			0.6			0.3			0.3			
Delay (s)		35.0			35.9			4.7			5.6			
Level of Service		C			D			A			A			
Approach Delay (s)		35.0			35.9			4.7			5.6			
Approach LOS		C			D			A			A			
Intersection Summary														
HCM 2000 Control Delay			7.1									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.27											
Actuated Cycle Length (s)			80.0								14.8			
Intersection Capacity Utilization			49.3%										ICU Level of Service	A
Analysis Period (min)			15											
c Critical Lane Group														

Queues
11: Olive Street

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	50	60	500	460	30
Future Volume (vph)	70	50	60	500	460	30
Peak Hour Factor	0.74	0.74	0.79	0.79	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	0	0	709	570	0
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Detector Phase	4		1	1 2	2	
Switch Phase						
Minimum Initial (s)	6.0		6.0		15.0	
Minimum Split (s)	11.2		11.2		21.0	
Total Split (s)	20.0		20.0		40.0	
Total Split (%)	25.0%		25.0%		50.0%	
Yellow Time (s)	3.7		3.7		4.5	
All-Red Time (s)	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	5.2				6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		C-Max	
v/c Ratio	0.62			0.33	0.31	
Control Delay	35.1			2.3	16.4	
Queue Delay	0.0			0.1	0.0	
Total Delay	35.1			2.4	16.4	
Queue Length 50th (ft)	60			17	53	
Queue Length 95th (ft)	85			26	176	
Internal Link Dist (ft)	372			99	263	
Turn Bay Length (ft)						
Base Capacity (vph)	394			2273	1822	
Starvation Cap Reductn	0			571	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.41			0.42	0.31	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 1 (1%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Olive Street



HCM Signalized Intersection Capacity Analysis
11: Olive Street

2020 Existing Conditions
Weekday Morning Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	50	60	500	460	30
Future Volume (vph)	70	50	60	500	460	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	12	12
Grade (%)	-6%			-5%	5%	
Total Lost time (s)	5.2			5.2	6.0	
Lane Util. Factor	1.00			0.95	0.95	
Frt	0.94			1.00	0.99	
Flt Protected	0.97			0.99	1.00	
Satd. Flow (prot)	1956			3539	3386	
Flt Permitted	0.97			0.84	1.00	
Satd. Flow (perm)	1956			2988	3386	
Peak-hour factor, PHF	0.74	0.74	0.79	0.79	0.86	0.86
Adj. Flow (vph)	95	68	76	633	535	35
RTOR Reduction (vph)	35	0	0	0	5	0
Lane Group Flow (vph)	128	0	0	709	565	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Actuated Green, G (s)	9.3			54.3	43.0	
Effective Green, g (s)	9.3			54.3	43.0	
Actuated g/C Ratio	0.12			0.68	0.54	
Clearance Time (s)	5.2				6.0	
Vehicle Extension (s)	1.0				0.2	
Lane Grp Cap (vph)	227			2105	1819	
v/s Ratio Prot	c0.07			c0.05	0.17	
v/s Ratio Perm				c0.18		
v/c Ratio	0.56			0.34	0.31	
Uniform Delay, d1	33.4			5.4	10.3	
Progression Factor	1.00			0.52	1.39	
Incremental Delay, d2	1.9			0.0	0.4	
Delay (s)	35.3			2.8	14.7	
Level of Service	D			A	B	
Approach Delay (s)	35.3			2.8	14.7	
Approach LOS	D			A	B	

Intersection Summary			
HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.4
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues
12: Gale Avenue/Ann Street

2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	90	0	60	80	30	0	260	40	10	290	80
Future Volume (vph)	100	90	0	60	80	30	0	260	40	10	290	80
Peak Hour Factor	0.75	0.75	0.75	0.70	0.70	0.70	0.83	0.83	0.83	0.77	0.77	0.77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	253	0	86	157	0	0	361	0	0	494	0
Turn Type	Split	NA	Perm	Split	NA			NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4				2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.3	12.3	12.3	12.3	12.3		21.5	21.5		21.5	21.5	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		36.5	36.5		35.0	35.0	
Total Split (%)	22.6%	22.6%	22.6%	22.6%	22.6%		33.0%	33.0%		31.7%	31.7%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.3	5.3	5.3	5.3			6.5			6.5	
Lead/Lag	Lag	Lag	Lag									
Lead-Lag Optimize?	Yes	Yes	Yes									
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
v/c Ratio		0.69		0.31	0.56			0.53			0.74	
Control Delay		42.3		35.5	41.4			26.6			33.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		42.3		35.5	41.4			26.6			33.3	
Queue Length 50th (ft)		105		35	67			123			188	
Queue Length 95th (ft)		213		77	128			306			#442	
Internal Link Dist (ft)		340			311			2056			1933	
Turn Bay Length (ft)				50								
Base Capacity (vph)		465		454	458			714			697	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.54		0.19	0.34			0.51			0.71	

Intersection Summary

Cycle Length: 110.5

Actuated Cycle Length: 79.5

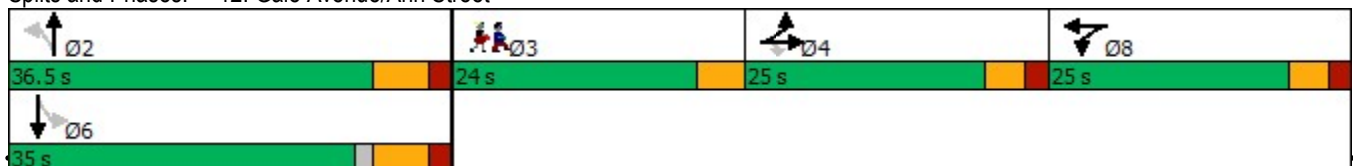
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.



















Splits and Phases: 12: Gale Avenue/Ann Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
12: Gale Avenue/Ann Street

2020 Existing Conditions
Weekday Morning Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	90	0	60	80	30	0	260	40	10	290	80
Future Volume (vph)	100	90	0	60	80	30	0	260	40	10	290	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		5.3	5.3			6.5			6.5	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frt		1.00		1.00	0.96			0.98			0.97	
Flt Protected		0.97		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1815		1770	1786			1829			1807	
Flt Permitted		0.97		0.95	1.00			1.00			0.99	
Satd. Flow (perm)		1815		1770	1786			1829			1784	
Peak-hour factor, PHF	0.75	0.75	0.75	0.70	0.70	0.70	0.83	0.83	0.83	0.77	0.77	0.77
Adj. Flow (vph)	133	120	0	86	114	43	0	313	48	13	377	104
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	253	0	86	157	0	0	361	0	0	494	0
Turn Type	Split	NA	Perm	Split	NA			NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	6
Permitted Phases			4				2			6		
Actuated Green, G (s)		16.1		12.5	12.5			29.7			29.7	29.7
Effective Green, g (s)		16.1		12.5	12.5			29.7			29.7	29.7
Actuated g/C Ratio		0.20		0.15	0.15			0.36			0.36	0.36
Clearance Time (s)		5.3		5.3	5.3			6.5			6.5	6.5
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)		355		268	271			660			643	643
v/s Ratio Prot		c0.14		0.05	c0.09			0.20				
v/s Ratio Perm											c0.28	
v/c Ratio		0.71		0.32	0.58			0.55			0.77	
Uniform Delay, d1		30.9		31.1	32.5			20.9			23.3	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		6.6		0.7	3.0			0.9			5.5	
Delay (s)		37.6		31.8	35.4			21.9			28.8	
Level of Service		D		C	D			C			C	
Approach Delay (s)		37.6			34.2			21.9			28.8	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			82.3			Sum of lost time (s)		21.1				
Intersection Capacity Utilization			55.2%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

Queues
13: Hall Avenue

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	130	80	260	290	30
Future Volume (vph)	40	130	80	260	290	30
Peak Hour Factor	0.76	0.76	0.95	0.95	0.74	0.74
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	224	0	0	358	433	0
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Detector Phase	4		1	1 2	2	
Switch Phase						
Minimum Initial (s)	9.0		4.0		15.0	
Minimum Split (s)	17.0		8.0		20.6	
Total Split (s)	29.0		12.0		45.6	
Total Split (%)	33.5%		13.9%		52.7%	
Yellow Time (s)	3.0		3.0		3.9	
All-Red Time (s)	1.0		1.0		1.7	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	4.0				5.6	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		Min	
v/c Ratio	0.46			0.36	0.59	
Control Delay	9.5			5.4	16.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.5			5.4	16.4	
Queue Length 50th (ft)	12			33	91	
Queue Length 95th (ft)	44			78	135	
Internal Link Dist (ft)	505			2424	2056	
Turn Bay Length (ft)						
Base Capacity (vph)	987			1591	1807	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.23			0.23	0.24	

Intersection Summary

Cycle Length: 86.6
 Actuated Cycle Length: 48.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Hall Avenue



HCM Signalized Intersection Capacity Analysis
13: Hall Avenue

2020 Existing Conditions
Weekday Morning Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	130	80	260	290	30
Future Volume (vph)	40	130	80	260	290	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	15	15	16	15	16	16
Grade (%)	7%			-1%	2%	
Total Lost time (s)	4.0			4.0	5.6	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.90			1.00	0.99	
Flt Protected	0.99			0.99	1.00	
Satd. Flow (prot)	1753			1977	2063	
Flt Permitted	0.99			0.86	1.00	
Satd. Flow (perm)	1753			1723	2063	
Peak-hour factor, PHF	0.76	0.76	0.95	0.95	0.74	0.74
Adj. Flow (vph)	53	171	84	274	392	41
RTOR Reduction (vph)	137	0	0	0	5	0
Lane Group Flow (vph)	87	0	0	358	428	0
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Actuated Green, G (s)	9.7			25.4	17.3	
Effective Green, g (s)	9.7			25.4	17.3	
Actuated g/C Ratio	0.20			0.52	0.36	
Clearance Time (s)	4.0				5.6	
Vehicle Extension (s)	2.0				2.5	
Lane Grp Cap (vph)	349			940	732	
v/s Ratio Prot	c0.05			c0.06	c0.21	
v/s Ratio Perm				0.14		
v/c Ratio	0.25			0.38	0.58	
Uniform Delay, d1	16.4			7.0	12.8	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			0.2	1.0	
Delay (s)	16.6			7.1	13.8	
Level of Service	B			A	B	
Approach Delay (s)	16.6			7.1	13.8	
Approach LOS	B			A	B	

Intersection Summary

HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	48.7	Sum of lost time (s)	13.6
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues
14: Gypsy Lane/Green Road

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	30	30	50	100	30	30	20	370	60	30	460	20
Future Volume (vph)	30	30	50	100	30	30	20	370	60	30	460	20
Peak Hour Factor	0.57	0.57	0.57	0.82	0.82	0.82	0.90	0.90	0.90	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	0	0	159	37	0	500	0	0	622	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		5	5			2			2	
Permitted Phases						5	2			2		
Detector Phase	4	4		5	5	5	2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	20.0	20.0		20.0	20.0	
Minimum Split (s)	12.8	12.8		13.6	13.6	13.6	26.6	26.6		26.6	26.6	
Total Split (s)	20.8	20.8		26.6	26.6	26.6	56.6	56.6		56.6	56.6	
Total Split (%)	20.0%	20.0%		25.6%	25.6%	25.6%	54.4%	54.4%		54.4%	54.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.8	2.8		3.6	3.6	3.6	2.2	2.2		2.2	2.2	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.8			6.6	6.6		6.6			6.6	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
v/c Ratio		0.67			0.60	0.12		0.62			0.74	
Control Delay		40.1			42.2	0.7		21.1			25.1	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		40.1			42.2	0.7		21.1			25.1	
Queue Length 50th (ft)		68			68	0		170			232	
Queue Length 95th (ft)		97			144	0		318			364	
Internal Link Dist (ft)		382			419			1172			2424	
Turn Bay Length (ft)						50						
Base Capacity (vph)		383			460	477		1354			1415	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.51			0.35	0.08		0.37			0.44	

Intersection Summary


















Cycle Length: 104
 Actuated Cycle Length: 75.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 14: Gypsy Lane/Green Road



HCM Signalized Intersection Capacity Analysis
 14: Gypsy Lane/Green Road

2020 Existing Conditions
 Weekday Morning Peak Hour

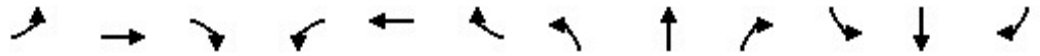
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	30	50	100	30	30	20	370	60	30	460	20
Future Volume (vph)	30	30	50	100	30	30	20	370	60	30	460	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	10	8	10	10	16	16	16	16	16	16
Grade (%)		2%			4%			3%			-4%	
Total Lost time (s)		5.8			6.6	6.6		6.6			6.6	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.94			1.00	0.85		0.98			0.99	
Flt Protected		0.99			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1691			1641	1448		1998			2115	
Flt Permitted		0.99			0.96	1.00		0.96			0.95	
Satd. Flow (perm)		1691			1641	1448		1926			2018	
Peak-hour factor, PHF	0.57	0.57	0.57	0.82	0.82	0.82	0.90	0.90	0.90	0.82	0.82	0.82
Adj. Flow (vph)	53	53	88	122	37	37	22	411	67	37	561	24
RTOR Reduction (vph)	0	29	0	0	0	31	0	6	0	0	0	0
Lane Group Flow (vph)	0	165	0	0	159	6	0	494	0	0	622	0
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		5	5			2			2	
Permitted Phases						5	2			2		
Actuated Green, G (s)		11.7			12.2	12.2		31.4			31.4	
Effective Green, g (s)		11.7			12.2	12.2		31.4			31.4	
Actuated g/C Ratio		0.16			0.16	0.16		0.42			0.42	
Clearance Time (s)		5.8			6.6	6.6		6.6			6.6	
Vehicle Extension (s)		2.0			2.0	2.0		2.5			2.5	
Lane Grp Cap (vph)		266			269	237		813			852	
v/s Ratio Prot		c0.10			c0.10							
v/s Ratio Perm						0.00		0.26			c0.31	
v/c Ratio		0.62			0.59	0.03		0.61			0.73	
Uniform Delay, d1		29.2			28.7	26.1		16.7			17.9	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		3.2			2.3	0.0		1.1			3.1	
Delay (s)		32.5			31.1	26.1		17.8			21.0	
Level of Service		C			C	C		B			C	
Approach Delay (s)		32.5			30.1			17.8			21.0	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			22.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			74.3				Sum of lost time (s)		19.0			
Intersection Capacity Utilization			61.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

2020 Existing Conditions

15: Silver Hill North Drive/North Drive to Townline Square

Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↕		↖	↗	
Traffic Volume (vph)	50	10	30	10	10	50	60	250	10	100	340	100
Future Volume (vph)	50	10	30	10	10	50	60	250	10	100	340	100
Peak Hour Factor	0.78	0.78	0.78	0.86	0.86	0.86	0.95	0.95	0.95	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	6%	6%	6%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	77	38	0	24	58	63	274	0	116	511	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	12.1	12.1	12.1	12.1	12.1	9.0	9.0	21.7		9.0	21.7	
Total Split (s)	20.0	20.0	20.0	20.0	20.0	11.0	11.0	44.0		11.0	44.0	
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	14.7%	14.7%	58.7%		14.7%	58.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.1		3.0	4.1	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1	1.0	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.1	5.1		5.1	4.0	4.0	6.7		4.0	6.7	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.49	0.14		0.15	0.16	0.10	0.12		0.14	0.38	
Control Delay		41.5	1.0		31.2	7.1	3.7	8.1		2.9	7.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		41.5	1.0		31.2	7.1	3.7	8.1		2.9	7.6	
Queue Length 50th (ft)		35	0		10	0	9	28		9	101	
Queue Length 95th (ft)		61	0		29	22	8	32		24	179	
Internal Link Dist (ft)		210			555			377			529	
Turn Bay Length (ft)						125	125			250		
Base Capacity (vph)		275	404		275	400	680	2288		854	1350	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.28	0.09		0.09	0.14	0.09	0.12		0.14	0.38	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 20 (27%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 50






















Control Type: Actuated-Coordinated

Splits and Phases: 15: Silver Hill North Drive/North Drive to Townline Square



HCM Signalized Intersection Capacity Analysis
 15: Silver Hill North Drive/North Drive to Townline Square

2020 Existing Conditions
 Weekday Morning Peak Hour

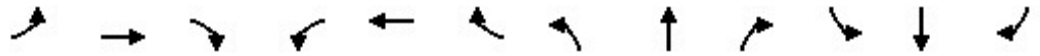
													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	50	10	30	10	10	50	60	250	10	100	340	100	
Future Volume (vph)	50	10	30	10	10	50	60	250	10	100	340	100	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	12	12	10	10	10	11	12	12	11	14	15	
Grade (%)		0%			5%			1%			2%		
Total Lost time (s)		5.1	5.1		5.1	4.0	4.0	6.7		4.0	6.7		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	1.00		
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.97		
Flt Protected		0.96	1.00		0.98	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1788	1583		1687	1470	1638	3368		1694	1900		
Flt Permitted		0.75	1.00		0.80	1.00	0.45	1.00		0.57	1.00		
Satd. Flow (perm)		1388	1583		1387	1470	778	3368		1014	1900		
Peak-hour factor, PHF	0.78	0.78	0.78	0.86	0.86	0.86	0.95	0.95	0.95	0.86	0.86	0.86	
Adj. Flow (vph)	64	13	38	12	12	58	63	263	11	116	395	116	
RTOR Reduction (vph)	0	0	34	0	0	49	0	3	0	0	10	0	
Lane Group Flow (vph)	0	77	4	0	24	9	63	271	0	116	501	0	
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	6%	6%	6%	2%	2%	2%	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		
Protected Phases		4			4	5	1	6		5	2		
Permitted Phases	4		4	4		4	6			2			
Actuated Green, G (s)		7.1	7.1		7.1	11.4	50.9	47.8		53.3	49.0		
Effective Green, g (s)		7.1	7.1		7.1	11.4	50.9	47.8		53.3	49.0		
Actuated g/C Ratio		0.09	0.09		0.09	0.15	0.68	0.64		0.71	0.65		
Clearance Time (s)		5.1	5.1		5.1	4.0	4.0	6.7		4.0	6.7		
Vehicle Extension (s)		1.0	1.0		1.0	1.0	1.0	0.2		1.0	3.0		
Lane Grp Cap (vph)		131	149		131	223	563	2146		759	1241		
v/s Ratio Prot						0.00	0.00	0.08		c0.01	c0.26		
v/s Ratio Perm		c0.06	0.00		0.02	0.00	0.07			0.10			
v/c Ratio		0.59	0.02		0.18	0.04	0.11	0.13		0.15	0.40		
Uniform Delay, d1		32.5	30.8		31.3	27.1	4.1	5.4		3.4	6.1		
Progression Factor		1.00	1.00		1.00	1.00	1.25	1.28		1.00	1.00		
Incremental Delay, d2		4.3	0.0		0.2	0.0	0.0	0.1		0.0	1.0		
Delay (s)		36.8	30.8		31.5	27.2	5.1	7.0		3.4	7.1		
Level of Service		D	C		C	C	A	A		A	A		
Approach Delay (s)		34.9			28.4			6.6			6.4		
Approach LOS		C			C			A			A		
Intersection Summary													
HCM 2000 Control Delay			10.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.42										
Actuated Cycle Length (s)			75.0									Sum of lost time (s)	15.8
Intersection Capacity Utilization			51.3%									ICU Level of Service	A
Analysis Period (min)			15										
c	Critical Lane Group												

Queues

2020 Existing Conditions

16: Silver Hill South Drive/South Drive to Townline Square

Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↔	
Traffic Volume (vph)	10	10	50	60	10	20	60	290	110	30	330	20
Future Volume (vph)	10	10	50	60	10	20	60	290	110	30	330	20
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.97	0.97	0.97	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	82	23	62	412	0	32	368	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	12	
Permitted Phases	4			4		4	2			2		
Detector Phase	4	4		4	4	4	2	2		1	12	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	22.2	22.2		9.0		
Total Split (s)	15.0	15.0		15.0	15.0	15.0	41.0	41.0		9.0		
Total Split (%)	20.0%	20.0%		20.0%	20.0%	20.0%	54.7%	54.7%		12.0%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	4.1	4.1		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.1	3.1		1.0		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)		5.0			5.0	5.0	7.2	7.2		4.0		
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None		
v/c Ratio		0.38			0.51	0.07	0.12	0.23		0.05	0.25	
Control Delay		18.5			42.8	0.4	2.9	1.2		2.7	2.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		18.5			42.8	0.4	2.9	1.2		2.7	2.4	
Queue Length 50th (ft)		10			37	0	1	0		2	22	
Queue Length 95th (ft)		44			73	0	10	0		m5	32	
Internal Link Dist (ft)		256			244			895			377	
Turn Bay Length (ft)							125			125		
Base Capacity (vph)		254			195	360	514	1830		677	1445	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.33			0.42	0.06	0.12	0.23		0.05	0.25	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 20 (27%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

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

Splits and Phases: 16: Silver Hill South Drive/South Drive to Townline Square
























Queues
 16: Silver Hill South Drive/South Drive to Townline Square

2020 Existing Conditions
 Weekday Morning Peak Hour

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	10.0
Total Split (%)	13%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Silver Hill South Drive/South Drive to Townline Square

2020 Existing Conditions
 Weekday Morning Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	10	10	50	60	10	20	60	290	110	30	330	20	
Future Volume (vph)	10	10	50	60	10	20	60	290	110	30	330	20	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	11	12	12	12	12	11	12	12	11	14	14	
Grade (%)		1%			4%			2%				-2%	
Total Lost time (s)		5.0			5.0	5.0	7.2	7.2		4.0	4.0		
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	1.00		
Frt		0.90			1.00	0.85	1.00	0.96		1.00	0.99		
Flt Protected		0.99			0.96	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1624			1751	1552	1645	3264		1711	1970		
Flt Permitted		0.93			0.80	1.00	0.54	1.00		0.51	1.00		
Satd. Flow (perm)		1525			1466	1552	939	3264		919	1970		
Peak-hour factor, PHF	0.85	0.85	0.85	0.86	0.86	0.86	0.97	0.97	0.97	0.95	0.95	0.95	
Adj. Flow (vph)	12	12	59	70	12	23	62	299	113	32	347	21	
RTOR Reduction (vph)	0	54	0	0	0	21	0	46	0	0	3	0	
Lane Group Flow (vph)	0	29	0	0	82	2	62	366	0	32	365	0	
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	3%	3%	3%	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA		
Protected Phases		4			4			2		1	1	2	
Permitted Phases	4			4		4	2			2			
Actuated Green, G (s)		6.8			6.8	6.8	38.5	38.5		44.4	48.4		
Effective Green, g (s)		6.8			6.8	6.8	38.5	38.5		44.4	48.4		
Actuated g/C Ratio		0.09			0.09	0.09	0.51	0.51		0.59	0.65		
Clearance Time (s)		5.0			5.0	5.0	7.2	7.2		4.0			
Vehicle Extension (s)		1.0			1.0	1.0	0.2	0.2		1.5			
Lane Grp Cap (vph)		138			132	140	482	1675		606	1271		
v/s Ratio Prot								0.11		0.00	c0.19		
v/s Ratio Perm		0.02			c0.06	0.00	0.07			0.03			
v/c Ratio		0.21			0.62	0.01	0.13	0.22		0.05	0.29		
Uniform Delay, d1		31.6			32.9	31.1	9.5	10.0		6.4	5.8		
Progression Factor		1.00			1.00	1.00	0.21	0.11		0.48	0.37		
Incremental Delay, d2		0.3			6.4	0.0	0.5	0.3		0.0	0.0		
Delay (s)		31.9			39.2	31.1	2.5	1.3		3.0	2.2		
Level of Service		C			D	C	A	A		A	A		
Approach Delay (s)		31.9			37.4			1.5			2.3		
Approach LOS		C			D			A			A		
Intersection Summary													
HCM 2000 Control Delay			7.7									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.33										
Actuated Cycle Length (s)			75.0									Sum of lost time (s)	20.2
Intersection Capacity Utilization			55.4%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

Queues
17: Driveway to Kohl's Plaza

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↔	↔		↔			↔	↔
Traffic Volume (vph)	0	0	0	10	0	10	10	470	30	10	400	0
Future Volume (vph)	0	0	0	10	0	10	10	470	30	10	400	0
Peak Hour Factor	0.25	0.25	0.25	0.69	0.69	0.69	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	19%	19%	19%	5%	5%	5%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	14	14	0	573	0	0	451	0
Turn Type				Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	12	
Permitted Phases				4		4	2			2		
Detector Phase		4		4	4	4	2	2		1	12	
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0	7.0	15.0	15.0		7.0		
Minimum Split (s)		11.0		11.0	11.0	11.0	21.0	21.0		10.1		
Total Split (s)		20.0		20.0	20.0	20.0	44.0	44.0		11.0		
Total Split (%)		26.7%		26.7%	26.7%	26.7%	58.7%	58.7%		14.7%		
Yellow Time (s)		3.0		3.0	3.0	3.0	4.0	4.0		3.0		
All-Red Time (s)		1.0		1.0	1.0	1.0	2.0	2.0		0.1		
Lost Time Adjust (s)		0.0			0.0	0.0		0.0				
Total Lost Time (s)		4.0			4.0	4.0		6.0				
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode		None		None	None	None	C-Min	C-Min		Max		
v/c Ratio				0.09	0.11			0.61			0.13	
Control Delay				32.6	33.1			29.2			1.5	
Queue Delay				0.0	0.0			0.0			0.0	
Total Delay				32.6	33.1			29.2			1.5	
Queue Length 50th (ft)				6	6			92			0	
Queue Length 95th (ft)				17	17			182			35	
Internal Link Dist (ft)		256		308				396			895	
Turn Bay Length (ft)												
Base Capacity (vph)				350	298			1597			3648	
Starvation Cap Reductn				0	0			0			0	
Spillback Cap Reductn				0	0			0			0	
Storage Cap Reductn				0	0			0			0	
Reduced v/c Ratio				0.04	0.05			0.36			0.12	

Intersection Summary













Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 19 (25%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 17: Driveway to Kohl's Plaza



HCM Signalized Intersection Capacity Analysis
17: Driveway to Kohl's Plaza

2020 Existing Conditions
Weekday Morning Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↔	↔		↔			↔	
Traffic Volume (vph)	0	0	0	10	0	10	10	470	30	10	400	0
Future Volume (vph)	0	0	0	10	0	10	10	470	30	10	400	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	12	12	12	12	12	10	15	15
Grade (%)		-8%			-6%			4%			-4%	
Total Lost time (s)					4.0	4.0		6.0			3.1	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		0.99			1.00	
Flt Protected					0.95	1.00		1.00			1.00	
Satd. Flow (prot)					1562	1398		3336			3966	
Flt Permitted					1.00	1.00		0.94			0.95	
Satd. Flow (perm)					1645	1398		3144			3792	
Peak-hour factor, PHF	0.25	0.25	0.25	0.69	0.69	0.69	0.89	0.89	0.89	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	14	0	14	11	528	34	11	440	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	14	14	0	564	0	0	451	0
Heavy Vehicles (%)	0%	0%	0%	19%	19%	19%	5%	5%	5%	2%	2%	2%
Turn Type				Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2			1	1 2
Permitted Phases				4		4	2			2		
Actuated Green, G (s)					2.8	2.8		19.9			59.1	
Effective Green, g (s)					2.8	2.8		19.9			59.1	
Actuated g/C Ratio					0.04	0.04		0.27			0.79	
Clearance Time (s)					4.0	4.0		6.0				
Vehicle Extension (s)					2.0	2.0		3.0				
Lane Grp Cap (vph)					61	52		834			3079	
v/s Ratio Prot											c0.08	
v/s Ratio Perm					0.01	c0.01		c0.18			0.04	
v/c Ratio					0.23	0.27		0.68			0.15	
Uniform Delay, d1					35.1	35.1		24.7			1.9	
Progression Factor					1.00	1.00		1.23			1.51	
Incremental Delay, d2					0.7	1.0		4.3			0.1	
Delay (s)					35.8	36.1		34.7			3.0	
Level of Service					D	D		C			A	
Approach Delay (s)		0.0			35.9			34.7			3.0	
Approach LOS		A			D			C			A	
Intersection Summary												
HCM 2000 Control Delay			21.1		HCM 2000 Level of Service						C	
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			75.0		Sum of lost time (s)						13.1	
Intersection Capacity Utilization			35.3%		ICU Level of Service						A	
Analysis Period (min)			15									
c Critical Lane Group												

Queues
18: Route 150

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	10	10	390	330	90
Future Volume (vph)	120	10	10	390	330	90
Peak Hour Factor	0.97	0.97	0.85	0.85	0.92	0.92
Heavy Vehicles (%)	3%	3%	5%	5%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	0	0	471	457	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	2	
Permitted Phases			2			
Detector Phase	4		2	2	2	
Switch Phase						
Minimum Initial (s)	9.0		15.0	15.0	15.0	
Minimum Split (s)	13.0		21.0	21.0	21.0	
Total Split (s)	25.0		50.0	50.0	50.0	
Total Split (%)	33.3%		66.7%	66.7%	66.7%	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Min	C-Min	C-Min	
v/c Ratio	0.33			0.19	0.17	
Control Delay	30.2			5.4	1.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	30.2			5.4	1.8	
Queue Length 50th (ft)	27			13	10	
Queue Length 95th (ft)	52			m148	16	
Internal Link Dist (ft)	408			2348	396	
Turn Bay Length (ft)						
Base Capacity (vph)	935			2444	2744	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.14			0.19	0.17	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 21 (28%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated










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

Splits and Phases: 18: Route 150

























HCM Signalized Intersection Capacity Analysis
18: Route 150

2020 Existing Conditions
Weekday Morning Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	10	10	390	330	90
Future Volume (vph)	120	10	10	390	330	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12
Grade (%)	4%			4%	-4%	
Total Lost time (s)	4.0			6.0	6.0	
Lane Util. Factor	0.97			0.95	0.95	
Frt	0.99			1.00	0.97	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	3314			3253	3427	
Flt Permitted	0.96			0.94	1.00	
Satd. Flow (perm)	3314			3070	3427	
Peak-hour factor, PHF	0.97	0.97	0.85	0.85	0.92	0.92
Adj. Flow (vph)	124	10	12	459	359	98
RTOR Reduction (vph)	9	0	0	0	18	0
Lane Group Flow (vph)	125	0	0	471	439	0
Heavy Vehicles (%)	3%	3%	5%	5%	4%	4%
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	2	
Permitted Phases			2			
Actuated Green, G (s)	7.3			57.7	57.7	
Effective Green, g (s)	7.3			57.7	57.7	
Actuated g/C Ratio	0.10			0.77	0.77	
Clearance Time (s)	4.0			6.0	6.0	
Vehicle Extension (s)	2.0			3.0	3.0	
Lane Grp Cap (vph)	322			2361	2636	
v/s Ratio Prot	c0.04				0.13	
v/s Ratio Perm				c0.15		
v/c Ratio	0.39			0.20	0.17	
Uniform Delay, d1	31.8			2.4	2.3	
Progression Factor	1.00			2.00	0.80	
Incremental Delay, d2	0.3			0.2	0.1	
Delay (s)	32.0			4.9	2.0	
Level of Service	C			A	A	
Approach Delay (s)	32.0			4.9	2.0	
Approach LOS	C			A	A	
Intersection Summary						
HCM 2000 Control Delay			7.1		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.22			
Actuated Cycle Length (s)			75.0		Sum of lost time (s)	10.0
Intersection Capacity Utilization			33.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Queues
19: Route 71/Circle Drive

2020 Existing Conditions
Weekday Morning Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	10	320	80	30	20	120	410	30	10	350	0
Future Volume (vph)	10	10	320	80	30	20	120	410	30	10	350	0
Peak Hour Factor	0.84	0.84	0.84	0.68	0.68	0.68	0.97	0.97	0.97	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)			47%									
Lane Group Flow (vph)	0	203	202	118	44	29	124	454	0	11	385	0
Turn Type	Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA		Prot	NA	custom
Protected Phases		7	1		8		1	6		5	2	
Permitted Phases	7		7	8		8						6
Detector Phase	7	7	1	8	8	8	1	6		5	2	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	5.0	15.0		3.0	15.0	15.0
Minimum Split (s)	11.0	11.0	12.0	9.0	9.0	9.0	12.0	20.0		10.0	20.0	20.0
Total Split (s)	15.0	15.0	16.0	15.0	15.0	15.0	16.0	29.0		16.0	29.0	29.0
Total Split (%)	20.0%	20.0%	21.3%	20.0%	20.0%	20.0%	21.3%	38.7%		21.3%	38.7%	38.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	4.0	1.0	1.0	1.0	4.0	2.0		4.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.0	7.0	4.0	4.0	4.0	7.0	5.0		7.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	C-Min
v/c Ratio		1.10	0.43	0.79	0.18	0.14	0.38	0.32		0.09	0.44	
Control Delay		127.1	14.0	67.4	30.2	29.9	40.0	14.7		38.3	34.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		127.1	14.0	67.4	30.2	29.9	40.0	14.7		38.3	34.9	
Queue Length 50th (ft)		~102	37	53	18	12	29	78		6	98	
Queue Length 95th (ft)		#244	74	#84	35	26	56	66		23	127	
Internal Link Dist (ft)		371			347			564			2348	
Turn Bay Length (ft)				100		100	250			125		
Base Capacity (vph)		185	498	159	255	216	390	1404		207	1144	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		1.10	0.41	0.74	0.17	0.13	0.32	0.32		0.05	0.34	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 60 (80%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

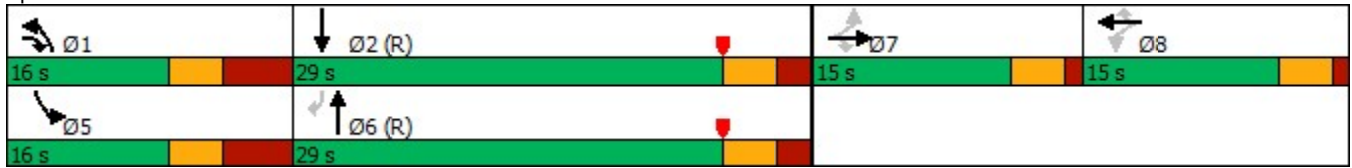
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
 19: Route 71/Circle Drive























2020 Existing Conditions
 Weekday Morning Peak Hour

Splits and Phases: 19: Route 71/Circle Drive



HCM Signalized Intersection Capacity Analysis
19: Route 71/Circle Drive

2020 Existing Conditions
Weekday Morning Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	10	10	320	80	30	20	120	410	30	10	350	0	
Future Volume (vph)	10	10	320	80	30	20	120	410	30	10	350	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	11	11	11	11	12	12	11	12	12	
Grade (%)		0%			5%			0%			-4%		
Total Lost time (s)		4.0	7.0	4.0	4.0	4.0	7.0	5.0		7.0	5.0		
Lane Util. Factor		0.95	0.95	1.00	1.00	1.00	0.97	0.95		1.00	0.95		
Frt		0.87	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00		
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1546	1519	1652	1739	1478	3255	3436		1728	3575		
Flt Permitted		0.48	1.00	0.62	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (perm)		749	1519	1085	1739	1478	3255	3436		1728	3575		
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.97	0.97	0.97	0.91	0.91	0.91	
Adj. Flow (vph)	12	12	381	118	44	29	124	423	31	11	385	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	7	0	0	0	0	
Lane Group Flow (vph)	0	203	202	118	44	29	124	447	0	11	385	0	
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	3%	3%	3%	
Turn Type	Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA		Prot	NA	custom	
Protected Phases		7	1		8		1	6		5	2		
Permitted Phases	7		7	8		8						6	
Actuated Green, G (s)		18.6	26.2	10.3	10.3	10.3	7.6	24.9		1.2	18.5		
Effective Green, g (s)		18.6	26.2	10.3	10.3	10.3	7.6	24.9		1.2	18.5		
Actuated g/C Ratio		0.25	0.35	0.14	0.14	0.14	0.10	0.33		0.02	0.25		
Clearance Time (s)		4.0	7.0	4.0	4.0	4.0	7.0	5.0		7.0	5.0		
Vehicle Extension (s)		2.0	2.0	2.5	2.5	2.5	2.0	4.0		2.0	4.0		
Lane Grp Cap (vph)		185	530	149	238	202	329	1140		27	881		
v/s Ratio Prot			c0.04		0.03		0.04	c0.13		0.01	0.11		
v/s Ratio Perm		c0.27	0.09	c0.11		0.02							
v/c Ratio		1.10	0.38	0.79	0.18	0.14	0.38	0.39		0.41	0.44		
Uniform Delay, d1		28.2	18.3	31.3	28.6	28.5	31.5	19.2		36.5	23.9		
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.18	0.89		1.13	1.37		
Incremental Delay, d2		94.6	0.2	23.6	0.3	0.2	0.3	1.0		3.6	1.6		
Delay (s)		122.8	18.5	55.0	28.9	28.7	37.5	18.1		44.8	34.3		
Level of Service		F	B	D	C	C	D	B		D	C		
Approach Delay (s)		70.8			45.0			22.3			34.6		
Approach LOS		E			D			C			C		
Intersection Summary													
HCM 2000 Control Delay			40.7		HCM 2000 Level of Service						D		
HCM 2000 Volume to Capacity ratio			0.73										
Actuated Cycle Length (s)			75.0		Sum of lost time (s)					20.0			
Intersection Capacity Utilization			44.3%		ICU Level of Service					A			
Analysis Period (min)			15										
c Critical Lane Group													

Queues
20: Home Depot Dr./Neal Road

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	60	10	60	50	10	10	100	500	60	50	620	70	
Future Volume (vph)	60	10	60	50	10	10	100	500	60	50	620	70	
Peak Hour Factor	0.74	0.74	0.74	0.76	0.76	0.76	0.92	0.92	0.92	0.83	0.83	0.83	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%	
Shared Lane Traffic (%)	42%			41%									
Lane Group Flow (vph)	47	48	81	39	40	13	109	543	65	60	747	84	
Turn Type	Split	NA	pt+ov	Split	NA	pm+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	
Protected Phases	7	7	5 7	4	4	1	5	2	2 4	1	6	6 7	
Permitted Phases							4						
Detector Phase	7	7	5 7	4	4	1	5	2	2 4	1	6	6 7	
Switch Phase													
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	5.0	15.0		5.0	15.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	9.0	9.0	20.0		9.0	20.0		
Total Split (s)	13.0	13.0		13.0	13.0	15.0	15.0	34.0		15.0	34.0		
Total Split (%)	17.3%	17.3%		17.3%	17.3%	20.0%	20.0%	45.3%		20.0%	45.3%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	1.0	1.0	2.0		1.0	2.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	5.0	5.0		5.0	5.0	4.0	4.0	5.0		4.0	5.0		
Lead/Lag							Lead	Lead	Lag			Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes			Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max		
v/c Ratio	0.29	0.29	0.23	0.25	0.25	0.04	0.36	0.27	0.06	0.22	0.38	0.08	
Control Delay	35.9	35.8	22.8	35.5	35.5	0.2	35.6	12.5	0.1	33.0	12.7	1.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.9	35.8	22.8	35.5	35.5	0.2	35.6	12.5	0.1	33.0	12.7	1.3	
Queue Length 50th (ft)	22	22	29	17	18	0	27	46	0	13	97	1	
Queue Length 95th (ft)	44	44	49	40	40	0	52	136	0	m24	m136	m4	
Internal Link Dist (ft)	463						264		832		564		
Turn Bay Length (ft)	150		150				250			200		200	
Base Capacity (vph)	173	175	399	171	174	435	486	2036	1146	508	1991	1061	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.27	0.27	0.20	0.23	0.23	0.03	0.22	0.27	0.06	0.12	0.38	0.08	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

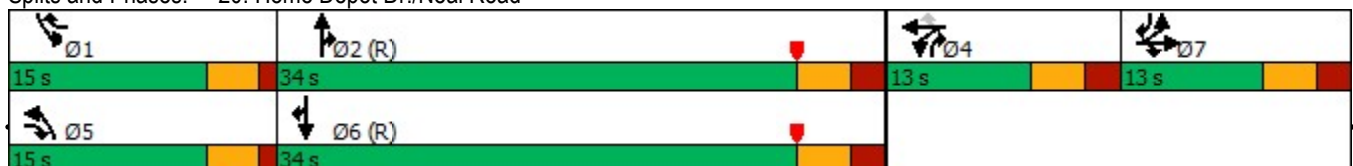
Offset: 63 (84%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

























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

Splits and Phases: 20: Home Depot Dr./Neal Road



HCM Signalized Intersection Capacity Analysis
20: Home Depot Dr./Neal Road

2020 Existing Conditions
Weekday Morning Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	60	10	60	50	10	10	100	500	60	50	620	70	
Future Volume (vph)	60	10	60	50	10	10	100	500	60	50	620	70	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	11	11	11	11	11	11	11	12	12	12	
Grade (%)		0%			-2%			-2%			-2%		
Total Lost time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	0.97	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1594	1620	1501	1610	1639	1516	3319	3422	1531	3467	3575	1599	
Flt Permitted	0.95	0.97	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1594	1620	1501	1610	1639	1516	3319	3422	1531	3467	3575	1599	
Peak-hour factor, PHF	0.74	0.74	0.74	0.76	0.76	0.76	0.92	0.92	0.92	0.83	0.83	0.83	
Adj. Flow (vph)	81	14	81	66	13	13	109	543	65	60	747	84	
RTOR Reduction (vph)	0	0	0	0	0	11	0	0	21	0	0	34	
Lane Group Flow (vph)	47	48	81	39	40	2	109	543	44	60	747	50	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%	
Turn Type	Split	NA	pt+ov	Split	NA	pm+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	
Protected Phases	7	7	5 7	4	4	1	5	2	2 4	1	6	6 7	
Permitted Phases						4							
Actuated Green, G (s)	6.3	6.3	17.2	5.9	5.9	9.7	5.9	40.0	50.9	3.8	37.9	44.2	
Effective Green, g (s)	6.3	6.3	12.2	5.9	5.9	9.7	5.9	40.0	50.9	3.8	37.9	44.2	
Actuated g/C Ratio	0.08	0.08	0.16	0.08	0.08	0.13	0.08	0.53	0.68	0.05	0.51	0.59	
Clearance Time (s)	5.0	5.0		5.0	5.0	4.0	4.0	5.0		4.0	5.0		
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	0.2		2.0	0.2		
Lane Grp Cap (vph)	133	136	244	126	128	196	261	1825	1039	175	1806	942	
v/s Ratio Prot	0.03	c0.03	0.05	0.02	c0.02	0.00	c0.03	0.16	0.03	0.02	c0.21	0.03	
v/s Ratio Perm						0.00							
v/c Ratio	0.35	0.35	0.33	0.31	0.31	0.01	0.42	0.30	0.04	0.34	0.41	0.05	
Uniform Delay, d1	32.4	32.4	27.8	32.6	32.6	28.5	32.9	9.7	4.0	34.4	11.6	6.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.11	0.01	0.97	0.93	1.08	
Incremental Delay, d2	0.6	0.6	0.3	0.5	0.5	0.0	0.4	0.4	0.0	0.4	0.6	0.0	
Delay (s)	33.0	33.0	28.1	33.1	33.1	28.5	34.2	11.2	0.0	33.9	11.3	7.1	
Level of Service	C	C	C	C	C	C	C	B	A	C	B	A	
Approach Delay (s)		30.7			32.5			13.7			12.4		
Approach LOS		C			C			B			B		
Intersection Summary													
HCM 2000 Control Delay			15.6									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.39										
Actuated Cycle Length (s)			75.0									Sum of lost time (s)	19.0
Intersection Capacity Utilization			41.6%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

Queues
21: Sonic Drive/BJ's Driveway

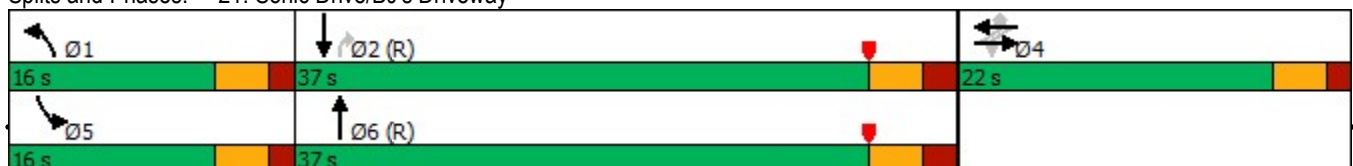
2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	10	80	0	30	10	640	80	30	730	10
Future Volume (vph)	10	0	10	80	0	30	10	640	80	30	730	10
Peak Hour Factor	0.33	0.33	0.33	0.82	0.82	0.82	0.90	0.90	0.90	0.79	0.79	0.79
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	30	0	0	98	37	11	711	89	38	937	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	custom	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4		4			2			
Detector Phase	4	4		4	4	4	1	6	2	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	11.5	9.5	20.0	20.0	9.5	20.0	
Total Split (s)	22.0	22.0		22.0	22.0	22.0	16.0	37.0	37.0	16.0	37.0	
Total Split (%)	29.3%	29.3%		29.3%	29.3%	29.3%	21.3%	49.3%	49.3%	21.3%	49.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	2.0	2.0	1.5	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	5.0	5.0	4.5	5.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.18	0.06		0.53	0.12	0.09	0.21	0.08	0.26	0.36		
Control Delay	29.7	0.2		40.0	0.9	37.8	9.0	3.8	43.1	2.3		
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	29.7	0.2		40.0	0.9	37.8	9.0	3.8	43.1	2.3		
Queue Length 50th (ft)	13	0		44	0	5	56	5	18	21		
Queue Length 95th (ft)	12	0		75	0	m20	74	9	42	49		
Internal Link Dist (ft)		119			412			332			832	
Turn Bay Length (ft)							200		200	250		
Base Capacity (vph)	298	621		324	445	262	3393	1177	262	2578		
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0		
Storage Cap Reductn	0	0		0	0	0	0	0	0	0		
Reduced v/c Ratio	0.10	0.05		0.30	0.08	0.04	0.21	0.08	0.15	0.36		

Intersection Summary
























Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 6 (8%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: Sonic Drive/BJ's Driveway



HCM Signalized Intersection Capacity Analysis
21: Sonic Drive/BJ's Driveway

2020 Existing Conditions
Weekday Morning Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations								  			 		
Traffic Volume (vph)	10	0	10	80	0	30	10	640	80	30	730	10	
Future Volume (vph)	10	0	10	80	0	30	10	640	80	30	730	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11	
Grade (%)		0%			-4%			-2%				0%	
Total Lost time (s)	4.5	4.5			4.5	4.5	4.5	5.0	5.0	4.5	5.0		
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.95		
Frt	1.00	0.85			1.00	0.85	1.00	1.00	0.85	1.00	1.00		
Flt Protected	0.95	1.00			0.95	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1752	1568			1787	1599	1711	4917	1531	1711	3414		
Flt Permitted	0.69	1.00			0.74	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	1279	1568			1388	1599	1711	4917	1531	1711	3414		
Peak-hour factor, PHF	0.33	0.33	0.33	0.82	0.82	0.82	0.90	0.90	0.90	0.79	0.79	0.79	
Adj. Flow (vph)	30	0	30	98	0	37	11	711	89	38	924	13	
RTOR Reduction (vph)	0	27	0	0	0	33	0	0	28	0	1	0	
Lane Group Flow (vph)	30	3	0	0	98	4	11	711	61	38	936	0	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	custom	Prot	NA		
Protected Phases		4			4		1	6		5	2		
Permitted Phases	4			4		4			2				
Actuated Green, G (s)	8.6	8.6			8.6	8.6	1.2	48.1	51.2	4.3	51.2		
Effective Green, g (s)	8.6	8.6			8.6	8.6	1.2	48.1	51.2	4.3	51.2		
Actuated g/C Ratio	0.11	0.11			0.11	0.11	0.02	0.64	0.68	0.06	0.68		
Clearance Time (s)	4.5	4.5			4.5	4.5	4.5	5.0	5.0	4.5	5.0		
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	0.2	0.2	2.0	0.2		
Lane Grp Cap (vph)	146	179			159	183	27	3153	1045	98	2330		
v/s Ratio Prot		0.00					0.01	0.14		c0.02	c0.27		
v/s Ratio Perm	0.02				c0.07	0.00			0.04				
v/c Ratio	0.21	0.02			0.62	0.02	0.41	0.23	0.06	0.39	0.40		
Uniform Delay, d1	30.1	29.5			31.6	29.5	36.5	5.6	3.9	34.1	5.2		
Progression Factor	1.00	1.00			1.00	1.00	1.12	1.33	2.01	1.22	0.37		
Incremental Delay, d2	0.3	0.0			4.9	0.0	3.5	0.2	0.1	0.9	0.5		
Delay (s)	30.4	29.5			36.5	29.5	44.5	7.7	8.0	42.6	2.4		
Level of Service	C	C			D	C	D	A	A	D	A		
Approach Delay (s)		29.9			34.6			8.2			4.0		
Approach LOS		C			C			A			A		
Intersection Summary													
HCM 2000 Control Delay			8.6									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.44										
Actuated Cycle Length (s)			75.0									Sum of lost time (s)	14.0
Intersection Capacity Utilization			43.9%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

Queues
22: Route 15 SB Off-Ramp

2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔↔		↔↔	↔	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	500	0	230	120	500	0	0	510	310
Future Volume (vph)	0	0	0	500	0	230	120	500	0	0	510	310
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	543	0	250	141	588	0	0	1000	0
Turn Type				Prot		Prot	custom	NA			NA	
Protected Phases				4		4	1	1 2			2	
Permitted Phases							1					
Detector Phase				4		4	1	1 2			2	
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0				15.0	
Minimum Split (s)				13.8		13.8	8.5				21.5	
Total Split (s)				22.0		22.0	15.0				38.0	
Total Split (%)				29.3%		29.3%	20.0%				50.7%	
Yellow Time (s)				4.0		4.0	3.0				3.0	
All-Red Time (s)				2.8		2.8	0.5				3.5	
Lost Time Adjust (s)				0.0		0.0	0.0				0.0	
Total Lost Time (s)				6.8		6.8	3.5				6.5	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode				None		None	Min				C-Max	
v/c Ratio				0.83		0.34	0.61	0.25			0.61	
Control Delay				41.0		5.2	39.1	7.3			6.1	
Queue Delay				0.0		0.0	0.0	0.0			0.1	
Total Delay				41.0		5.2	39.1	7.3			6.2	
Queue Length 50th (ft)				123		0	70	60			0	
Queue Length 95th (ft)				#190		30	108	85			11	
Internal Link Dist (ft)		220				369		537			332	
Turn Bay Length (ft)				200		200	120					
Base Capacity (vph)				706		772	267	2314			1646	
Starvation Cap Reductn				0		0	0	0			69	
Spillback Cap Reductn				0		0	0	0			0	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				0.77		0.32	0.53	0.25			0.63	

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 7 (9%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 22: Route 15 SB Off-Ramp



HCM Signalized Intersection Capacity Analysis

22: Route 15 SB Off-Ramp

2020 Existing Conditions
Weekday Morning Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations				↔↔		↔↔	↔	↕↕			↕↔			
Traffic Volume (vph)	0	0	0	500	0	230	120	500	0	0	510	310		
Future Volume (vph)	0	0	0	500	0	230	120	500	0	0	510	310		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	16	16	16	12	12	12	12	12	12	12	12	12		
Grade (%)		-5%			-1%			-1%				-2%		
Total Lost time (s)				6.8		6.8	3.5	3.5			6.5			
Lane Util. Factor				0.97		0.88	1.00	0.95			0.95			
Frt				1.00		0.85	1.00	1.00			0.94			
Flt Protected				0.95		1.00	0.95	1.00			1.00			
Satd. Flow (prot)				3484		2828	1744	3489			3372			
Flt Permitted				0.95		1.00	0.95	1.00			1.00			
Satd. Flow (perm)				3484		2828	1744	3489			3372			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82		
Adj. Flow (vph)	0	0	0	543	0	250	141	588	0	0	622	378		
RTOR Reduction (vph)	0	0	0	0	0	203	0	0	0	0	115	0		
Lane Group Flow (vph)	0	0	0	543	0	47	141	588	0	0	885	0		
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%		
Turn Type				Prot		Prot	custom	NA			NA			
Protected Phases				4		4	1	12			2			
Permitted Phases							1							
Actuated Green, G (s)				14.2		14.2	10.0	47.5			34.0			
Effective Green, g (s)				14.2		14.2	10.0	47.5			34.0			
Actuated g/C Ratio				0.19		0.19	0.13	0.63			0.45			
Clearance Time (s)				6.8		6.8	3.5				6.5			
Vehicle Extension (s)				1.5		1.5	2.0				0.2			
Lane Grp Cap (vph)				659		535	232	2209			1528			
v/s Ratio Prot				c0.16		0.02	c0.08	0.17			c0.26			
v/s Ratio Perm														
v/c Ratio				0.82		0.09	0.61	0.27			0.58			
Uniform Delay, d1				29.2		25.1	30.7	6.1			15.2			
Progression Factor				1.00		1.00	0.94	1.40			0.35			
Incremental Delay, d2				7.9		0.0	2.8	0.0			1.5			
Delay (s)				37.1		25.1	31.6	8.5			6.9			
Level of Service				D		C	C	A			A			
Approach Delay (s)		0.0			33.3			13.0			6.9			
Approach LOS		A			C			B			A			
Intersection Summary														
HCM 2000 Control Delay			16.9									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.64											
Actuated Cycle Length (s)			75.0								16.8		Sum of lost time (s)	
Intersection Capacity Utilization			57.0%										ICU Level of Service	B
Analysis Period (min)			15											
c	Critical Lane Group													

Queues
23: Route 15 (NB) Ramp

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4
Lane Configurations								
Traffic Volume (vph)	280	200	420	340	200	810		
Future Volume (vph)	280	200	420	340	200	810		
Peak Hour Factor	0.78	0.78	0.90	0.90	0.81	0.81		
Heavy Vehicles (%)	0%	0%	4%	4%	2%	2%		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	359	256	845	0	247	1000		
Turn Type	Prot	pm+ov	NA		custom	NA		
Protected Phases	5	1	2 4		1	1 2	2	4
Permitted Phases		5			2			
Detector Phase	5	1	2 4		1	1 2		
Switch Phase								
Minimum Initial (s)	7.0	5.0			5.0		15.0	7.0
Minimum Split (s)	11.0	8.1			8.1		20.0	11.0
Total Split (s)	18.0	12.0			12.0		30.0	15.0
Total Split (%)	24.0%	16.0%			16.0%		40%	20%
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0
All-Red Time (s)	1.0	0.1			0.1		2.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			
Total Lost Time (s)	4.0	3.1			3.1			
Lead/Lag		Lead			Lead		Lag	
Lead-Lag Optimize?		Yes			Yes		Yes	
Recall Mode	None	None			None		C-Max	None
v/c Ratio	1.01	0.34	0.52		0.68	0.56		
Control Delay	84.5	3.9	2.1		22.0	16.2		
Queue Delay	30.8	0.0	0.4		0.0	0.1		
Total Delay	115.3	3.9	2.5		22.0	16.3		
Queue Length 50th (ft)	~185	0	10		83	180		
Queue Length 95th (ft)	#282	27	8		m109	192		
Internal Link Dist (ft)	401		143			537		
Turn Bay Length (ft)	175				175			
Base Capacity (vph)	355	748	1669		362	1774		
Starvation Cap Reductn	0	0	367		0	0		
Spillback Cap Reductn	52	0	0		0	107		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	1.18	0.34	0.65		0.68	0.60		

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 7 (9%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Queues
23: Route 15 (NB) Ramp














2020 Existing Conditions
Weekday Morning Peak Hour

Splits and Phases: 23: Route 15 (NB) Ramp



HCM Signalized Intersection Capacity Analysis
23: Route 15 (NB) Ramp

2020 Existing Conditions
Weekday Morning Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	280	200	420	340	200	810
Future Volume (vph)	280	200	420	340	200	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11
Grade (%)	-1%		0%			0%
Total Lost time (s)	4.0	3.1	5.0		3.1	3.1
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.93		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1754	1569	3130		1711	3421
Flt Permitted	0.95	1.00	1.00		0.25	1.00
Satd. Flow (perm)	1754	1569	3130		444	3421
Peak-hour factor, PHF	0.78	0.78	0.90	0.90	0.81	0.81
Adj. Flow (vph)	359	256	467	378	247	1000
RTOR Reduction (vph)	0	174	0	0	0	0
Lane Group Flow (vph)	359	82	845	0	247	1000
Heavy Vehicles (%)	0%	0%	4%	4%	2%	2%
Turn Type	Prot	pm+ov	NA		custom	NA
Protected Phases	5	1	2 4		1	1 2
Permitted Phases		5			2	
Actuated Green, G (s)	15.2	24.1	39.8		33.9	37.0
Effective Green, g (s)	15.2	24.1	39.8		33.9	37.0
Actuated g/C Ratio	0.20	0.32	0.53		0.45	0.49
Clearance Time (s)	4.0	3.1			3.1	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	355	504	1660		351	1687
v/s Ratio Prot	c0.20	0.02	c0.27		c0.08	0.29
v/s Ratio Perm		0.03			c0.23	
v/c Ratio	1.01	0.16	0.51		0.70	0.59
Uniform Delay, d1	29.9	18.2	11.3		13.6	13.6
Progression Factor	1.00	1.00	0.10		1.23	1.21
Incremental Delay, d2	50.6	0.2	0.2		4.9	0.4
Delay (s)	80.5	18.4	1.3		21.6	16.9
Level of Service	F	B	A		C	B
Approach Delay (s)	54.7		1.3			17.8
Approach LOS	D		A			B
Intersection Summary						
HCM 2000 Control Delay			21.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.77			
Actuated Cycle Length (s)			75.0		Sum of lost time (s)	16.1
Intersection Capacity Utilization			59.9%		ICU Level of Service	B
Analysis Period (min)			15			
c	Critical Lane Group					

Queues
110: Curtis Street

2020 Existing Conditions
Weekday Morning Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	180	380	0	110	400
Future Volume (vph)	0	180	380	0	110	400
Peak Hour Factor	0.68	0.68	0.83	0.83	0.80	0.80
Heavy Vehicles (%)	2%	2%	5%	5%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	265	0	458	0	0	638
Turn Type	Perm		NA		D.P+P	NA
Protected Phases			2		4	2 4
Permitted Phases	1				2	
Detector Phase	1		2		4	2 4
Switch Phase						
Minimum Initial (s)	6.0		15.0		6.0	
Minimum Split (s)	11.2		21.0		11.2	
Total Split (s)	20.0		40.0		20.0	
Total Split (%)	25.0%		50.0%		25.0%	
Yellow Time (s)	3.7		4.5		3.7	
All-Red Time (s)	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	5.2		6.0			
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	
v/c Ratio	0.38		0.25			0.37
Control Delay	1.6		11.6			2.0
Queue Delay	0.0		0.0			0.1
Total Delay	1.6		11.6			2.1
Queue Length 50th (ft)	0		58			5
Queue Length 95th (ft)	0		101			6
Internal Link Dist (ft)	545		1933			99
Turn Bay Length (ft)						
Base Capacity (vph)	759		1846			1970
Starvation Cap Reductn	0		0			277
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.35		0.25			0.38

Intersection Summary











Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 1 (1%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 110: Curtis Street



HCM Signalized Intersection Capacity Analysis
110: Curtis Street

2020 Existing Conditions
Weekday Morning Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	180	380	0	110	400
Future Volume (vph)	0	180	380	0	110	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	12	12
Grade (%)	2%		0%			4%
Total Lost time (s)	5.2		6.0			6.0
Lane Util. Factor	1.00		0.95			0.95
Frt	0.86		1.00			1.00
Flt Protected	1.00		1.00			0.99
Satd. Flow (prot)	1808		3438			3398
Flt Permitted	1.00		1.00			0.75
Satd. Flow (perm)	1808		3438			2561
Peak-hour factor, PHF	0.68	0.68	0.83	0.83	0.80	0.80
Adj. Flow (vph)	0	265	458	0	138	500
RTOR Reduction (vph)	228	0	0	0	0	0
Lane Group Flow (vph)	37	0	458	0	0	638
Heavy Vehicles (%)	2%	2%	5%	5%	3%	3%
Turn Type	Perm		NA		D.P+P	NA
Protected Phases			2		4	2 4
Permitted Phases	1				2	
Actuated Green, G (s)	11.3		43.0			52.3
Effective Green, g (s)	11.3		43.0			52.3
Actuated g/C Ratio	0.14		0.54			0.65
Clearance Time (s)	5.2		6.0			
Vehicle Extension (s)	2.0		0.2			
Lane Grp Cap (vph)	255		1847			1771
v/s Ratio Prot			0.13			c0.04
v/s Ratio Perm	c0.02					c0.19
v/c Ratio	0.15		0.25			0.36
Uniform Delay, d1	30.1		9.9			6.3
Progression Factor	1.00		1.00			0.28
Incremental Delay, d2	0.1		0.3			0.0
Delay (s)	30.2		10.2			1.8
Level of Service	C		B			A
Approach Delay (s)	30.2		10.2			1.8
Approach LOS	C		B			A
Intersection Summary						
HCM 2000 Control Delay			10.2		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.32			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	16.4
Intersection Capacity Utilization			52.2%		ICU Level of Service	A
Analysis Period (min)			15			
c	Critical Lane Group					

Queues
230: Yale Avenue

2020 Existing Conditions
Weekday Morning Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	30	60	700	20	380	710	
Future Volume (vph)	30	60	700	20	380	710	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	33	65	783	0	413	772	
Turn Type	Prot	Prot	NA		D.P+P	NA	
Protected Phases	4	4	2		1	1 2 5	5
Permitted Phases					2		
Detector Phase	4	4	2		1	1 2 5	
Switch Phase							
Minimum Initial (s)	7.0	7.0	15.0		5.0		7.0
Minimum Split (s)	11.0	11.0	20.0		8.1		11.0
Total Split (s)	15.0	15.0	30.0		12.0		18.0
Total Split (%)	20.0%	20.0%	40.0%		16.0%		24%
Yellow Time (s)	3.0	3.0	3.0		3.0		3.0
All-Red Time (s)	1.0	1.0	2.0		0.1		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	4.0	4.0	5.0		3.1		
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None	None	C-Max		None		None
v/c Ratio	0.14	0.18	0.67		1.17	0.28	
Control Delay	29.8	29.7	24.6		117.1	0.8	
Queue Delay	0.0	0.0	0.0		0.0	0.3	
Total Delay	29.8	29.7	24.6		117.1	1.1	
Queue Length 50th (ft)	14	15	161		~144	4	
Queue Length 95th (ft)	37	34	221		m#271	m16	
Internal Link Dist (ft)	551		260			143	
Turn Bay Length (ft)					90		
Base Capacity (vph)	259	408	1177		353	2742	
Starvation Cap Reductn	0	0	0		0	1220	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.16	0.67		1.17	0.51	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 7 (9%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

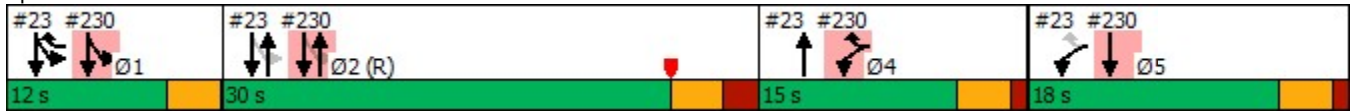
Queue shown is maximum after two cycles.

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

Queues
230: Yale Avenue















2020 Existing Conditions
Weekday Morning Peak Hour

Splits and Phases: 230: Yale Avenue



HCM Signalized Intersection Capacity Analysis
230: Yale Avenue

2020 Existing Conditions
Weekday Morning Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		 	 			 
Traffic Volume (vph)	30	60	700	20	380	710
Future Volume (vph)	30	60	700	20	380	710
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.1	3.1
Lane Util. Factor	1.00	0.88	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	3524		1770	3539
Flt Permitted	0.95	1.00	1.00		0.22	1.00
Satd. Flow (perm)	1770	2787	3524		401	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	65	761	22	413	772
RTOR Reduction (vph)	0	0	3	0	0	0
Lane Group Flow (vph)	33	65	780	0	413	772
Turn Type	Prot	Prot	NA		D.P+P	NA
Protected Phases	4	4	2		1	1 2 5
Permitted Phases					2	
Actuated Green, G (s)	9.8	9.8	25.0		33.9	56.2
Effective Green, g (s)	9.8	9.8	25.0		33.9	52.2
Actuated g/C Ratio	0.13	0.13	0.33		0.45	0.70
Clearance Time (s)	4.0	4.0	5.0		3.1	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	231	364	1174		343	2463
v/s Ratio Prot	0.02	c0.02	0.22		c0.14	c0.22
v/s Ratio Perm					c0.40	
v/c Ratio	0.14	0.18	0.66		1.20	0.31
Uniform Delay, d1	28.9	29.0	21.4		16.5	4.4
Progression Factor	1.00	1.00	1.00		1.28	0.26
Incremental Delay, d2	0.3	0.2	3.0		110.4	0.1
Delay (s)	29.2	29.3	24.4		131.6	1.2
Level of Service	C	C	C		F	A
Approach Delay (s)	29.2		24.4			46.6
Approach LOS	C		C			D
Intersection Summary						
HCM 2000 Control Delay			37.4		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.80			
Actuated Cycle Length (s)			75.0		Sum of lost time (s)	16.1
Intersection Capacity Utilization			57.7%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
1: Stoneycrest Dr.

2020 Existing Conditions
Weekday Evening Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	30	30	290	500	10
Future Volume (Veh/h)	10	30	30	290	500	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.61	0.61	0.89	0.89	1.00	1.00
Hourly flow rate (vph)	16	49	34	326	500	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)	421					
pX, platoon unblocked	0.83					
vC, conflicting volume	899	505	510			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	773	505	510			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	91	97			
cM capacity (veh/h)	294	567	1055			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	65	360	510			
Volume Left	16	34	0			
Volume Right	49	0	10			
cSH	461	1055	1700			
Volume to Capacity	0.14	0.03	0.30			
Queue Length 95th (ft)	12	2	0			
Control Delay (s)	14.1	1.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.1	1.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			50.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Queues

2: Golden St./Edison Middle School

2020 Existing Conditions

Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	10	30	30	10	10	20	280	60	10	490	30
Future Volume (vph)	30	10	30	30	10	10	20	280	60	10	490	30
Peak Hour Factor	0.68	0.68	0.68	0.43	0.43	0.43	0.84	0.84	0.84	0.93	0.93	0.93
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	4%	4%	4%	6%	6%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	70	46	0	24	404	0	11	559	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	2		1	2	
Permitted Phases	4			4								
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		15.0	35.0		15.0	35.0	
Total Split (%)	24.5%	24.5%		24.5%	24.5%		15.3%	35.7%		15.3%	35.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
v/c Ratio		0.31		0.29	0.13		0.13	0.72		0.06	1.01	
Control Delay		25.4		37.0	20.4		41.0	37.5		39.8	76.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		25.4		37.0	20.4		41.0	37.5		39.8	76.1	
Queue Length 50th (ft)		36		37	12		14	216		6	~353	
Queue Length 95th (ft)		56		35	13		36	296		23	#577	
Internal Link Dist (ft)		465			417			1385			341	
Turn Bay Length (ft)							75			50		
Base Capacity (vph)		336		239	349		190	559		187	552	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.31		0.29	0.13		0.13	0.72		0.06	1.01	

Intersection Summary

Cycle Length: 98

Actuated Cycle Length: 98

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green

Natural Cycle: 90

Control Type: Pretimed

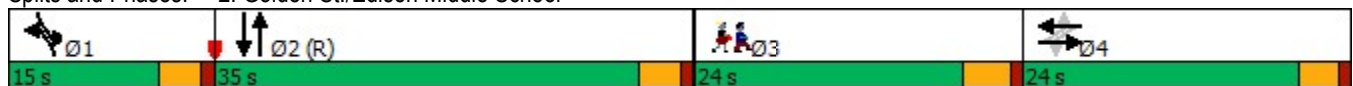
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Golden St./Edison Middle School






















Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Minimum Split (s)	22.5
Total Split (s)	24.0
Total Split (%)	24%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2: Golden St./Edison Middle School

2020 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	10	30	30	10	10	20	280	60	10	490	30
Future Volume (vph)	30	10	30	30	10	10	20	280	60	10	490	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-3%			4%			4%	
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.93		1.00	0.97		1.00	0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1709		1666	1622		1701	1743		1669	1742	
Flt Permitted		0.87		0.67	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1518		1174	1622		1701	1743		1669	1742	
Peak-hour factor, PHF	0.68	0.68	0.68	0.43	0.43	0.43	0.84	0.84	0.84	0.93	0.93	0.93
Adj. Flow (vph)	44	15	44	70	23	23	24	333	71	11	527	32
RTOR Reduction (vph)	0	27	0	0	18	0	0	8	0	0	2	0
Lane Group Flow (vph)	0	76	0	70	28	0	24	396	0	11	557	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	4%	4%	4%	6%	6%	6%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4		4	4		1	2		1	2	
Permitted Phases	4			4								
Actuated Green, G (s)		20.0		20.0	20.0		11.0	31.0		11.0	31.0	
Effective Green, g (s)		20.0		20.0	20.0		11.0	31.0		11.0	31.0	
Actuated g/C Ratio		0.20		0.20	0.20		0.11	0.32		0.11	0.32	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)		309		239	331		190	551		187	551	
v/s Ratio Prot					0.02		c0.01	0.23		0.01	c0.32	
v/s Ratio Perm		0.05		c0.06								
v/c Ratio		0.25		0.29	0.08		0.13	0.72		0.06	1.01	
Uniform Delay, d1		32.7		33.0	31.6		39.2	29.7		38.9	33.5	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.9		3.1	0.5		1.4	7.9		0.6	41.1	
Delay (s)		34.6		36.1	32.1		40.5	37.5		39.5	74.6	
Level of Service		C		D	C		D	D		D	E	
Approach Delay (s)		34.6			34.5			37.7			73.9	
Approach LOS		C			C			D			E	
Intersection Summary												
HCM 2000 Control Delay			54.1				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			98.0				Sum of lost time (s)				16.5	
Intersection Capacity Utilization			45.0%				ICU Level of Service				A	
Analysis Period (min)			15									

c Critical Lane Group

Queues
3: Blackstone St

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	50	70	400	540	10
Future Volume (vph)	10	50	70	400	540	10
Peak Hour Factor	0.72	0.72	0.94	0.94	0.83	0.83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	83	0	0	500	663	0
Turn Type	Prot		pm+pt	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			1 2			
Detector Phase	4		1	1 2	2	
Switch Phase						
Minimum Initial (s)	5.0		3.0		25.0	
Minimum Split (s)	9.0		7.0		30.5	
Total Split (s)	16.0		7.0		47.0	
Total Split (%)	22.9%		10.0%		67.1%	
Yellow Time (s)	3.0		3.0		4.2	
All-Red Time (s)	1.0		1.0		1.3	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	4.0				5.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		C-Min	
v/c Ratio	0.50			0.42	0.72	
Control Delay	39.1			4.3	18.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	39.1			4.3	18.5	
Queue Length 50th (ft)	35			44	206	
Queue Length 95th (ft)	55			98	219	
Internal Link Dist (ft)	384			1324	1385	
Turn Bay Length (ft)						
Base Capacity (vph)	271			1301	1114	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.31			0.38	0.60	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 3 (4%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Blackstone St



HCM Signalized Intersection Capacity Analysis
3: Blackstone St

2020 Existing Conditions
Weekday Evening Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	50	70	400	540	10
Future Volume (vph)	10	50	70	400	540	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	7%			2%	-2%	
Total Lost time (s)	4.0			4.0	5.5	
Lane Util. Factor	1.00			1.00	1.00	
Fr _t	0.89			1.00	1.00	
Fl _t Protected	0.99			0.99	1.00	
Satd. Flow (prot)	1582			1831	1877	
Fl _t Permitted	0.99			0.81	1.00	
Satd. Flow (perm)	1582			1490	1877	
Peak-hour factor, PHF	0.72	0.72	0.94	0.94	0.83	0.83
Adj. Flow (vph)	14	69	74	426	651	12
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	83	0	0	500	662	0
Turn Type	Prot		pm+pt	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			1 2			
Actuated Green, G (s)	6.4			50.1	33.3	
Effective Green, g (s)	6.4			50.1	33.3	
Actuated g/C Ratio	0.09			0.72	0.48	
Clearance Time (s)	4.0				5.5	
Vehicle Extension (s)	1.0				3.0	
Lane Grp Cap (vph)	144			1148	892	
v/s Ratio Prot	c0.05			c0.10	c0.35	
v/s Ratio Perm				0.21		
v/c Ratio	0.58			0.44	0.74	
Uniform Delay, d ₁	30.5			4.1	14.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d ₂	3.4			1.2	5.5	
Delay (s)	33.9			5.3	20.4	
Level of Service	C			A	C	
Approach Delay (s)	33.9			5.3	20.4	
Approach LOS	C			A	C	

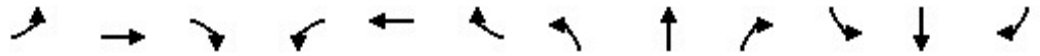
Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues

4: Britannia St./Westfield Rd.

2020 Existing Conditions

Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	30	90	130	70	120	80	190	380	60	60	500	30
Future Volume (vph)	30	90	130	70	120	80	190	380	60	60	500	30
Peak Hour Factor	0.82	0.82	0.82	0.81	0.81	0.81	0.76	0.76	0.76	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	4%	4%	4%	6%	6%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	306	0	0	333	0	250	579	0	72	638	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	1 2				2
Permitted Phases	4			4			1 2			2		
Detector Phase	4	4		4	4		1	1 2		2		2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	13.2	13.2		13.2	13.2		7.0			21.7	21.7	
Total Split (s)	21.0	21.0		21.0	21.0		8.0			33.0	33.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%		8.9%			36.7%	36.7%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.0			5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0			1.7	1.7	
Lost Time Adjust (s)		0.0			0.0		0.0			0.0	0.0	
Total Lost Time (s)		6.2			6.2		4.0			6.7	6.7	
Lead/Lag	Lag	Lag		Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None		None	None		Min			C-Max	C-Max	
v/c Ratio		0.84			1.16		1.60	0.80		0.77	1.14	
Control Delay		60.4			141.7		321.7	33.3		78.7	115.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		60.4			141.7		321.7	33.3		78.7	115.8	
Queue Length 50th (ft)		~208			~274		~159	281		37	~429	
Queue Length 95th (ft)		#321			#382		#238	320		#102	#560	
Internal Link Dist (ft)		562			316			1219			1324	
Turn Bay Length (ft)							100			50		
Base Capacity (vph)		363			287		156	725		94	558	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.84			1.16		1.60	0.80		0.77	1.14	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

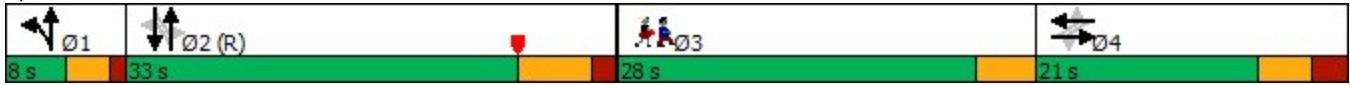
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
4: Britannia St./Westfield Rd.

2020 Existing Conditions
Weekday Evening Peak Hour



















Splits and Phases: 4: Britannia St./Westfield Rd.



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	31%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
4: Britannia St./Westfield Rd.

2020 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	90	130	70	120	80	190	380	60	60	500	30
Future Volume (vph)	30	90	130	70	120	80	190	380	60	60	500	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	14	12	10	12	12	10	13	12
Grade (%)		4%			-8%			3%			-8%	
Total Lost time (s)		6.2			6.2		4.0	4.0		6.7	6.7	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.96		1.00	0.98		1.00	0.99	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1838			1902		1596	1763		1653	1910	
Flt Permitted		0.87			0.66		0.16	1.00		0.19	1.00	
Satd. Flow (perm)		1603			1265		263	1763		326	1910	
Peak-hour factor, PHF	0.82	0.82	0.82	0.81	0.81	0.81	0.76	0.76	0.76	0.83	0.83	0.83
Adj. Flow (vph)	37	110	159	86	148	99	250	500	79	72	602	36
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	306	0	0	333	0	250	579	0	72	638	0
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	4%	4%	4%	6%	6%	6%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	1 2				2
Permitted Phases	4			4			1 2			2		
Actuated Green, G (s)		20.4			20.4		29.5	33.5		25.5	25.5	
Effective Green, g (s)		20.4			20.4		29.5	33.5		25.5	25.5	
Actuated g/C Ratio		0.23			0.23		0.33	0.37		0.28	0.28	
Clearance Time (s)		6.2			6.2		4.0			6.7	6.7	
Vehicle Extension (s)		3.0			3.0		1.0			0.2	0.2	
Lane Grp Cap (vph)		363			286		145	656		92	541	
v/s Ratio Prot							c0.08	0.33				0.33
v/s Ratio Perm		0.19			c0.26		c0.49			0.22		
v/c Ratio		0.84			1.16		1.72	0.88		0.78	1.18	
Uniform Delay, d1		33.3			34.8		30.5	26.4		29.7	32.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		16.1			105.3		353.1	13.0		47.4	98.6	
Delay (s)		49.4			140.1		383.7	39.4		77.1	130.8	
Level of Service		D			F		F	D		E	F	
Approach Delay (s)		49.4			140.1			143.2			125.4	
Approach LOS		D			F			F			F	
Intersection Summary												
HCM 2000 Control Delay			123.7				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			20.9		
Intersection Capacity Utilization			80.5%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
5: Atkins Street

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	100	80	670	100	50	670
Future Volume (vph)	100	80	670	100	50	670
Peak Hour Factor	0.84	0.84	0.96	0.96	0.83	0.83
Heavy Vehicles (%)	5%	5%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	0	802	0	0	867
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		2		1	1 2
Permitted Phases					1 2	
Detector Phase	4		2		1	1 2
Switch Phase						
Minimum Initial (s)	5.0		21.0		5.0	
Minimum Split (s)	9.2		26.8		9.0	
Total Split (s)	19.0		42.0		9.0	
Total Split (%)	27.1%		60.0%		12.9%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.2		1.6		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	4.2		5.8			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Min		Max	
v/c Ratio	0.70		0.66			0.71
Control Delay	33.5		7.6			11.2
Queue Delay	0.0		0.1			0.1
Total Delay	33.5		7.7			11.3
Queue Length 50th (ft)	67		73			124
Queue Length 95th (ft)	111		132			231
Internal Link Dist (ft)	454		519			1219
Turn Bay Length (ft)						
Base Capacity (vph)	445		1222			1214
Starvation Cap Reductn	0		21			0
Spillback Cap Reductn	0		0			20
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.48		0.67			0.73

Intersection Summary










Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 5 (7%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Atkins Street



HCM Signalized Intersection Capacity Analysis
5: Atkins Street

2020 Existing Conditions
Weekday Evening Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	100	80	670	100	50	670
Future Volume (vph)	100	80	670	100	50	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	15	12	16	12	12	16
Grade (%)	-10%		-2%			1%
Total Lost time (s)	4.2		5.8			4.0
Lane Util. Factor	1.00		1.00			1.00
Frt	0.94		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1912		2055			2034
Flt Permitted	0.97		1.00			0.85
Satd. Flow (perm)	1912		2055			1732
Peak-hour factor, PHF	0.84	0.84	0.96	0.96	0.83	0.83
Adj. Flow (vph)	119	95	698	104	60	807
RTOR Reduction (vph)	45	0	7	0	0	0
Lane Group Flow (vph)	169	0	795	0	0	867
Heavy Vehicles (%)	5%	5%	4%	4%	5%	5%
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		2		1	1 2
Permitted Phases					1 2	
Actuated Green, G (s)	9.6		41.4			46.4
Effective Green, g (s)	9.6		41.4			46.4
Actuated g/C Ratio	0.14		0.59			0.66
Clearance Time (s)	4.2		5.8			
Vehicle Extension (s)	1.0		0.2			
Lane Grp Cap (vph)	262		1215			1169
v/s Ratio Prot	c0.09		0.39			c0.05
v/s Ratio Perm						c0.44
v/c Ratio	0.65		0.65			0.74
Uniform Delay, d1	28.6		9.5			7.8
Progression Factor	1.00		0.49			1.00
Incremental Delay, d2	4.1		2.3			4.3
Delay (s)	32.6		7.0			12.1
Level of Service	C		A			B
Approach Delay (s)	32.6		7.0			12.1
Approach LOS	C		A			B
Intersection Summary						
HCM 2000 Control Delay			12.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.72			
Actuated Cycle Length (s)			70.0		Sum of lost time (s)	14.0
Intersection Capacity Utilization			93.7%		ICU Level of Service	F
Analysis Period (min)			15			
c	Critical Lane Group					

Queues
6: Pratt St. Ext./I-691 Ramp (WB)

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↗			↗	↖
Traffic Volume (vph)	0	0	20	250	0	200	20	600	0	0	840	10
Future Volume (vph)	0	0	20	250	0	200	20	600	0	0	840	10
Peak Hour Factor	0.69	0.69	0.69	0.82	0.82	0.82	0.88	0.88	0.88	0.94	0.94	0.94
Heavy Vehicles (%)	7%	7%	7%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	305	244	0	23	682	0	0	905	0
Turn Type		NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2					
Detector Phase	4	4		4	4		2	2				2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		20.0	20.0				20.0
Minimum Split (s)	9.9	9.9		9.9	9.9		25.5	25.5				25.5
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0				45.0
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%				64.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		4.2	4.2				4.2
All-Red Time (s)	1.9	1.9		1.9	1.9		1.3	1.3				1.3
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)		4.9		4.9	4.9		5.5	5.5				5.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max				C-Max
v/c Ratio		0.06		0.89	0.43		0.15	0.63				0.76
Control Delay		0.2		53.4	6.6		10.2	13.2				12.6
Queue Delay		0.0		0.0	0.0		0.0	0.0				0.2
Total Delay		0.2		53.4	6.6		10.2	13.2				12.8
Queue Length 50th (ft)		0		121	6		4	185				146
Queue Length 95th (ft)		0		#210	42		16	283				321
Internal Link Dist (ft)		295			549			582				519
Turn Bay Length (ft)							300					
Base Capacity (vph)		552		379	597		155	1085				1197
Starvation Cap Reductn		0		0	0		0	0				24
Spillback Cap Reductn		0		0	0		0	0				0
Storage Cap Reductn		0		0	0		0	0				0
Reduced v/c Ratio		0.05		0.80	0.41		0.15	0.63				0.77

Intersection Summary



















Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 1 (1%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Pratt St. Ext./I-691 Ramp (WB)



HCM Signalized Intersection Capacity Analysis
6: Pratt St. Ext./I-691 Ramp (WB)

2020 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	20	250	0	200	20	600	0	0	840	10
Future Volume (vph)	0	0	20	250	0	200	20	600	0	0	840	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	14	12	10	10	10	12	12	12	8	16	16
Grade (%)		6%			-4%			-3%			2%	
Total Lost time (s)		4.9		4.9	4.9		5.5	5.5			5.5	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00			1.00	
Frt		0.86		1.00	0.85		1.00	1.00			1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1589		1701	1522		1745	1837			2027	
Flt Permitted		1.00		0.74	1.00		0.14	1.00			1.00	
Satd. Flow (perm)		1589		1322	1522		263	1837			2027	
Peak-hour factor, PHF	0.69	0.69	0.69	0.82	0.82	0.82	0.88	0.88	0.88	0.94	0.94	0.94
Adj. Flow (vph)	0	0	29	305	0	244	23	682	0	0	894	11
RTOR Reduction (vph)	0	21	0	0	167	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	8	0	305	78	0	23	682	0	0	905	0
Heavy Vehicles (%)	7%	7%	7%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Turn Type		NA		Perm	NA		Perm	NA			NA	
Protected Phases		4		4	4		2	2			2	
Permitted Phases	4			4			2					
Actuated Green, G (s)		18.2		18.2	18.2		41.4	41.4			41.4	
Effective Green, g (s)		18.2		18.2	18.2		41.4	41.4			41.4	
Actuated g/C Ratio		0.26		0.26	0.26		0.59	0.59			0.59	
Clearance Time (s)		4.9		4.9	4.9		5.5	5.5			5.5	
Vehicle Extension (s)		1.5		1.5	1.5		0.2	0.2			0.2	
Lane Grp Cap (vph)		413		343	395		155	1086			1198	
v/s Ratio Prot		0.00			0.05			0.37			c0.45	
v/s Ratio Perm				c0.23			0.09					
v/c Ratio		0.02		0.89	0.20		0.15	0.63			0.76	
Uniform Delay, d1		19.3		24.9	20.2		6.4	9.3			10.6	
Progression Factor		1.00		1.00	1.00		1.00	1.00			0.76	
Incremental Delay, d2		0.0		22.7	0.1		2.0	2.8			3.2	
Delay (s)		19.3		47.6	20.3		8.4	12.0			11.2	
Level of Service		B		D	C		A	B			B	
Approach Delay (s)		19.3			35.5			11.9			11.2	
Approach LOS		B			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			17.7				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)			10.4		
Intersection Capacity Utilization			74.0%				ICU Level of Service			D		
Analysis Period (min)			15									
c	Critical Lane Group											

Queues
7: Camp Street/I-691 Ramp (EB)

2020 Existing Conditions
Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	140	60	210	30	200	30	600	190	180	480	60
Future Volume (vph)	180	140	60	210	30	200	30	600	190	180	480	60
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	256	0	0	264	220	33	859	0	240	720	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	4	4		8	8			2		1	12	
Permitted Phases						8	2			12		
Detector Phase	4	4		8	8	8	2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	15.0	15.0		3.0		
Minimum Split (s)	10.5	10.5		10.8	10.8	10.8	21.4	21.4		7.0		
Total Split (s)	20.5	20.5		20.8	20.8	20.8	41.2	41.2		12.0		
Total Split (%)	16.9%	16.9%		17.1%	17.1%	17.1%	33.9%	33.9%		9.9%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	4.2	4.2		3.0		
All-Red Time (s)	2.5	2.5		2.8	2.8	2.8	2.2	2.2		1.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.5	5.5			5.8	5.8	6.4	6.4		4.0		
Lead/Lag	Lag	Lag					Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes					Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Max	Max		Min		
v/c Ratio	0.82	0.87			1.04	0.97	0.13	1.35		1.18	0.46	
Control Delay	66.5	68.2			109.9	98.3	27.2	195.1		146.0	18.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.5	68.2			109.9	98.3	27.2	195.1		146.0	18.6	
Queue Length 50th (ft)	135	142			160	132	13	~660		~119	131	
Queue Length 95th (ft)	#280	#300			#431	#369	48	#1223		#282	221	
Internal Link Dist (ft)		249			421			2589			582	
Turn Bay Length (ft)						175	50			200		
Base Capacity (vph)	280	295			254	226	249	638		203	1581	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.82	0.87			1.04	0.97	0.13	1.35		1.18	0.46	

Intersection Summary

Cycle Length: 121.5

Actuated Cycle Length: 99.9

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

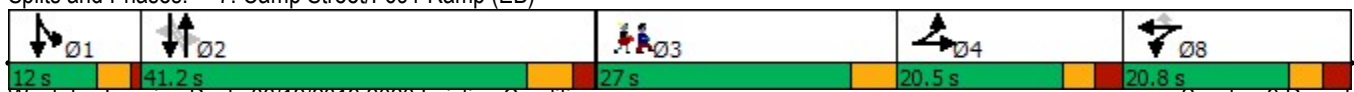
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Camp Street/I-691 Ramp (EB)



Queues
 7: Camp Street/I-691 Ramp (EB)






















2020 Existing Conditions
 Weekday Evening Peak Hour

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

7: Camp Street/I-691 Ramp (EB)

2020 Existing Conditions
Weekday Evening Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	180	140	60	210	30	200	30	600	190	180	480	60	
Future Volume (vph)	180	140	60	210	30	200	30	600	190	180	480	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	15	15	15	10	10	10	12	12	12	10	10	10	
Grade (%)		6%			-4%			-2%			5%		
Total Lost time (s)	5.5	5.5			5.8	5.8	6.4	6.4		4.0	4.0		
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	0.95		
Frt	1.00	0.95			1.00	0.85	1.00	0.96		1.00	0.98		
Flt Protected	0.95	1.00			0.96	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1852	1861			1683	1493	1787	1813		1610	3167		
Flt Permitted	0.95	1.00			0.96	1.00	0.38	1.00		0.11	1.00		
Satd. Flow (perm)	1852	1861			1683	1493	711	1813		193	3167		
Peak-hour factor, PHF	0.78	0.78	0.78	0.91	0.91	0.91	0.92	0.92	0.92	0.75	0.75	0.75	
Adj. Flow (vph)	231	179	77	231	33	220	33	652	207	240	640	80	
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	7	0	
Lane Group Flow (vph)	231	243	0	0	264	220	33	859	0	240	713	0	
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	2%	2%	2%	2%	2%	2%	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		pm+pt	NA		
Protected Phases	4	4		8	8			2		1	12		
Permitted Phases						8	2			12			
Actuated Green, G (s)	15.2	15.2			15.2	15.2	35.2	35.2		43.3	47.3		
Effective Green, g (s)	15.2	15.2			15.2	15.2	35.2	35.2		43.3	47.3		
Actuated g/C Ratio	0.15	0.15			0.15	0.15	0.34	0.34		0.42	0.46		
Clearance Time (s)	5.5	5.5			5.8	5.8	6.4	6.4		4.0			
Vehicle Extension (s)	2.0	2.0			2.5	2.5	0.2	0.2		1.0			
Lane Grp Cap (vph)	272	274			247	219	242	618		192	1451		
v/s Ratio Prot	0.12	c0.13			c0.16			c0.47		c0.10	0.23		
v/s Ratio Perm						0.15	0.05			0.43			
v/c Ratio	0.85	0.89			1.07	1.00	0.14	1.39		1.25	0.49		
Uniform Delay, d1	42.9	43.2			44.0	44.0	23.5	34.0		25.1	19.5		
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d2	20.4	26.6			76.7	62.0	1.2	185.3		148.1	0.1		
Delay (s)	63.3	69.8			120.7	106.0	24.7	219.3		173.2	19.6		
Level of Service	E	E			F	F	C	F		F	B		
Approach Delay (s)		66.7			114.0			212.1			58.0		
Approach LOS		E			F			F			E		
Intersection Summary													
HCM 2000 Control Delay			117.8		HCM 2000 Level of Service					F			
HCM 2000 Volume to Capacity ratio			1.14										
Actuated Cycle Length (s)			103.2		Sum of lost time (s)					25.7			
Intersection Capacity Utilization			95.4%		ICU Level of Service					F			
Analysis Period (min)			15										
c Critical Lane Group													

Queues
8: Liberty Street

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	50	160	120	20	170	10	70	570	40	20	490	80
Future Volume (vph)	50	160	120	20	170	10	70	570	40	20	490	80
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.85	0.85	0.85	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	351	0	0	247	0	0	800	0	0	710	0
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		1	1 2		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0			15.0	15.0	
Minimum Split (s)	9.9	9.9		9.9	9.9		9.0			20.5	20.5	
Total Split (s)	26.9	26.9		26.9	26.9		12.0			40.5	40.5	
Total Split (%)	27.1%	27.1%		27.1%	27.1%		12.1%			40.7%	40.7%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			3.9	3.9	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0			1.6	1.6	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		4.9			4.9						5.5	
Lead/Lag	Lag	Lag		Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None		None	None		Max			Min	Min	
v/c Ratio		0.88			0.55			0.94			0.96	
Control Delay		55.2			33.1			39.4			49.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		55.2			33.1			39.4			49.8	
Queue Length 50th (ft)		163			103			246			318	
Queue Length 95th (ft)		#419			199			#749			#661	
Internal Link Dist (ft)		294			255			709			2589	
Turn Bay Length (ft)												
Base Capacity (vph)		399			448			847			743	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.88			0.55			0.94			0.96	

Intersection Summary

Cycle Length: 99.4

Actuated Cycle Length: 83.4

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

















Splits and Phases: 8: Liberty Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	20%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
8: Liberty Street

2020 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	160	120	20	170	10	70	570	40	20	490	80
Future Volume (vph)	50	160	120	20	170	10	70	570	40	20	490	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		8%			-9%			-1%			-2%	
Total Lost time (s)		4.9			4.9			4.0			5.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.99			0.99			0.98	
Flt Protected		0.99			0.99			0.99			1.00	
Satd. Flow (prot)		1687			1817			1830			1826	
Flt Permitted		0.88			0.92			0.83			0.96	
Satd. Flow (perm)		1503			1682			1521			1756	
Peak-hour factor, PHF	0.94	0.94	0.94	0.81	0.81	0.81	0.85	0.85	0.85	0.83	0.83	0.83
Adj. Flow (vph)	53	170	128	25	210	12	82	671	47	24	590	96
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	351	0	0	246	0	0	800	0	0	710	0
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		4			4			1 12				2
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		22.2			22.2			43.4			35.3	
Effective Green, g (s)		22.2			22.2			43.4			35.3	
Actuated g/C Ratio		0.26			0.26			0.50			0.41	
Clearance Time (s)		4.9			4.9						5.5	
Vehicle Extension (s)		1.5			1.5						2.0	
Lane Grp Cap (vph)		384			430			790			714	
v/s Ratio Prot								c0.09				
v/s Ratio Perm		c0.23			0.15			c0.41			0.40	
v/c Ratio		0.91			0.57			1.01			0.99	
Uniform Delay, d1		31.3			28.1			21.7			25.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		25.3			1.1			35.2			32.0	
Delay (s)		56.6			29.2			56.8			57.6	
Level of Service		E			C			E			E	
Approach Delay (s)		56.6			29.2			56.8			57.6	
Approach LOS		E			C			E			E	
Intersection Summary												
HCM 2000 Control Delay			53.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			86.7				Sum of lost time (s)		18.4			
Intersection Capacity Utilization			98.8%				ICU Level of Service			F		
Analysis Period (min)			15									

c Critical Lane Group

Queues
9: East Main St

2020 Existing Conditions
Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	200	150	160	270	160	220	440	170	90	430	80
Future Volume (vph)	70	200	150	160	270	160	220	440	170	90	430	80
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	6%	6%	6%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	260	195	186	314	186	275	550	213	113	638	0
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		7	7		1	6		5	2	
Permitted Phases			4			7	6		6	2		
Detector Phase	4	4	4	7	7	7	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	5.0	15.0	15.0	4.5	15.0	
Minimum Split (s)	13.0	13.0	13.0	15.1	15.1	15.1	9.0	21.2	21.2	9.0	21.2	
Total Split (s)	22.0	22.0	22.0	32.1	32.1	32.1	14.0	46.2	46.2	14.0	46.2	
Total Split (%)	16.0%	16.0%	16.0%	23.4%	23.4%	23.4%	10.2%	33.6%	33.6%	10.2%	33.6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	2.0	2.0	2.0	4.1	4.1	4.1	1.0	2.3	2.3	1.0	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	7.1	7.1	7.1	4.0	6.2	6.2	4.0	6.2	
Lead/Lag	Lag	Lag	Lag				Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	
v/c Ratio	0.37	1.00	0.48	0.55	0.88	0.41	1.38	0.91	0.35	0.54	1.09	
Control Delay	52.8	107.5	11.1	50.2	71.1	9.2	225.0	58.2	11.1	29.3	101.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.8	107.5	11.1	50.2	71.1	9.2	225.0	58.2	11.1	29.3	101.8	
Queue Length 50th (ft)	61	193	0	122	223	0	~215	376	27	44	~511	
Queue Length 95th (ft)	114	#358	38	228	#451	57	#413	#642	78	94	#794	
Internal Link Dist (ft)		485			509			712			709	
Turn Bay Length (ft)			200	200		300				200		
Base Capacity (vph)	246	260	410	340	358	451	199	605	616	231	585	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.37	1.00	0.48	0.55	0.88	0.41	1.38	0.91	0.35	0.49	1.09	

Intersection Summary

Cycle Length: 137.3

Actuated Cycle Length: 118.9

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

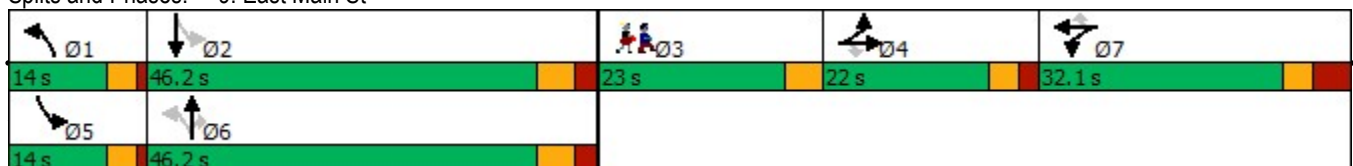
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 9: East Main St



























Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	17%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2020 Existing Conditions

9: East Main St

Weekday Evening Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	70	200	150	160	270	160	220	440	170	90	430	80		
Future Volume (vph)	70	200	150	160	270	160	220	440	170	90	430	80		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	12	12	15	11	11	11	11	11	11	11	11	11		
Grade (%)		2%			6%			1%				-1%		
Total Lost time (s)	5.0	5.0	5.0	7.1	7.1	7.1	4.0	6.2	6.2	4.0	6.2			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Satd. Flow (prot)	1718	1809	1691	1612	1697	1442	1638	1724	1465	1670	1717			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.10	1.00	1.00	0.14	1.00			
Satd. Flow (perm)	1718	1809	1691	1612	1697	1442	165	1724	1465	254	1717			
Peak-hour factor, PHF	0.77	0.77	0.77	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80		
Adj. Flow (vph)	91	260	195	186	314	186	275	550	212	112	538	100		
RTOR Reduction (vph)	0	0	168	0	0	148	0	0	104	0	5	0		
Lane Group Flow (vph)	91	260	27	186	314	38	275	550	109	113	633	0		
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	6%	6%	6%	5%	5%	5%		
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA			
Protected Phases	4	4		7	7		1	6		5	2			
Permitted Phases			4			7	6		6	2				
Actuated Green, G (s)	17.1	17.1	17.1	25.1	25.1	25.1	51.9	41.8	41.8	48.7	40.2			
Effective Green, g (s)	17.1	17.1	17.1	25.1	25.1	25.1	51.9	41.8	41.8	48.7	40.2			
Actuated g/C Ratio	0.14	0.14	0.14	0.21	0.21	0.21	0.43	0.34	0.34	0.40	0.33			
Clearance Time (s)	5.0	5.0	5.0	7.1	7.1	7.1	4.0	6.2	6.2	4.0	6.2			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0			
Lane Grp Cap (vph)	240	253	236	331	348	296	191	590	501	199	565			
v/s Ratio Prot	0.05	c0.14		0.12	c0.19		c0.12	0.32		0.04	0.37			
v/s Ratio Perm			0.02			0.03	c0.49		0.07	0.19				
v/c Ratio	0.38	1.03	0.12	0.56	0.90	0.13	1.44	0.93	0.22	0.57	1.12			
Uniform Delay, d1	47.7	52.5	45.9	43.6	47.3	39.6	33.1	38.8	28.5	27.3	40.9			
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	0.4	63.9	0.1	1.3	25.0	0.1	225.0	21.7	0.2	2.2	75.6			
Delay (s)	48.0	116.4	46.0	44.9	72.3	39.7	258.2	60.5	28.8	29.5	116.6			
Level of Service	D	F	D	D	E	D	F	E	C	C	F			
Approach Delay (s)		79.9			56.0			106.4			103.5			
Approach LOS		E			E			F			F			
Intersection Summary														
HCM 2000 Control Delay			89.4									HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio			1.20											
Actuated Cycle Length (s)			122.1								26.3			
Intersection Capacity Utilization			79.1%										ICU Level of Service	D
Analysis Period (min)			15											
c Critical Lane Group														

Queues
10: Charles Street

2020 Existing Conditions
Weekday Evening Peak Hour

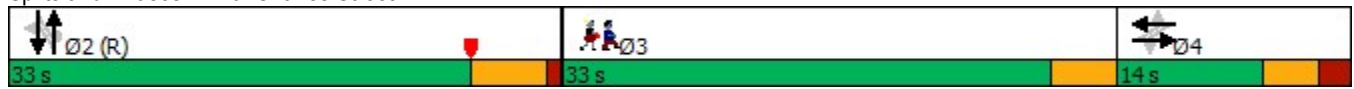


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	10	0	0	40	30	40	20	810	40	30	710	20
Future Volume (vph)	10	0	0	40	30	40	20	810	40	30	710	20
Peak Hour Factor	0.67	0.67	0.67	0.69	0.69	0.69	0.87	0.87	0.87	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	159	0	0	1000	0	0	854	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.3	11.3		11.3	11.3		20.5	20.5		20.5	20.5	
Total Split (s)	14.0	14.0		14.0	14.0		33.0	33.0		33.0	33.0	
Total Split (%)	17.5%	17.5%		17.5%	17.5%		41.3%	41.3%		41.3%	41.3%	
Yellow Time (s)	3.3	3.3		3.3	3.3		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.3			5.3			5.5			5.5	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
v/c Ratio		0.09			0.69			0.47			0.41	
Control Delay		31.3			45.1			9.0			10.6	
Queue Delay		0.0			3.6			0.4			0.0	
Total Delay		31.3			48.7			9.4			10.6	
Queue Length 50th (ft)		6			60			37			75	
Queue Length 95th (ft)		18			#105			#346			262	
Internal Link Dist (ft)		424			718			263			712	
Turn Bay Length (ft)												
Base Capacity (vph)		180			233			2108			2078	
Starvation Cap Reductn		0			0			548			0	
Spillback Cap Reductn		0			28			0			15	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.08			0.78			0.64			0.41	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 19.2 (24%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

















Splits and Phases: 10: Charles Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	33.0
Total Split (%)	41%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
10: Charles Street

2020 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	0	40	30	40	20	810	40	30	710	20
Future Volume (vph)	10	0	0	40	30	40	20	810	40	30	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	12	12	12	14	14	14
Grade (%)		-7%			4%			-5%			2%	
Total Lost time (s)		5.3			5.3			5.5			5.5	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		1.00			0.95			0.99			1.00	
Flt Protected		0.95			0.98			1.00			1.00	
Satd. Flow (prot)		2117			1672			3529			3644	
Flt Permitted		0.57			0.87			0.92			0.88	
Satd. Flow (perm)		1281			1487			3264			3220	
Peak-hour factor, PHF	0.67	0.67	0.67	0.69	0.69	0.69	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	15	0	0	58	43	58	23	931	46	34	798	22
RTOR Reduction (vph)	0	0	0	0	25	0	0	3	0	0	2	0
Lane Group Flow (vph)	0	15	0	0	134	0	0	997	0	0	852	0
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		11.0			11.0			48.4			48.4	
Effective Green, g (s)		11.0			11.0			48.4			48.4	
Actuated g/C Ratio		0.14			0.14			0.60			0.60	
Clearance Time (s)		5.3			5.3			5.5			5.5	
Vehicle Extension (s)		2.0			2.0			0.2			0.2	
Lane Grp Cap (vph)		176			204			1974			1948	
v/s Ratio Prot												
v/s Ratio Perm		0.01			c0.09			c0.31			0.26	
v/c Ratio		0.09			0.66			0.51			0.44	
Uniform Delay, d1		30.1			32.7			9.0			8.5	
Progression Factor		1.00			1.00			0.71			1.00	
Incremental Delay, d2		0.1			5.7			0.8			0.7	
Delay (s)		30.2			38.4			7.1			9.2	
Level of Service		C			D			A			A	
Approach Delay (s)		30.2			38.4			7.1			9.2	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			10.6				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)		14.8			
Intersection Capacity Utilization			56.9%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
11: Olive Street

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	60	100	800	680	70
Future Volume (vph)	70	60	100	800	680	70
Peak Hour Factor	0.74	0.74	0.79	0.79	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	0	1140	872	0
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Detector Phase	4		1	1 2	2	
Switch Phase						
Minimum Initial (s)	6.0		6.0		15.0	
Minimum Split (s)	11.2		11.2		21.0	
Total Split (s)	20.0		20.0		40.0	
Total Split (%)	25.0%		25.0%		50.0%	
Yellow Time (s)	3.7		3.7		4.5	
All-Red Time (s)	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	5.2				6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		C-Max	
v/c Ratio	0.61			0.60	0.55	
Control Delay	32.5			6.5	19.1	
Queue Delay	0.1			0.4	0.3	
Total Delay	32.6			6.9	19.4	
Queue Length 50th (ft)	62			58	88	
Queue Length 95th (ft)	87			35	253	
Internal Link Dist (ft)	372			99	263	
Turn Bay Length (ft)						
Base Capacity (vph)	398			1916	1598	
Starvation Cap Reductn	0			291	252	
Spillback Cap Reductn	12			128	112	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.46			0.70	0.65	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 1 (1%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Olive Street



HCM Signalized Intersection Capacity Analysis
11: Olive Street

2020 Existing Conditions
Weekday Evening Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	60	100	800	680	70
Future Volume (vph)	70	60	100	800	680	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	12	12
Grade (%)	-6%			-5%	5%	
Total Lost time (s)	5.2			5.2	6.0	
Lane Util. Factor	1.00			0.95	0.95	
Frt	0.94			1.00	0.99	
Flt Protected	0.97			0.99	1.00	
Satd. Flow (prot)	1948			3538	3370	
Flt Permitted	0.97			0.70	1.00	
Satd. Flow (perm)	1948			2485	3370	
Peak-hour factor, PHF	0.74	0.74	0.79	0.79	0.86	0.86
Adj. Flow (vph)	95	81	127	1013	791	81
RTOR Reduction (vph)	41	0	0	0	9	0
Lane Group Flow (vph)	135	0	0	1140	863	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Actuated Green, G (s)	10.2			53.4	37.7	
Effective Green, g (s)	10.2			53.4	37.7	
Actuated g/C Ratio	0.13			0.67	0.47	
Clearance Time (s)	5.2				6.0	
Vehicle Extension (s)	1.0				0.2	
Lane Grp Cap (vph)	248			1865	1588	
v/s Ratio Prot	c0.07			c0.12	0.26	
v/s Ratio Perm				c0.29		
v/c Ratio	0.54			0.61	0.54	
Uniform Delay, d1	32.7			7.5	15.0	
Progression Factor	1.00			1.08	1.12	
Incremental Delay, d2	1.3			0.4	1.2	
Delay (s)	34.0			8.4	18.1	
Level of Service	C			A	B	
Approach Delay (s)	34.0			8.4	18.1	
Approach LOS	C			A	B	

Intersection Summary

HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.4
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues
12: Gale Avenue/Ann Street

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘	↙		↕			↕	
Traffic Volume (vph)	110	90	10	60	190	40	10	460	40	20	390	130
Future Volume (vph)	110	90	10	60	190	40	10	460	40	20	390	130
Peak Hour Factor	0.75	0.75	0.75	0.70	0.70	0.70	0.83	0.83	0.83	0.77	0.77	0.77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	267	13	86	328	0	0	614	0	0	701	0
Turn Type	Split	NA	Perm	Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4				2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.3	12.3	12.3	12.3	12.3		21.5	21.5		21.5	21.5	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		36.5	36.5		36.5	36.5	
Total Split (%)	22.6%	22.6%	22.6%	22.6%	22.6%		33.0%	33.0%		33.0%	33.0%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.3	5.3	5.3	5.3			6.5			6.5	
Lead/Lag	Lag	Lag	Lag									
Lead-Lag Optimize?	Yes	Yes	Yes									
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
v/c Ratio		0.79	0.04	0.23	0.85			1.05			1.29	
Control Delay		56.2	36.2	36.7	58.9			86.3			175.4	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		56.2	36.2	36.7	58.9			86.3			175.4	
Queue Length 50th (ft)		132	6	38	167			323			~465	
Queue Length 95th (ft)		225	21	77	#277			#682			#750	
Internal Link Dist (ft)		340			311			2056			1933	
Turn Bay Length (ft)			25	50								
Base Capacity (vph)		388	339	379	388			582			542	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.69	0.04	0.23	0.85			1.05			1.29	

Intersection Summary

Cycle Length: 110.5

Actuated Cycle Length: 93.8

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

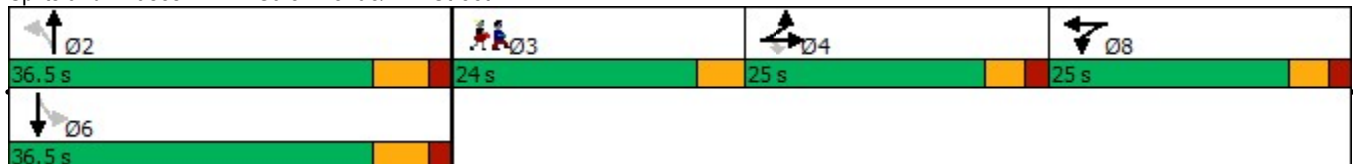
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.




















Splits and Phases: 12: Gale Avenue/Ann Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
12: Gale Avenue/Ann Street

2020 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	90	10	60	190	40	10	460	40	20	390	130
Future Volume (vph)	110	90	10	60	190	40	10	460	40	20	390	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	5.3	5.3			6.5			6.5	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.97			0.99			0.97	
Flt Protected		0.97	1.00	0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1813	1583	1770	1814			1841			1799	
Flt Permitted		0.97	1.00	0.95	1.00			0.97			0.92	
Satd. Flow (perm)		1813	1583	1770	1814			1785			1662	
Peak-hour factor, PHF	0.75	0.75	0.75	0.70	0.70	0.70	0.83	0.83	0.83	0.77	0.77	0.77
Adj. Flow (vph)	147	120	13	86	271	57	12	554	48	26	506	169
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	267	13	86	328	0	0	614	0	0	701	0
Turn Type	Split	NA	Perm	Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	6
Permitted Phases			4				2			6		
Actuated Green, G (s)		17.5	17.5	20.1	20.1			30.6			30.6	
Effective Green, g (s)		17.5	17.5	20.1	20.1			30.6			30.6	
Actuated g/C Ratio		0.18	0.18	0.21	0.21			0.32			0.32	
Clearance Time (s)		5.3	5.3	5.3	5.3			6.5			6.5	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		330	288	370	379			568			529	
v/s Ratio Prot		c0.15		0.05	c0.18							
v/s Ratio Perm			0.01					0.34			c0.42	
v/c Ratio		0.81	0.05	0.23	0.87			1.08			1.33	
Uniform Delay, d1		37.7	32.4	31.6	36.7			32.8			32.8	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		13.6	0.1	0.3	18.2			61.5			159.1	
Delay (s)		51.3	32.5	31.9	54.9			94.3			191.8	
Level of Service		D	C	C	D			F			F	
Approach Delay (s)		50.4			50.1			94.3			191.8	
Approach LOS		D			D			F			F	
Intersection Summary												
HCM 2000 Control Delay			113.1			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			96.1			Sum of lost time (s)		21.1				
Intersection Capacity Utilization			76.6%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

Queues
13: Hall Avenue

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	140	140	450	420	40
Future Volume (vph)	80	140	140	450	420	40
Peak Hour Factor	0.76	0.76	0.95	0.95	0.74	0.74
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	289	0	0	621	622	0
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Detector Phase	4		1	1 2	2	
Switch Phase						
Minimum Initial (s)	9.0		4.0		15.0	
Minimum Split (s)	17.0		8.0		20.6	
Total Split (s)	29.0		12.0		45.6	
Total Split (%)	33.5%		13.9%		52.7%	
Yellow Time (s)	3.0		3.0		3.9	
All-Red Time (s)	1.0		1.0		1.7	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	4.0				5.6	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		Min	
v/c Ratio	0.73			0.70	0.56	
Control Delay	29.8			12.1	14.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	29.8			12.1	14.7	
Queue Length 50th (ft)	81			92	171	
Queue Length 95th (ft)	120			209	239	
Internal Link Dist (ft)	505			2424	2056	
Turn Bay Length (ft)						
Base Capacity (vph)	661			886	1108	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.44			0.70	0.56	

Intersection Summary

Cycle Length: 86.6
 Actuated Cycle Length: 75
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Hall Avenue



HCM Signalized Intersection Capacity Analysis
13: Hall Avenue

2020 Existing Conditions
Weekday Evening Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	140	140	450	420	40
Future Volume (vph)	80	140	140	450	420	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	15	15	16	15	16	16
Grade (%)	7%			-1%	2%	
Total Lost time (s)	4.0			4.0	5.6	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.91			1.00	0.99	
Flt Protected	0.98			0.99	1.00	
Satd. Flow (prot)	1775			1977	2066	
Flt Permitted	0.98			0.61	1.00	
Satd. Flow (perm)	1775			1213	2066	
Peak-hour factor, PHF	0.76	0.76	0.95	0.95	0.74	0.74
Adj. Flow (vph)	105	184	147	474	568	54
RTOR Reduction (vph)	84	0	0	0	3	0
Lane Group Flow (vph)	205	0	0	621	619	0
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Actuated Green, G (s)	13.2			48.1	40.1	
Effective Green, g (s)	13.2			48.1	40.1	
Actuated g/C Ratio	0.18			0.64	0.54	
Clearance Time (s)	4.0				5.6	
Vehicle Extension (s)	2.0				2.5	
Lane Grp Cap (vph)	312			860	1106	
v/s Ratio Prot	c0.12			c0.08	0.30	
v/s Ratio Perm				c0.39		
v/c Ratio	0.66			0.72	0.56	
Uniform Delay, d1	28.7			8.9	11.5	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	3.8			2.8	0.5	
Delay (s)	32.5			11.8	12.0	
Level of Service	C			B	B	
Approach Delay (s)	32.5			11.8	12.0	
Approach LOS	C			B	B	

Intersection Summary

HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	74.9	Sum of lost time (s)	13.6
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues
14: Gypsy Lane/Green Road

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	20	50	60	130	60	50	40	620	200	20	490	40
Future Volume (vph)	20	50	60	130	60	50	40	620	200	20	490	40
Peak Hour Factor	0.57	0.57	0.57	0.82	0.82	0.82	0.90	0.90	0.90	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	228	0	0	232	61	0	955	0	0	671	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		5	5			2			2	
Permitted Phases						5	2			2		
Detector Phase	4	4		5	5	5	2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	20.0	20.0		20.0	20.0	
Minimum Split (s)	12.8	12.8		13.6	13.6	13.6	26.6	26.6		26.6	26.6	
Total Split (s)	20.8	20.8		26.6	26.6	26.6	56.6	56.6		56.6	56.6	
Total Split (%)	20.0%	20.0%		25.6%	25.6%	25.6%	54.4%	54.4%		54.4%	54.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.8	2.8		3.6	3.6	3.6	2.2	2.2		2.2	2.2	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.8			6.6	6.6		6.6			6.6	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
v/c Ratio		0.86			0.83	0.19		1.01			0.67	
Control Delay		66.1			64.2	3.6		57.9			23.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		66.1			64.2	3.6		57.9			23.7	
Queue Length 50th (ft)		126			146	0		~678			330	
Queue Length 95th (ft)		116			208	7		#935			404	
Internal Link Dist (ft)		382			419			1172			2424	
Turn Bay Length (ft)						50						
Base Capacity (vph)		285			329	369		947			1006	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.80			0.71	0.17		1.01			0.67	

Intersection Summary


















Cycle Length: 104
 Actuated Cycle Length: 100.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Gypsy Lane/Green Road



HCM Signalized Intersection Capacity Analysis
 14: Gypsy Lane/Green Road

2020 Existing Conditions
 Weekday Evening Peak Hour

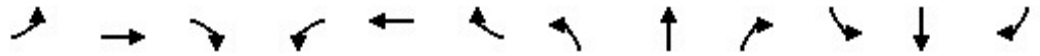
													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	20	50	60	130	60	50	40	620	200	20	490	40	
Future Volume (vph)	20	50	60	130	60	50	40	620	200	20	490	40	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	12	10	8	10	10	16	16	16	16	16	16	
Grade (%)		2%			4%			3%			-4%		
Total Lost time (s)		5.8			6.6	6.6		6.6			6.6		
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00		
Frt		0.94			1.00	0.85		0.97			0.99		
Flt Protected		0.99			0.97	1.00		1.00			1.00		
Satd. Flow (prot)		1700			1647	1448		1971			2108		
Flt Permitted		0.99			0.97	1.00		0.95			0.95		
Satd. Flow (perm)		1700			1647	1448		1872			2010		
Peak-hour factor, PHF	0.57	0.57	0.57	0.82	0.82	0.82	0.90	0.90	0.90	0.82	0.82	0.82	
Adj. Flow (vph)	35	88	105	159	73	61	44	689	222	24	598	49	
RTOR Reduction (vph)	0	30	0	0	0	51	0	10	0	0	0	0	
Lane Group Flow (vph)	0	198	0	0	232	10	0	945	0	0	671	0	
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	3%	3%	3%	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA		
Protected Phases	4	4		5	5			2			2		
Permitted Phases						5	2			2			
Actuated Green, G (s)		13.8			17.1	17.1		50.1			50.1		
Effective Green, g (s)		13.8			17.1	17.1		50.1			50.1		
Actuated g/C Ratio		0.14			0.17	0.17		0.50			0.50		
Clearance Time (s)		5.8			6.6	6.6		6.6			6.6		
Vehicle Extension (s)		2.0			2.0	2.0		2.5			2.5		
Lane Grp Cap (vph)		234			281	247		937			1007		
v/s Ratio Prot		c0.12			c0.14								
v/s Ratio Perm						0.01		c0.50			0.33		
v/c Ratio		0.85			0.83	0.04		1.01			0.67		
Uniform Delay, d1		42.1			40.0	34.6		24.9			18.7		
Progression Factor		1.00			1.00	1.00		1.00			1.00		
Incremental Delay, d2		22.6			16.9	0.0		31.5			1.5		
Delay (s)		64.7			56.9	34.6		56.5			20.2		
Level of Service		E			E	C		E			C		
Approach Delay (s)		64.7			52.3			56.5			20.2		
Approach LOS		E			D			E			C		
Intersection Summary													
HCM 2000 Control Delay			45.4									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.94										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	19.0
Intersection Capacity Utilization			89.3%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

Queues

2020 Existing Conditions

15: Silver Hill North Drive/North Drive to Townline Square

Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↗		↗	↗	
Traffic Volume (vph)	110	10	90	50	10	200	50	580	50	200	460	70
Future Volume (vph)	110	10	90	50	10	200	50	580	50	200	460	70
Peak Hour Factor	0.78	0.78	0.78	0.86	0.86	0.86	0.95	0.95	0.95	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	6%	6%	6%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	115	0	70	233	53	664	0	233	616	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	12.1	12.1	12.1	12.1	12.1	9.0	9.0	21.7		9.0	21.7	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	13.0	13.0	52.0		13.0	52.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	14.4%	14.4%	57.8%		14.4%	57.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.1		3.0	4.1	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1	1.0	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.1	5.1		5.1	4.0	4.0	6.7		4.0	6.7	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.77	0.34		0.46	0.40	0.11	0.34		0.42	0.49	
Control Delay		60.3	8.9		43.1	5.5	4.2	8.2		6.5	11.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		60.3	8.9		43.1	5.5	4.2	8.2		6.5	11.3	
Queue Length 50th (ft)		85	0		37	4	3	47		33	178	
Queue Length 95th (ft)		119	29		70	43	m12	91		67	297	
Internal Link Dist (ft)		210			555			377			529	
Turn Bay Length (ft)						125	125			250		
Base Capacity (vph)		285	439		216	610	570	1982		577	1263	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.54	0.26		0.32	0.38	0.09	0.34		0.40	0.49	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

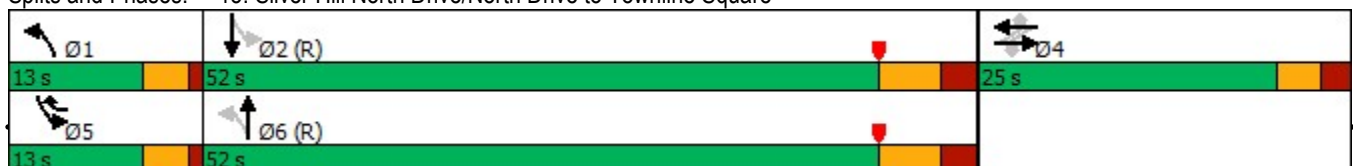
Offset: 20 (22%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated






















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

Splits and Phases: 15: Silver Hill North Drive/North Drive to Townline Square



HCM Signalized Intersection Capacity Analysis
 15: Silver Hill North Drive/North Drive to Townline Square

2020 Existing Conditions
 Weekday Evening Peak Hour

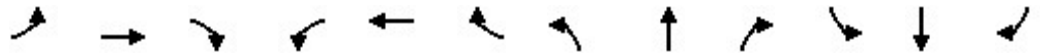
													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	110	10	90	50	10	200	50	580	50	200	460	70	
Future Volume (vph)	110	10	90	50	10	200	50	580	50	200	460	70	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	12	12	10	10	10	11	12	12	11	14	15	
Grade (%)		0%			5%			1%			2%		
Total Lost time (s)		5.1	5.1		5.1	4.0	4.0	6.7		4.0	6.7		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	1.00		
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.98		
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1781	1583		1660	1470	1638	3348		1694	1928		
Flt Permitted		0.69	1.00		0.56	1.00	0.38	1.00		0.36	1.00		
Satd. Flow (perm)		1292	1583		977	1470	656	3348		635	1928		
Peak-hour factor, PHF	0.78	0.78	0.78	0.86	0.86	0.86	0.95	0.95	0.95	0.86	0.86	0.86	
Adj. Flow (vph)	141	13	115	58	12	233	53	611	53	233	535	81	
RTOR Reduction (vph)	0	0	97	0	0	171	0	6	0	0	4	0	
Lane Group Flow (vph)	0	154	18	0	70	62	53	658	0	233	612	0	
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	6%	6%	6%	2%	2%	2%	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		
Protected Phases		4			4	5	1	6		5	2		
Permitted Phases	4		4	4		4	6			2			
Actuated Green, G (s)		13.9	13.9		13.9	21.1	56.2	53.1		64.3	57.2		
Effective Green, g (s)		13.9	13.9		13.9	21.1	56.2	53.1		64.3	57.2		
Actuated g/C Ratio		0.15	0.15		0.15	0.23	0.62	0.59		0.71	0.64		
Clearance Time (s)		5.1	5.1		5.1	4.0	4.0	6.7		4.0	6.7		
Vehicle Extension (s)		1.0	1.0		1.0	1.0	1.0	0.2		1.0	3.0		
Lane Grp Cap (vph)		199	244		150	344	443	1975		538	1225		
v/s Ratio Prot						0.01	0.00	0.20		c0.03	c0.32		
v/s Ratio Perm		c0.12	0.01		0.07	0.03	0.07			0.27			
v/c Ratio		0.77	0.07		0.47	0.18	0.12	0.33		0.43	0.50		
Uniform Delay, d1		36.5	32.5		34.7	27.5	6.8	9.4		4.6	8.8		
Progression Factor		1.00	1.00		1.00	1.00	0.88	0.76		1.00	1.00		
Incremental Delay, d2		15.6	0.0		0.8	0.1	0.0	0.4		0.2	1.5		
Delay (s)		52.1	32.6		35.5	27.6	6.0	7.5		4.8	10.2		
Level of Service		D	C		D	C	A	A		A	B		
Approach Delay (s)		43.8			29.5			7.4			8.7		
Approach LOS		D			C			A			A		
Intersection Summary													
HCM 2000 Control Delay			15.6									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.56										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	15.8
Intersection Capacity Utilization			59.1%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

Queues

2020 Existing Conditions

16: Silver Hill South Drive/South Drive to Townline Square

Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↔	
Traffic Volume (vph)	10	10	50	210	10	80	50	590	360	40	530	30
Future Volume (vph)	10	10	50	210	10	80	50	590	360	40	530	30
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.97	0.97	0.97	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	256	93	52	979	0	42	590	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	12	
Permitted Phases	4			4		4	2			2		
Detector Phase	4	4		4	4	4	2	2		1	12	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	22.2	22.2		9.0		
Total Split (s)	18.0	18.0		18.0	18.0	18.0	52.0	52.0		10.0		
Total Split (%)	20.0%	20.0%		20.0%	20.0%	20.0%	57.8%	57.8%		11.1%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	4.1	4.1		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.1	3.1		1.0		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)		5.0			5.0	5.0	7.2	7.2		4.0		
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None		
v/c Ratio		0.32			1.18	0.24	0.15	0.58		0.13	0.46	
Control Delay		18.0			155.6	3.2	9.5	7.2		4.8	6.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.2	
Total Delay		18.0			155.6	3.2	9.5	7.2		4.8	6.5	
Queue Length 50th (ft)		12			~193	0	8	62		5	66	
Queue Length 95th (ft)		49			#321	9	m15	87		m12	108	
Internal Link Dist (ft)		256			244			895			377	
Turn Bay Length (ft)							125			125		
Base Capacity (vph)		263			217	381	349	1700		323	1272	
Starvation Cap Reductn		0			0	0	0	0		0	176	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.32			1.18	0.24	0.15	0.58		0.13	0.54	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 20 (22%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Queues

2020 Existing Conditions

16: Silver Hill South Drive/South Drive to Townline Square

Weekday Evening Peak Hour






















Splits and Phases: 16: Silver Hill South Drive/South Drive to Townline Square



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	10.0
Total Split (%)	11%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Silver Hill South Drive/South Drive to Townline Square

2020 Existing Conditions
 Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	10	50	210	10	80	50	590	360	40	530	30
Future Volume (vph)	10	10	50	210	10	80	50	590	360	40	530	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	12	12	11	12	12	11	14	14
Grade (%)		1%			4%			2%				-2%
Total Lost time (s)		5.0			5.0	5.0	7.2	7.2		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	1.00	
Frt		0.90			1.00	0.85	1.00	0.94		1.00	0.99	
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1624			1742	1552	1645	3210		1711	1971	
Flt Permitted		0.79			0.72	1.00	0.41	1.00		0.22	1.00	
Satd. Flow (perm)		1287			1306	1552	703	3210		392	1971	
Peak-hour factor, PHF	0.85	0.85	0.85	0.86	0.86	0.86	0.97	0.97	0.97	0.95	0.95	0.95
Adj. Flow (vph)	12	12	59	244	12	93	52	608	371	42	558	32
RTOR Reduction (vph)	0	49	0	0	0	78	0	105	0	0	2	0
Lane Group Flow (vph)	0	34	0	0	256	16	52	874	0	42	588	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	1	2
Permitted Phases	4			4		4	2			2		
Actuated Green, G (s)		15.0			15.0	15.0	44.0	44.0		50.0	54.0	
Effective Green, g (s)		15.0			15.0	15.0	44.0	44.0		50.0	54.0	
Actuated g/C Ratio		0.17			0.17	0.17	0.49	0.49		0.56	0.60	
Clearance Time (s)		5.0			5.0	5.0	7.2	7.2		4.0		
Vehicle Extension (s)		1.0			1.0	1.0	0.2	0.2		1.5		
Lane Grp Cap (vph)		214			217	258	343	1569		305	1182	
v/s Ratio Prot								c0.27		0.01	c0.30	
v/s Ratio Perm		0.03			c0.20	0.01	0.07			0.07		
v/c Ratio		0.16			1.18	0.06	0.15	0.56		0.14	0.50	
Uniform Delay, d1		32.1			37.5	31.6	12.7	16.2		9.9	10.3	
Progression Factor		1.00			1.00	1.00	0.69	0.50		0.68	0.62	
Incremental Delay, d2		0.1			118.1	0.0	0.7	1.1		0.1	0.1	
Delay (s)		32.2			155.6	31.6	9.4	9.1		6.8	6.5	
Level of Service		C			F	C	A	A		A	A	
Approach Delay (s)		32.2			122.6			9.1			6.5	
Approach LOS		C			F			A			A	
Intersection Summary												
HCM 2000 Control Delay			28.1									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			90.0									Sum of lost time (s) 20.2
Intersection Capacity Utilization			70.5%									ICU Level of Service C
Analysis Period (min)			15									
c	Critical Lane Group											

Queues
17: Driveway to Kohl's Plaza

2020 Existing Conditions
Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	10	10	30	90	0	50	20	940	80	50	780	10
Future Volume (vph)	10	10	30	90	0	50	20	940	80	50	780	10
Peak Hour Factor	0.25	0.25	0.25	0.69	0.69	0.69	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	19%	19%	19%	5%	5%	5%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	200	0	0	130	72	0	1168	0	0	923	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2			1	12
Permitted Phases	4			4		4	2			2		
Detector Phase	4	4		4	4	4	2	2			1	12
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		7.0		
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	21.0	21.0		10.1		
Total Split (s)	25.0	25.0		25.0	25.0	25.0	54.0	54.0		11.0		
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%	60.0%	60.0%		12.2%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		3.0		
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	2.0	2.0		0.1		
Lost Time Adjust (s)		0.0			0.0	0.0		0.0				
Total Lost Time (s)		4.0			4.0	4.0		6.0				
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		Max		
v/c Ratio		0.47			0.92	0.27		0.74			0.38	
Control Delay		22.3			93.8	32.0		19.3			3.1	
Queue Delay		0.0			0.0	0.0		0.5			0.0	
Total Delay		22.3			93.8	32.0		19.8			3.1	
Queue Length 50th (ft)		59			71	34		217			42	
Queue Length 95th (ft)		4			98	52		103			m52	
Internal Link Dist (ft)		256			308			396			895	
Turn Bay Length (ft)												
Base Capacity (vph)		499			173	326		1647			2482	
Starvation Cap Reductn		0			0	0		165			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.40			0.75	0.22		0.79			0.37	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 19 (21%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated


















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

Splits and Phases: 17: Driveway to Kohl's Plaza



HCM Signalized Intersection Capacity Analysis
17: Driveway to Kohl's Plaza

2020 Existing Conditions
Weekday Evening Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	10	10	30	90	0	50	20	940	80	50	780	10	
Future Volume (vph)	10	10	30	90	0	50	20	940	80	50	780	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	16	12	12	12	12	12	12	12	10	15	15	
Grade (%)		-8%			-6%			4%			-4%		
Total Lost time (s)		4.0			4.0	4.0		6.0			3.1		
Lane Util. Factor		1.00			1.00	1.00		0.95			0.95		
Frt		0.92			1.00	0.85		0.99			1.00		
Flt Protected		0.99			0.95	1.00		1.00			1.00		
Satd. Flow (prot)		2038			1562	1398		3327			3952		
Flt Permitted		0.92			0.45	1.00		0.92			0.84		
Satd. Flow (perm)		1885			743	1398		3077			3314		
Peak-hour factor, PHF	0.25	0.25	0.25	0.69	0.69	0.69	0.89	0.89	0.89	0.91	0.91	0.91	
Adj. Flow (vph)	40	40	120	130	0	72	22	1056	90	55	857	11	
RTOR Reduction (vph)	0	63	0	0	0	0	0	7	0	0	0	0	
Lane Group Flow (vph)	0	137	0	0	130	72	0	1161	0	0	923	0	
Heavy Vehicles (%)	0%	0%	0%	19%	19%	19%	5%	5%	5%	2%	2%	2%	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA		
Protected Phases		4			4			2			1	1	
Permitted Phases	4			4		4	2			2			
Actuated Green, G (s)		17.1			17.1	17.1		45.9			59.8		
Effective Green, g (s)		17.1			17.1	17.1		45.9			59.8		
Actuated g/C Ratio		0.19			0.19	0.19		0.51			0.66		
Clearance Time (s)		4.0			4.0	4.0		6.0					
Vehicle Extension (s)		2.0			2.0	2.0		3.0					
Lane Grp Cap (vph)		358			141	265		1569			2300		
v/s Ratio Prot											c0.06		
v/s Ratio Perm		0.07			c0.17	0.05		c0.38			0.20		
v/c Ratio		0.38			0.92	0.27		0.74			0.40		
Uniform Delay, d1		31.8			35.8	31.1		17.4			6.9		
Progression Factor		1.00			1.00	1.00		0.95			0.55		
Incremental Delay, d2		0.2			52.0	0.2		3.0			0.4		
Delay (s)		32.1			87.8	31.3		19.5			4.2		
Level of Service		C			F	C		B			A		
Approach Delay (s)		32.1			67.7			19.5			4.2		
Approach LOS		C			E			B			A		
Intersection Summary													
HCM 2000 Control Delay			18.8									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.72										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	13.1
Intersection Capacity Utilization			75.8%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

Queues
18: Route 150

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	220	10	10	810	640	230
Future Volume (vph)	220	10	10	810	640	230
Peak Hour Factor	0.97	0.97	0.85	0.85	0.92	0.92
Heavy Vehicles (%)	3%	3%	5%	5%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	0	0	965	946	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	2	
Permitted Phases			2			
Detector Phase	4		2	2	2	
Switch Phase						
Minimum Initial (s)	9.0		15.0	15.0	15.0	
Minimum Split (s)	13.0		21.0	21.0	21.0	
Total Split (s)	30.0		60.0	60.0	60.0	
Total Split (%)	33.3%		66.7%	66.7%	66.7%	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Min	C-Min	C-Min	
v/c Ratio	0.58			0.41	0.36	
Control Delay	41.9			0.9	3.9	
Queue Delay	0.0			0.0	0.1	
Total Delay	41.9			1.0	4.0	
Queue Length 50th (ft)	65			18	71	
Queue Length 95th (ft)	98			2	84	
Internal Link Dist (ft)	408			2348	396	
Turn Bay Length (ft)						
Base Capacity (vph)	964			2348	2627	
Starvation Cap Reductn	0			0	588	
Spillback Cap Reductn	0			43	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.25			0.42	0.46	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 21 (23%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 18: Route 150



HCM Signalized Intersection Capacity Analysis
18: Route 150

2020 Existing Conditions
Weekday Evening Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	220	10	10	810	640	230
Future Volume (vph)	220	10	10	810	640	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12
Grade (%)	4%			4%	-4%	
Total Lost time (s)	4.0			6.0	6.0	
Lane Util. Factor	0.97			0.95	0.95	
Frt	0.99			1.00	0.96	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	3326			3255	3400	
Flt Permitted	0.95			0.94	1.00	
Satd. Flow (perm)	3326			3064	3400	
Peak-hour factor, PHF	0.97	0.97	0.85	0.85	0.92	0.92
Adj. Flow (vph)	227	10	12	953	696	250
RTOR Reduction (vph)	4	0	0	0	24	0
Lane Group Flow (vph)	233	0	0	965	922	0
Heavy Vehicles (%)	3%	3%	5%	5%	4%	4%
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	2	
Permitted Phases			2			
Actuated Green, G (s)	11.0			69.0	69.0	
Effective Green, g (s)	11.0			69.0	69.0	
Actuated g/C Ratio	0.12			0.77	0.77	
Clearance Time (s)	4.0			6.0	6.0	
Vehicle Extension (s)	2.0			3.0	3.0	
Lane Grp Cap (vph)	406			2349	2606	
v/s Ratio Prot	c0.07				0.27	
v/s Ratio Perm				c0.31		
v/c Ratio	0.57			0.41	0.35	
Uniform Delay, d1	37.3			3.6	3.4	
Progression Factor	1.00			0.13	1.12	
Incremental Delay, d2	1.2			0.5	0.3	
Delay (s)	38.5			0.9	4.1	
Level of Service	D			A	A	
Approach Delay (s)	38.5			0.9	4.1	
Approach LOS	D			A	A	

Intersection Summary

HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues
19: Route 71/Circle Drive

2020 Existing Conditions
Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	20	190	50	20	40	360	900	100	30	660	0
Future Volume (vph)	0	20	190	50	20	40	360	900	100	30	660	0
Peak Hour Factor	0.84	0.84	0.84	0.68	0.68	0.68	0.97	0.97	0.97	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)		45%										
Lane Group Flow (vph)	0	126	124	74	29	59	371	1031	0	33	725	0
Turn Type		NA	pm+ov	Perm	NA	Perm	Prot	NA		Prot	NA	custom
Protected Phases	7	7	1		8		1	6		5	2	
Permitted Phases			7	8		8						6
Detector Phase	7	7	1	8	8	8	1	6		5	2	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	5.0	15.0		3.0	15.0	15.0
Minimum Split (s)	11.0	11.0	12.0	9.0	9.0	9.0	12.0	20.0		10.0	20.0	20.0
Total Split (s)	19.0	19.0	24.0	16.0	16.0	16.0	24.0	31.0		24.0	31.0	31.0
Total Split (%)	21.1%	21.1%	26.7%	17.8%	17.8%	17.8%	26.7%	34.4%		26.7%	34.4%	34.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	4.0	1.0	1.0	1.0	4.0	2.0		4.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.0	7.0	4.0	4.0	4.0	7.0	5.0		7.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	C-Min
v/c Ratio		0.64	0.31	0.59	0.15	0.37	0.73	0.55		0.28	0.50	
Control Delay		51.7	16.8	56.2	36.9	42.9	57.7	9.2		50.4	20.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		51.7	16.8	56.2	36.9	42.9	57.7	9.2		50.4	20.5	
Queue Length 50th (ft)		72	38	40	15	31	119	50		18	156	
Queue Length 95th (ft)		117	54	61	30	51	m160	137		50	264	
Internal Link Dist (ft)		371			347			564			2348	
Turn Bay Length (ft)				100		100	250			125		
Base Capacity (vph)		261	450	157	234	199	614	1876		326	1454	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.48	0.28	0.47	0.12	0.30	0.60	0.55		0.10	0.50	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

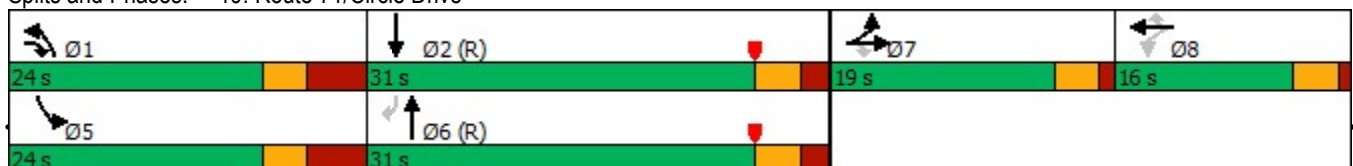
Offset: 39 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated























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

Splits and Phases: 19: Route 71/Circle Drive



HCM Signalized Intersection Capacity Analysis
19: Route 71/Circle Drive

2020 Existing Conditions
Weekday Evening Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	20	190	50	20	40	360	900	100	30	660	0	
Future Volume (vph)	0	20	190	50	20	40	360	900	100	30	660	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	11	11	11	11	12	12	11	12	12	
Grade (%)		0%			5%			0%			-4%		
Total Lost time (s)		4.0	7.0	4.0	4.0	4.0	7.0	5.0		7.0	5.0		
Lane Util. Factor		0.95	0.95	1.00	1.00	1.00	0.97	0.95		1.00	0.95		
Frt		0.88	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00		
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1570	1519	1652	1739	1478	3255	3419		1728	3575		
Flt Permitted		1.00	1.00	0.67	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (perm)		1570	1519	1169	1739	1478	3255	3419		1728	3575		
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.97	0.97	0.97	0.91	0.91	0.91	
Adj. Flow (vph)	0	24	226	74	29	59	371	928	103	33	725	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	6	0	0	0	0	
Lane Group Flow (vph)	0	126	124	74	29	59	371	1025	0	33	725	0	
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	3%	3%	3%	
Turn Type		NA	pm+ov	Perm	NA	Perm	Prot	NA		Prot	NA	custom	
Protected Phases	7	7	1		8		1	6		5	2		
Permitted Phases			7	8		8						6	
Actuated Green, G (s)		11.3	25.5	8.7	8.7	8.7	14.2	45.7		4.3	35.8		
Effective Green, g (s)		11.3	25.5	8.7	8.7	8.7	14.2	45.7		4.3	35.8		
Actuated g/C Ratio		0.13	0.28	0.10	0.10	0.10	0.16	0.51		0.05	0.40		
Clearance Time (s)		4.0	7.0	4.0	4.0	4.0	7.0	5.0		7.0	5.0		
Vehicle Extension (s)		2.0	2.0	2.5	2.5	2.5	2.0	4.0		2.0	4.0		
Lane Grp Cap (vph)		197	430	113	168	142	513	1736		82	1422		
v/s Ratio Prot		c0.08	0.05		0.02		c0.11	c0.30		0.02	0.20		
v/s Ratio Perm			0.04	c0.06		0.04							
v/c Ratio		0.64	0.29	0.65	0.17	0.42	0.72	0.59		0.40	0.51		
Uniform Delay, d1		37.4	25.2	39.2	37.3	38.3	36.0	15.6		41.6	20.5		
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.44	0.49		1.15	0.84		
Incremental Delay, d2		4.9	0.1	11.5	0.4	1.4	3.1	1.1		1.1	1.3		
Delay (s)		42.4	25.3	50.7	37.7	39.7	54.8	8.7		49.0	18.5		
Level of Service		D	C	D	D	D	D	A		D	B		
Approach Delay (s)		33.9			44.4			20.9			19.9		
Approach LOS		C			D			C			B		
Intersection Summary													
HCM 2000 Control Delay			23.3		HCM 2000 Level of Service						C		
HCM 2000 Volume to Capacity ratio			0.66										
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					20.0			
Intersection Capacity Utilization			54.2%		ICU Level of Service					A			
Analysis Period (min)			15										
c Critical Lane Group													

Queues
20: Home Depot Dr./Neal Road

2020 Existing Conditions
Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	10	80	160	20	40	110	1220	190	110	750	40
Future Volume (vph)	80	10	80	160	20	40	110	1220	190	110	750	40
Peak Hour Factor	0.74	0.74	0.74	0.76	0.76	0.76	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)	44%			44%								
Lane Group Flow (vph)	60	62	108	118	119	53	120	1326	207	133	904	48
Turn Type	Split	NA	pt+ov	Split	NA	pm+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	7	7	5 7	4	4	1	5	2	2 4	1	6	6 7
Permitted Phases							4					
Detector Phase	7	7	5 7	4	4	1	5	2	2 4	1	6	6 7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0	9.0	9.0	20.0		9.0	20.0	
Total Split (s)	16.0	16.0		15.0	15.0	20.0	20.0	39.0		20.0	39.0	
Total Split (%)	17.8%	17.8%		16.7%	16.7%	22.2%	22.2%	43.3%		22.2%	43.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	4.0	4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lead	Lag			
Lead-Lag Optimize?							Yes	Yes	Yes			
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio	0.36	0.37	0.32	0.72	0.71	0.14	0.42	0.74	0.19	0.44	0.48	0.05
Control Delay	43.3	43.4	29.8	63.3	62.6	2.3	63.9	10.5	0.3	43.5	13.7	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	43.4	29.8	63.3	62.6	2.3	63.9	10.5	0.3	43.5	13.7	1.3
Queue Length 50th (ft)	33	34	50	68	69	0	38	400	0	39	116	0
Queue Length 95th (ft)	58	61	72	107	106	4	67	#503	0	62	181	m7
Internal Link Dist (ft)	463			264			832			564		
Turn Bay Length (ft)	150		150				250			200		200
Base Capacity (vph)	194	197	453	178	181	515	590	1784	1118	616	1866	1052
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.31	0.24	0.66	0.66	0.10	0.20	0.74	0.19	0.22	0.48	0.05

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 39 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 20: Home Depot Dr./Neal Road



HCM Signalized Intersection Capacity Analysis
20: Home Depot Dr./Neal Road

2020 Existing Conditions
Weekday Evening Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	10	80	160	20	40	110	1220	190	110	750	40
Future Volume (vph)	80	10	80	160	20	40	110	1220	190	110	750	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	12	12	12
Grade (%)		0%			-2%			-2%			-2%	
Total Lost time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1594	1615	1501	1610	1631	1516	3319	3422	1531	3467	3575	1599
Flt Permitted	0.95	0.96	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1594	1615	1501	1610	1631	1516	3319	3422	1531	3467	3575	1599
Peak-hour factor, PHF	0.74	0.74	0.74	0.76	0.76	0.76	0.92	0.92	0.92	0.83	0.83	0.83
Adj. Flow (vph)	108	14	108	211	26	53	120	1326	207	133	904	48
RTOR Reduction (vph)	0	0	0	0	0	43	0	0	69	0	0	19
Lane Group Flow (vph)	60	62	108	118	119	10	120	1326	138	133	904	29
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Turn Type	Split	NA	pt+ov	Split	NA	pm+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	7	7	5 7	4	4	1	5	2	2 4	1	6	6 7
Permitted Phases						4						
Actuated Green, G (s)	8.0	8.0	20.8	9.3	9.3	17.1	7.8	45.9	60.2	7.8	45.9	53.9
Effective Green, g (s)	8.0	8.0	15.8	9.3	9.3	17.1	7.8	45.9	60.2	7.8	45.9	53.9
Actuated g/C Ratio	0.09	0.09	0.18	0.10	0.10	0.19	0.09	0.51	0.67	0.09	0.51	0.60
Clearance Time (s)	5.0	5.0		5.0	5.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	0.2		2.0	0.2	
Lane Grp Cap (vph)	141	143	263	166	168	288	287	1745	1024	300	1823	957
v/s Ratio Prot	0.04	c0.04	0.07	c0.07	0.07	0.00	0.04	c0.39	0.09	c0.04	0.25	0.02
v/s Ratio Perm						0.00						
v/c Ratio	0.43	0.43	0.41	0.71	0.71	0.03	0.42	0.76	0.14	0.44	0.50	0.03
Uniform Delay, d1	38.8	38.9	33.0	39.0	39.0	29.7	38.9	17.6	5.4	39.0	14.5	7.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.56	0.39	0.01	1.02	0.83	2.23
Incremental Delay, d2	0.8	0.8	0.4	11.3	10.6	0.0	0.3	2.7	0.0	0.3	0.9	0.0
Delay (s)	39.6	39.6	33.3	50.3	49.6	29.7	60.9	9.5	0.1	40.0	12.8	16.4
Level of Service	D	D	C	D	D	C	E	A	A	D	B	B
Approach Delay (s)		36.7			46.3			12.1			16.3	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			18.3				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		19.0			
Intersection Capacity Utilization			61.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
21: Sonic Drive/BJ's Driveway

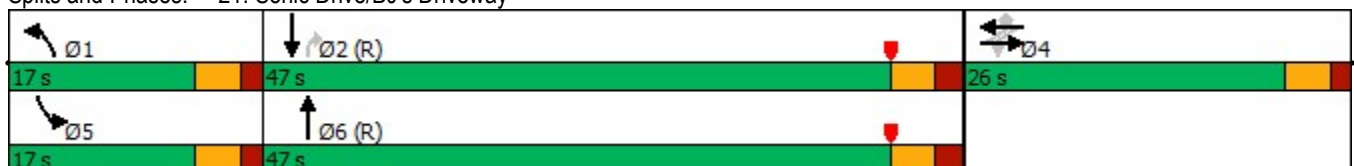
2020 Existing Conditions
Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	10	190	10	140	20	1400	280	60	880	10
Future Volume (vph)	20	0	10	190	10	140	20	1400	280	60	880	10
Peak Hour Factor	0.33	0.33	0.33	0.82	0.82	0.82	0.90	0.90	0.90	0.79	0.79	0.79
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	30	0	0	244	171	22	1556	311	76	1127	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	custom	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4		4			2			
Detector Phase	4	4		4	4	4	1	6	2	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	11.5	9.5	20.0	20.0	9.5	20.0	
Total Split (s)	26.0	26.0		26.0	26.0	26.0	17.0	47.0	47.0	17.0	47.0	
Total Split (%)	28.9%	28.9%		28.9%	28.9%	28.9%	18.9%	52.2%	52.2%	18.9%	52.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	2.0	2.0	1.5	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	5.0	5.0	4.5	5.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.40	0.05		0.86	0.36	0.20	0.57	0.29	0.47	0.52		
Control Delay	37.6	0.2		61.5	7.0	44.0	15.9	2.0	39.4	14.6		
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.2	0.0	0.0	0.1		
Total Delay	37.6	0.2		61.5	7.0	44.0	16.0	2.0	39.4	14.7		
Queue Length 50th (ft)	29	0		130	0	12	212	2	43	233		
Queue Length 95th (ft)	22	0		#207	37	m19	m316	m28	m71	258		
Internal Link Dist (ft)		119		412			332			832		
Turn Bay Length (ft)							200		200	250		
Base Capacity (vph)	174	590		321	512	237	2753	1082	237	2157		
Starvation Cap Reductn	0	0		0	0	0	372	0	0	0		
Spillback Cap Reductn	0	17		0	0	0	0	0	0	211		
Storage Cap Reductn	0	0		0	0	0	0	0	0	0		
Reduced v/c Ratio	0.35	0.05		0.76	0.33	0.09	0.65	0.29	0.32	0.58		

Intersection Summary























Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 26 (29%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: Sonic Drive/BJ's Driveway



HCM Signalized Intersection Capacity Analysis
 21: Sonic Drive/BJ's Driveway

2020 Existing Conditions
 Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	10	190	10	140	20	1400	280	60	880	10
Future Volume (vph)	20	0	10	190	10	140	20	1400	280	60	880	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			-4%			-2%			0%	
Total Lost time (s)	4.5	4.5			4.5	4.5	4.5	5.0	5.0	4.5	5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.95	
Frt	1.00	0.85			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1568			1796	1599	1711	4917	1531	1711	3415	
Flt Permitted	0.40	1.00			0.71	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	732	1568			1345	1599	1711	4917	1531	1711	3415	
Peak-hour factor, PHF	0.33	0.33	0.33	0.82	0.82	0.82	0.90	0.90	0.90	0.79	0.79	0.79
Adj. Flow (vph)	61	0	30	232	12	171	22	1556	311	76	1114	13
RTOR Reduction (vph)	0	24	0	0	0	135	0	0	124	0	1	0
Lane Group Flow (vph)	61	6	0	0	244	36	22	1556	187	76	1126	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	custom	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4		4			2			
Actuated Green, G (s)	19.1	19.1			19.1	19.1	2.8	49.5	54.1	7.4	54.1	
Effective Green, g (s)	19.1	19.1			19.1	19.1	2.8	49.5	54.1	7.4	54.1	
Actuated g/C Ratio	0.21	0.21			0.21	0.21	0.03	0.55	0.60	0.08	0.60	
Clearance Time (s)	4.5	4.5			4.5	4.5	4.5	5.0	5.0	4.5	5.0	
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	0.2	0.2	2.0	0.2	
Lane Grp Cap (vph)	155	332			285	339	53	2704	920	140	2052	
v/s Ratio Prot		0.00					0.01	0.32		c0.04	c0.33	
v/s Ratio Perm	0.08				c0.18	0.02			0.12			
v/c Ratio	0.39	0.02			0.86	0.11	0.42	0.58	0.20	0.54	0.55	
Uniform Delay, d1	30.5	28.0			34.1	28.6	42.8	13.3	8.2	39.7	10.7	
Progression Factor	1.00	1.00			1.00	1.00	1.04	1.05	1.06	0.81	1.27	
Incremental Delay, d2	0.6	0.0			20.8	0.1	1.4	0.7	0.4	2.0	0.9	
Delay (s)	31.1	28.0			54.9	28.6	46.0	14.7	9.0	34.2	14.5	
Level of Service	C	C			D	C	D	B	A	C	B	
Approach Delay (s)		30.1			44.1			14.1			15.7	
Approach LOS		C			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			18.5		HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				14.0			
Intersection Capacity Utilization			60.6%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues
22: Route 15 SB Off-Ramp

2020 Existing Conditions
Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	440	0	510	320	1190	0	0	760	320
Future Volume (vph)	0	0	0	440	0	510	320	1190	0	0	760	320
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	478	0	554	376	1400	0	0	1317	0
Turn Type				Prot		Prot	D.P+P	NA			NA	
Protected Phases				4		4	1	1 2			2	
Permitted Phases							2					
Detector Phase				4		4	1	1 2			2	
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0				15.0	
Minimum Split (s)				13.8		13.8	8.5				21.5	
Total Split (s)				22.0		22.0	20.0				48.0	
Total Split (%)				24.4%		24.4%	22.2%				53.3%	
Yellow Time (s)				4.0		4.0	3.0				3.0	
All-Red Time (s)				2.8		2.8	0.5				3.5	
Lost Time Adjust (s)				0.0		0.0	0.0				0.0	
Total Lost Time (s)				6.8		6.8	3.5				6.5	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode				None		None	Min				C-Max	
v/c Ratio				0.83		0.95	0.91	0.56			0.81	
Control Delay				50.1		54.5	27.9	7.9			23.1	
Queue Delay				0.0		0.5	0.0	0.2			5.7	
Total Delay				50.1		55.0	27.9	8.1			28.8	
Queue Length 50th (ft)				136		134	159	192			303	
Queue Length 95th (ft)				#209		#245	m167	m170			343	
Internal Link Dist (ft)		220			369			537			332	
Turn Bay Length (ft)				200		200	120					
Base Capacity (vph)				588		596	412	2512			1627	
Starvation Cap Reductn				0		0	0	417			258	
Spillback Cap Reductn				0		3	0	89			0	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				0.81		0.93	0.91	0.67			0.96	

Intersection Summary






















Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 41 (46%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Route 15 SB Off-Ramp



HCM Signalized Intersection Capacity Analysis
22: Route 15 SB Off-Ramp

2020 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 		 		 			 	
Traffic Volume (vph)	0	0	0	440	0	510	320	1190	0	0	760	320
Future Volume (vph)	0	0	0	440	0	510	320	1190	0	0	760	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			-1%			-1%			-2%	
Total Lost time (s)				6.8		6.8	3.5	3.5			6.5	
Lane Util. Factor				0.97		0.88	1.00	0.95			0.95	
Frt				1.00		0.85	1.00	1.00			0.96	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				3484		2828	1744	3489			3416	
Flt Permitted				0.95		1.00	0.10	1.00			1.00	
Satd. Flow (perm)				3484		2828	177	3489			3416	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82
Adj. Flow (vph)	0	0	0	478	0	554	376	1400	0	0	927	390
RTOR Reduction (vph)	0	0	0	0	0	119	0	0	0	0	52	0
Lane Group Flow (vph)	0	0	0	478	0	435	376	1400	0	0	1265	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Turn Type				Prot		Prot	D.P+P	NA			NA	
Protected Phases				4		4	1	12			2	
Permitted Phases							2					
Actuated Green, G (s)				14.9		14.9	58.3	61.8			41.5	
Effective Green, g (s)				14.9		14.9	58.3	61.8			41.5	
Actuated g/C Ratio				0.17		0.17	0.65	0.69			0.46	
Clearance Time (s)				6.8		6.8	3.5				6.5	
Vehicle Extension (s)				1.5		1.5	2.0				0.2	
Lane Grp Cap (vph)				576		468	407	2395			1575	
v/s Ratio Prot				0.14		c0.15	c0.17	0.40			0.37	
v/s Ratio Perm							c0.43					
v/c Ratio				0.83		0.93	0.92	0.58			0.80	
Uniform Delay, d1				36.3		37.0	25.4	7.4			20.8	
Progression Factor				1.00		1.00	0.96	1.28			0.98	
Incremental Delay, d2				9.2		24.4	3.7	0.0			3.8	
Delay (s)				45.5		61.4	28.1	9.5			24.2	
Level of Service				D		E	C	A			C	
Approach Delay (s)		0.0			54.1			13.4			24.2	
Approach LOS		A			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			27.0									C
HCM 2000 Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			90.0							16.8		
Intersection Capacity Utilization			73.6%									D
Analysis Period (min)			15									
c Critical Lane Group												

Queues
23: Route 15 (NB) Ramp

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4
Lane Configurations								
Traffic Volume (vph)	210	340	1170	630	260	940		
Future Volume (vph)	210	340	1170	630	260	940		
Peak Hour Factor	0.78	0.78	0.90	0.90	0.81	0.81		
Heavy Vehicles (%)	0%	0%	4%	4%	2%	2%		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	269	436	2000	0	321	1160		
Turn Type	Prot	pm+ov	NA		custom	NA		
Protected Phases	5	1	2 4		1	1 2	2	4
Permitted Phases		5			2			
Detector Phase	5	1	2 4		1	1 2		
Switch Phase								
Minimum Initial (s)	7.0	5.0			5.0		15.0	7.0
Minimum Split (s)	11.0	8.1			8.1		20.0	11.0
Total Split (s)	18.0	16.0			16.0		41.0	15.0
Total Split (%)	20.0%	17.8%			17.8%		46%	17%
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0
All-Red Time (s)	1.0	0.1			0.1		2.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			
Total Lost Time (s)	4.0	3.1			3.1			
Lead/Lag		Lead			Lead		Lag	
Lead-Lag Optimize?		Yes			Yes		Yes	
Recall Mode	None	None			None		C-Max	None
v/c Ratio	0.99	0.76	1.11		0.98	0.57		
Control Delay	92.2	33.5	61.7		64.8	10.8		
Queue Delay	39.9	0.0	0.4		0.0	0.1		
Total Delay	132.1	33.5	62.1		64.8	10.9		
Queue Length 50th (ft)	154	194	~680		154	152		
Queue Length 95th (ft)	#247	247	m56		m#235	204		
Internal Link Dist (ft)	401		143			537		
Turn Bay Length (ft)	175				175			
Base Capacity (vph)	272	571	1800		329	2048		
Starvation Cap Reductn	0	0	205		0	0		
Spillback Cap Reductn	93	0	0		0	151		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	1.50	0.76	1.25		0.98	0.61		

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 41 (46%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Queues
23: Route 15 (NB) Ramp














2020 Existing Conditions
Weekday Evening Peak Hour

Splits and Phases: 23: Route 15 (NB) Ramp



HCM Signalized Intersection Capacity Analysis
23: Route 15 (NB) Ramp

2020 Existing Conditions
Weekday Evening Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	210	340	1170	630	260	940
Future Volume (vph)	210	340	1170	630	260	940
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11
Grade (%)	-1%		0%			0%
Total Lost time (s)	4.0	3.1	5.0		3.1	3.1
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.95		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1754	1569	3179		1711	3421
Flt Permitted	0.95	1.00	1.00		0.11	1.00
Satd. Flow (perm)	1754	1569	3179		200	3421
Peak-hour factor, PHF	0.78	0.78	0.90	0.90	0.81	0.81
Adj. Flow (vph)	269	436	1300	700	321	1160
RTOR Reduction (vph)	0	35	0	0	0	0
Lane Group Flow (vph)	269	401	2000	0	321	1160
Heavy Vehicles (%)	0%	0%	4%	4%	2%	2%
Turn Type	Prot	pm+ov	NA		custom	NA
Protected Phases	5	1	2 4		1	1 2
Permitted Phases		5			2	
Actuated Green, G (s)	14.0	26.9	52.0		48.9	52.0
Effective Green, g (s)	14.0	26.9	52.0		48.9	52.0
Actuated g/C Ratio	0.16	0.30	0.58		0.54	0.58
Clearance Time (s)	4.0	3.1			3.1	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	272	468	1836		325	1976
v/s Ratio Prot	c0.15	0.12	c0.63		c0.14	0.34
v/s Ratio Perm		0.13			0.39	
v/c Ratio	0.99	0.86	1.09		0.99	0.59
Uniform Delay, d1	37.9	29.7	19.0		26.1	12.1
Progression Factor	1.00	1.00	0.30		1.39	0.90
Incremental Delay, d2	51.0	14.3	41.2		35.6	0.3
Delay (s)	88.9	44.0	46.9		71.9	11.2
Level of Service	F	D	D		E	B
Approach Delay (s)	61.2		46.9			24.4
Approach LOS	E		D			C
Intersection Summary						
HCM 2000 Control Delay			41.3		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.13			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	16.1
Intersection Capacity Utilization			89.4%		ICU Level of Service	E
Analysis Period (min)			15			
c	Critical Lane Group					

Queues
110: Curtis Street

2020 Existing Conditions
Weekday Evening Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	210	690	10	130	610
Future Volume (vph)	0	210	690	10	130	610
Peak Hour Factor	0.68	0.68	0.83	0.83	0.80	0.80
Heavy Vehicles (%)	2%	2%	5%	5%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	309	0	843	0	0	926
Turn Type	Perm		NA		D.P+P	NA
Protected Phases			2		4	2 4
Permitted Phases	1				2	
Detector Phase	1		2		4	2 4
Switch Phase						
Minimum Initial (s)	6.0		15.0		6.0	
Minimum Split (s)	11.2		21.0		11.2	
Total Split (s)	20.0		40.0		20.0	
Total Split (%)	25.0%		50.0%		25.0%	
Yellow Time (s)	3.7		4.5		3.7	
All-Red Time (s)	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	5.2		6.0			
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	
v/c Ratio	0.46		0.52			0.67
Control Delay	3.7		17.1			6.7
Queue Delay	0.2		0.2			0.2
Total Delay	3.8		17.3			6.9
Queue Length 50th (ft)	0		160			55
Queue Length 95th (ft)	0		195			44
Internal Link Dist (ft)	545		1933			99
Turn Bay Length (ft)						
Base Capacity (vph)	676		1619			1579
Starvation Cap Reductn	0		0			142
Spillback Cap Reductn	57		176			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.50		0.58			0.64

Intersection Summary











Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 1 (1%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 110: Curtis Street



HCM Signalized Intersection Capacity Analysis
110: Curtis Street

2020 Existing Conditions
Weekday Evening Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	210	690	10	130	610
Future Volume (vph)	0	210	690	10	130	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	12	12
Grade (%)	2%		0%			4%
Total Lost time (s)	5.2		6.0			6.0
Lane Util. Factor	1.00		0.95			0.95
Frt	0.86		1.00			1.00
Flt Protected	1.00		1.00			0.99
Satd. Flow (prot)	1808		3431			3405
Flt Permitted	1.00		1.00			0.61
Satd. Flow (perm)	1808		3431			2086
Peak-hour factor, PHF	0.68	0.68	0.83	0.83	0.80	0.80
Adj. Flow (vph)	0	309	831	12	162	762
RTOR Reduction (vph)	248	0	1	0	0	0
Lane Group Flow (vph)	61	0	842	0	0	926
Heavy Vehicles (%)	2%	2%	5%	5%	3%	3%
Turn Type	Perm		NA		D.P+P	NA
Protected Phases			2		4	2 4
Permitted Phases	1				2	
Actuated Green, G (s)	15.7		37.7			47.9
Effective Green, g (s)	15.7		37.7			47.9
Actuated g/C Ratio	0.20		0.47			0.60
Clearance Time (s)	5.2		6.0			
Vehicle Extension (s)	2.0		0.2			
Lane Grp Cap (vph)	354		1616			1417
v/s Ratio Prot			0.25			c0.08
v/s Ratio Perm	c0.03					c0.31
v/c Ratio	0.17		0.52			0.65
Uniform Delay, d1	26.7		14.8			10.6
Progression Factor	1.00		1.00			0.48
Incremental Delay, d2	0.1		1.2			0.7
Delay (s)	26.8		16.0			5.8
Level of Service	C		B			A
Approach Delay (s)	26.8		16.0			5.8
Approach LOS	C		B			A
Intersection Summary						
HCM 2000 Control Delay			13.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	16.4
Intersection Capacity Utilization			67.4%		ICU Level of Service	C
Analysis Period (min)			15			
c	Critical Lane Group					

Queues
230: Yale Avenue

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	30	330	1470	20	380	770	
Future Volume (vph)	30	330	1470	20	380	770	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	33	359	1620	0	413	837	
Turn Type	Prot	Prot	NA		D.P+P	NA	
Protected Phases	4	4	2		1	1 2 5	5
Permitted Phases					2		
Detector Phase	4	4	2		1	1 2 5	
Switch Phase							
Minimum Initial (s)	7.0	7.0	15.0		5.0		7.0
Minimum Split (s)	11.0	11.0	20.0		8.1		11.0
Total Split (s)	15.0	15.0	41.0		16.0		18.0
Total Split (%)	16.7%	16.7%	45.6%		17.8%		20%
Yellow Time (s)	3.0	3.0	3.0		3.0		3.0
All-Red Time (s)	1.0	1.0	2.0		0.1		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	4.0	4.0	5.0		3.1		
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None	None	C-Max		None		None
v/c Ratio	0.15	1.06	1.15		1.21	0.30	
Control Delay	37.3	104.3	101.8		140.7	1.2	
Queue Delay	0.0	0.0	0.3		0.0	0.3	
Total Delay	37.3	104.3	102.1		140.7	1.5	
Queue Length 50th (ft)	17	~128	~576		~222	19	
Queue Length 95th (ft)	45	#223	#715		m#373	m20	
Internal Link Dist (ft)	551		260			143	
Turn Bay Length (ft)					90		
Base Capacity (vph)	216	340	1414		340	2827	
Starvation Cap Reductn	0	0	0		0	1230	
Spillback Cap Reductn	0	0	112		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.15	1.06	1.24		1.21	0.52	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 41 (46%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Queues
230: Yale Avenue















2020 Existing Conditions
Weekday Evening Peak Hour

Splits and Phases: 230: Yale Avenue



HCM Signalized Intersection Capacity Analysis
230: Yale Avenue

2020 Existing Conditions
Weekday Evening Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		 	 			 
Traffic Volume (vph)	30	330	1470	20	380	770
Future Volume (vph)	30	330	1470	20	380	770
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.1	3.1
Lane Util. Factor	1.00	0.88	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	3532		1770	3539
Flt Permitted	0.95	1.00	1.00		0.11	1.00
Satd. Flow (perm)	1770	2787	3532		207	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	359	1598	22	413	837
RTOR Reduction (vph)	0	0	1	0	0	0
Lane Group Flow (vph)	33	359	1619	0	413	837
Turn Type	Prot	Prot	NA		D.P+P	NA
Protected Phases	4	4	2		1	1 2 5
Permitted Phases					2	
Actuated Green, G (s)	11.0	11.0	36.0		48.9	70.0
Effective Green, g (s)	11.0	11.0	36.0		48.9	66.0
Actuated g/C Ratio	0.12	0.12	0.40		0.54	0.73
Clearance Time (s)	4.0	4.0	5.0		3.1	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	216	340	1412		336	2595
v/s Ratio Prot	0.02	c0.13	0.46		c0.18	c0.24
v/s Ratio Perm					c0.49	
v/c Ratio	0.15	1.06	1.15		1.23	0.32
Uniform Delay, d1	35.3	39.5	27.0		26.3	4.2
Progression Factor	1.00	1.00	1.00		1.02	0.42
Incremental Delay, d2	0.3	64.3	74.7		121.6	0.1
Delay (s)	35.7	103.8	101.7		148.4	1.8
Level of Service	D	F	F		F	A
Approach Delay (s)	98.0		101.7			50.3
Approach LOS	F		F			D
Intersection Summary						
HCM 2000 Control Delay			81.6		HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio			1.03			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	16.1
Intersection Capacity Utilization			79.0%		ICU Level of Service	D
Analysis Period (min)			15			

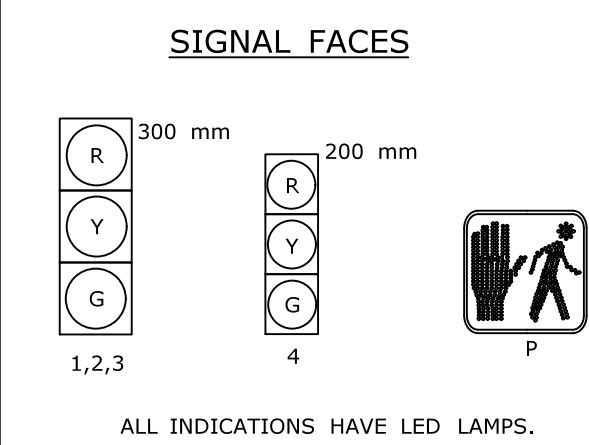
c Critical Lane Group

Appendix F: Existing Signal Plans

MOVEMENT DIAGRAM													
NTOR	PHASE 1	PHASE 2	PRE-EMPT 1	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8				
NONE													
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
F A C E #	1	Y			G	Y	R	R	R	R	R	R	R
	2	Y			G	Y	R	R	R	R	R	R	R
	3	R			R	R	R	R	R	R	G	Y	R
	4	R			R	R	R	R	R	R	G	Y	R
	P	OFF			← DW →		← WØ →		← DW →				
					← YIELD POINT →								
I N T E R V A L S	MIN GRN				20						5		
	WALK										7		
	PED CLR										12		
	VEH EXT												
	MAX 1				20						1.5		
	MAX 2				20						20		
	YELLOW					4.2			4.0		3.0		
	RED						1.3		0.0		1.9		
	ADD INIT												
	MAX INIT												
TBR													
TTR													
MIN GAP													
MODE	OFF				MIN RECALL			NON-LOCK			NON-LOCK		
INT START					THIS PHASE								

TECHNICAL NOTES
 STANDARD OVERLAP SKIP FEATURES APPLY
 PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
 SIGNAL MAY DOUBLE CYCLE IF PEDESTRIAN PHASE CALLED DURING PATTERN 1

OFFICE RECORD
 REV # 15 TIR # N/A SM # 100817
 REVISED TIMINGS UNDER STATE PROJECT NO. 171-398. SIGNAL REVISED: 11/18/2016



PRE-EMPTION SETTINGS

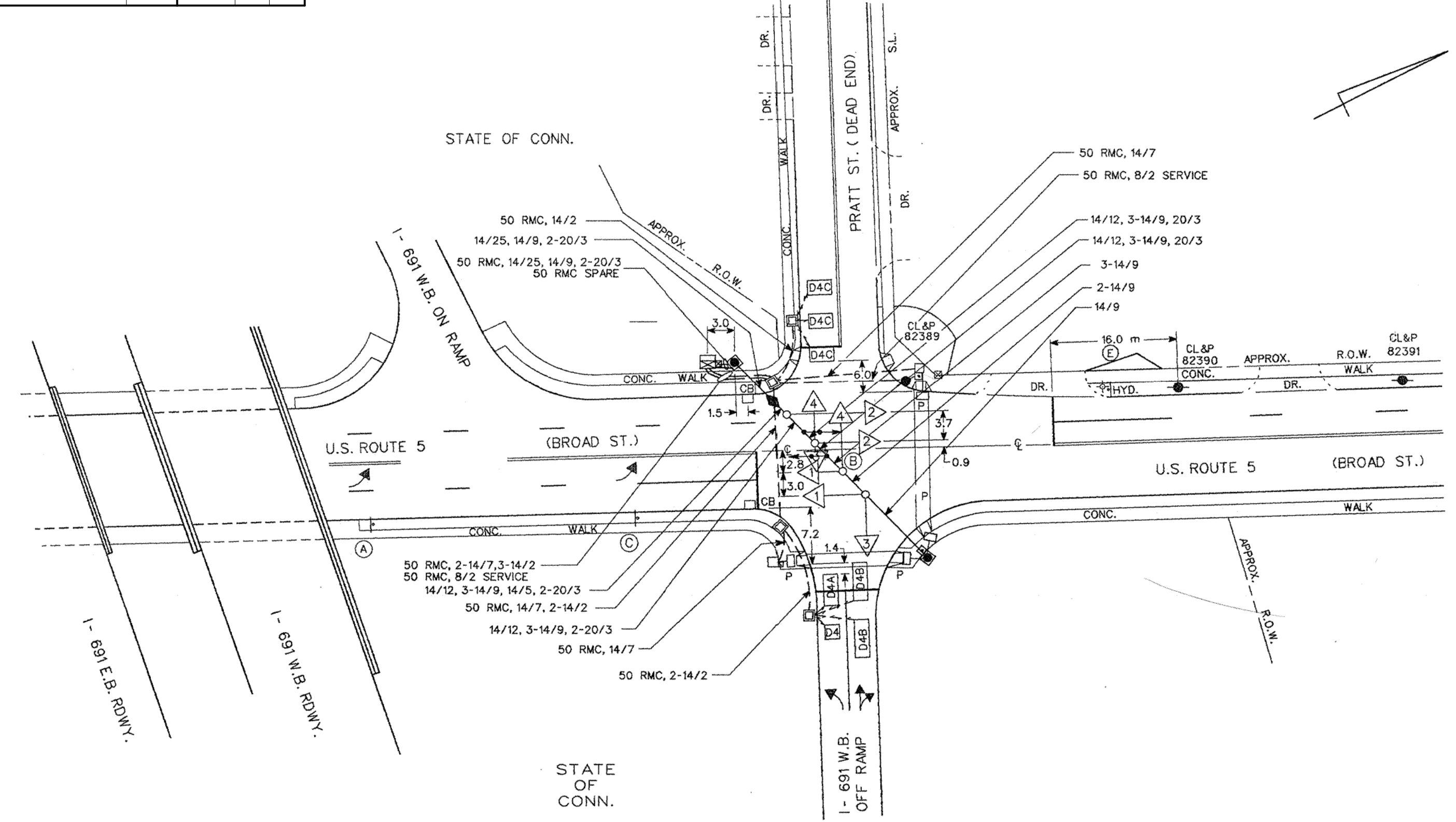
	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	12
HOLD GREEN	15
HOLD YELLOW	4.2
HOLD RED	1.3
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

IDENT	SIZE (WXL)	TURNS	MODE	SYSTEM LOC	COORDINATION TYPE: TC/TBC (3 CYCLE)					
					MASTER	PROGRAM	DAYS	CYCLE	OFFSET	
D4	1.8 m x 1.8 m	3	PRESENCE	079-207	FLASH	2300-0500	DAILY			
D4A	1.8 m x 4.0 m	3	PRESENCE	079-231	MAX 1	ALL OTHER TIMES				
D4B	1.8 m x 4.9 m	3	PRESENCE	079-210	MAX 2	FUTURE				
D4C	3.0 m x 1.8 m	3	PRESENCE	079-245	PATTERN 1	ALL OTHER TIMES		70"	1	1
					PATTERN 2	0700-0815	M-F	90"	83	92
					PATTERN 3	FUTURE				
					FREE	0500-0600	DAILY			

- SIGN LEGEND
- (A) EXISTING 31-0329
 - (B) SPAN MTD 31-0135
 - (C) EXISTING 31-0329
 - (E) EXISTING 31-0547 (DO NOT BLOCK DR.)

NOTES :

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.
 PRE-EMPTION EQUIPMENT TO BE MAINTAINED BY THE CITY OF MERIDEN.



Tighe & Bond
 www.tighebond.com
 213 Court Street
 Suite 900
 Middletown, CT 06457
 (860) 704-4760

CLEARANCE INTERVALS
 DESIGNED BY:
 TIGHE & BOND

ENGINEER'S SEAL &
 SIGNATURE APPLY TO
 CLEARANCE INTERVALS
 ONLY.

ENGINEER	TRAFFIC	DATE	ELECTRICAL	DATE	REV #15	INTERSECTION # 079-209
					ENERGY BY - STATE	ADDRESS #
					MAINT LEVEL 5	SERVICE POLE - CL&P 82389
					UNMETERED SERVICE	

NO.	DATE	REVISION DESCRIPTION

- LEGEND:
- R RED
 - Y YELLOW
 - G GREEN
 - ←R RED ARROW
 - ←Y YELLOW ARROW
 - ←G GREEN ARROW
 - WALK/PED. CLR
 - D.W. DON'T WALK
 - FL. FLASHING
 - PROPOSED WOOD SPAN POLE
 - EXISTING WOOD SPAN POLE
 - PROPOSED STEEL SPAN POLE
 - ⊠ EXISTING STEEL SPAN POLE
 - PROPOSED UTILITY POLE
 - EXISTING UTILITY POLE
 - PEDESTAL MOUNTING
 - ⊠ PEDESTRIAN PUSH BUTTON & SIGN
 - ⊡ DIRECTIONAL ARW. FOR PUSH BUTTON
 - ◻ TRAFFIC SIGNAL FACE
 - ◻ PEDESTRIAN SIGNAL FACE
 - DET. LEADS IN SAW CUT
 - PROPOSED RMC (RIGID METAL CONDUIT)
 - EXISTING RMC (RIGID METAL CONDUIT)
 - ⊠ AUXILIARY TERMINATION CABINET
 - ⊠ AUXILIARY EQUIPMENT CABINET
 - ⊠ VIDEO DETECTION ZONE
 - ◻ PROPOSED CONTROLLER
 - ◻ EXISTING CONTROLLER
 - ◻ LOOP DETECTOR
 - ◻ SD SYSTEM DETECTOR
 - ◻ MAGNETIC DETECTOR
 - ◻ OPTICAL DETECTOR
 - ◻ VIDEO DETECTOR
 - ◻ AUDIO DETECTOR
 - ◻ SIDEWALK RAMP
 - ◻ CABLE CLOSURE
 - ◻ WIRELESS SENSOR
 - ◻ WIRELESS RECEIVER
 - ◻ WIRELESS TRANSMITTER
 - ◻ GUY WIRE
 - ◻ PROPOSED HANDHOLE
 - ◻ EXISTING HANDHOLE

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 5 (BROAD ST)
 AT PRATT ST & I-691 W.B. OFF RAMP

DATE PLOTTED : 12/8/2016 \\DOT-SDCENG07V\CTDOT_Projects\0171-0398\Traffic\3 - FINAL DESIGN\Meriden - 79\79-209\TR_MSH_TCS_079_209_015.dgn

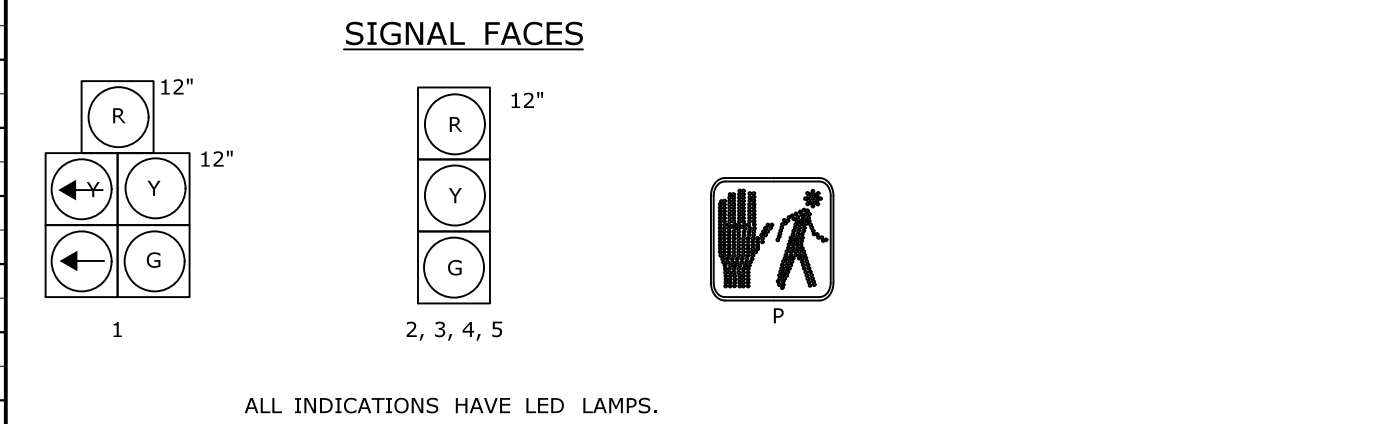
ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED SCALE 1:500

TOWN:	PROJECT NO.
MERIDEN	171-398
DRAWING TITLE:	DRAWING NO.
TRAFFIC CONTROL SIGNAL PLAN	
SHEET NO.	

MOVEMENT DIAGRAM																
NTOR	PHASE 1 PRE-EMPT 1	PHASE 2 PRE-EMPT 2	PHASE 3	PHASE 4 PRE-EMPT 3	PHASE 5	PHASE 6	PHASE 7	PHASE 8								
NONE																
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
F A C E #	1	Y	←	←	G	G		R	R	R	R	R	R			
	2	Y	R	R	R	R		G	Y	R	R	R	R			
	3	R	R	R	R	R		R	R	R	R	R	R			
	4	R	R	R	R	R		R	R	R	R	R	R			
	5	Y	G	G	G	G		Y	R	R	R	R	R			
	P	OFF				DW										
I N T E R V A S	MIN GRN	5			15				5							
	WALK								7							
	PED CLR								9							
	VEH EXT															
	MAX 1	5			2				1.5							
	MAX 2	8			20				15							
	YELLOW		3.0			3.9			4.0					3.6		
	RED			1.0			1.6			0.0					1.3	
	ADD INIT															
	MAX INIT															
TBR																
TTR																
MIN GAP																
MODE		MAX RECALL			MIN RECALL			NON-LOCK			NON-LOCK			OFF		OFF
INT START																

TECHNICAL NOTES
 STANDARD OVERLAP SKIP FEATURES APPLY
 ① PRE-EMPT 1 ACTIVATED BY PUSHBUTTON IN FIREHOUSE.
 FLASHERS ON SIGN (A) TO ACTIVATE WITH PRE-EMPT CALL AND REMAIN ON DURING PRE-EMPT 1 RUN.
 PHASE 2 ON TO OMIT PHASE 1.

REV # 4	OFFICE RECORD	TIR # N/A	SM # 100817	SIGNAL REVISED: 11/18/2016
REVISOR: [Signature]				



PRE-EMPTION SETTINGS

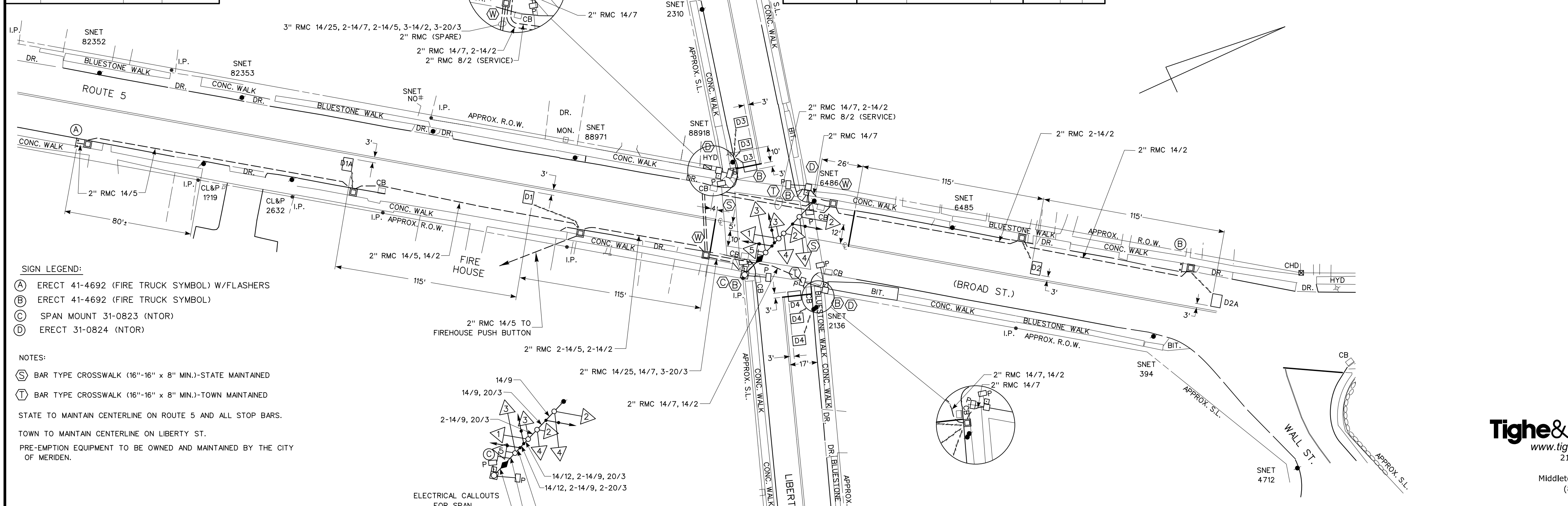
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3
PRIORITY	NO	NO	NO
DET. LOCK	YES	YES	YES
DELAY	20	0	0
ALT. MIN. GRN	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT
ALT. PED. CLR.	9	9	9
HOLD GREEN	35	15	15
HOLD YELLOW	3.0	3.9	3.6
HOLD RED	1.0	1.6	1.3
HOLD PHASE	1	2	4
EXIT PHASE	2	4	1
EXIT CALL	NONE	NONE	NONE

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	8' X 6'	3	PRESENCE
D1A	8' X 6'	4	PRESENCE
D2	8' X 6'	3	PRESENCE
D2A	8' X 6'	4	PRESENCE
D3	8' X 6'	3	PRESENCE
D4	8' X 6'	3	PRESENCE

SYSTEM LOC MASTER

COORDINATION TYPE: NONE	FUNCTION	PROGRAM TIME	DAYS	CYCLE	OFFSET
	FLASH	FUTURE			SEC %
	MAX 1	ALL OTHER TIMES			
	MAX 2	0500-2300	DAILY		



- SIGN LEGEND:
- (A) ERECT 41-4692 (FIRE TRUCK SYMBOL) W/FLASHERS
 - (B) ERECT 41-4692 (FIRE TRUCK SYMBOL)
 - (C) SPAN MOUNT 31-0823 (NTOR)
 - (D) ERECT 31-0824 (NTOR)
- NOTES:
- (S) BAR TYPE CROSSWALK (16"-16" x 8" MIN.)-STATE MAINTAINED
 - (T) BAR TYPE CROSSWALK (16"-16" x 8" MIN.)-TOWN MAINTAINED
- STATE TO MAINTAIN CENTERLINE ON ROUTE 5 AND ALL STOP BARS.
 TOWN TO MAINTAIN CENTERLINE ON LIBERTY ST.
 PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE CITY OF MERIDEN.

SPAN POLE INFORMATION
 HEIGHT 26', B.C. 20", LOAD AT YIELD 6100 lbs.

LEGEND:

R	RED	○	PROPOSED WOOD SPAN POLE	◻	TRAFFIC SIGNAL FACE
Y	YELLOW	●	EXISTING WOOD SPAN POLE	◻	PEDESTRIAN SIGNAL FACE
G	GREEN	◻	PROPOSED STEEL SPAN POLE	◻	DET. LEADS IN SAW CUT
←	RED ARROW	◻	EXISTING STEEL SPAN POLE	◻	EXISTING RMC (RIGID METAL CONDUIT)
→	YELLOW ARROW	◻	PROPOSED UTILITY POLE	◻	EXISTING RMC (RIGID METAL CONDUIT)
↔	GREEN ARROW	◻	EXISTING UTILITY POLE	◻	MAGNETIC DETECTOR
W/W	WALK/ PED. CLR	◻	EXISTING UTILITY POLE	◻	OPTICAL DETECTOR
D.W.	DON'T WALK	◻	PEDESTAL MOUNTING	◻	VIDEO DETECTOR
FL.	FLASHING	◻	PEDESTRIAN PUSH BUTTON & SIGN	◻	AUDIO DETECTOR
		◻	DIRECTIONAL ARW. FOR PUSH BUTTON	◻	PROPOSED CONTROLLER

LEGEND:

◻	PROPOSED CONTROLLER	◻	EXISTING CONTROLLER
◻	LOOP DETECTOR	◻	EXISTING LOOP DETECTOR
◻	MAGNETIC DETECTOR	◻	EXISTING MAGNETIC DETECTOR
◻	OPTICAL DETECTOR	◻	EXISTING OPTICAL DETECTOR
◻	VIDEO DETECTOR	◻	EXISTING VIDEO DETECTOR
◻	AUDIO DETECTOR	◻	EXISTING AUDIO DETECTOR
◻	PROPOSED HANDHOLE	◻	EXISTING HANDHOLE
◻	EXISTING HANDHOLE	◻	EXISTING HANDHOLE

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

ENGINEER	TRAFFIC	DATE	ELECTRICAL	DATE

U.S. ROUTE 5 (BROAD ST) AT
 LIBERTY ST

REV #4	INTERSECTION # 079-206
ENERGY BY - CITY	ADDRESS #
MAINT LEVEL 1	SERVICE POLE SNET 6486
UNMETERED SERVICE	

TOWN: MERIDEN

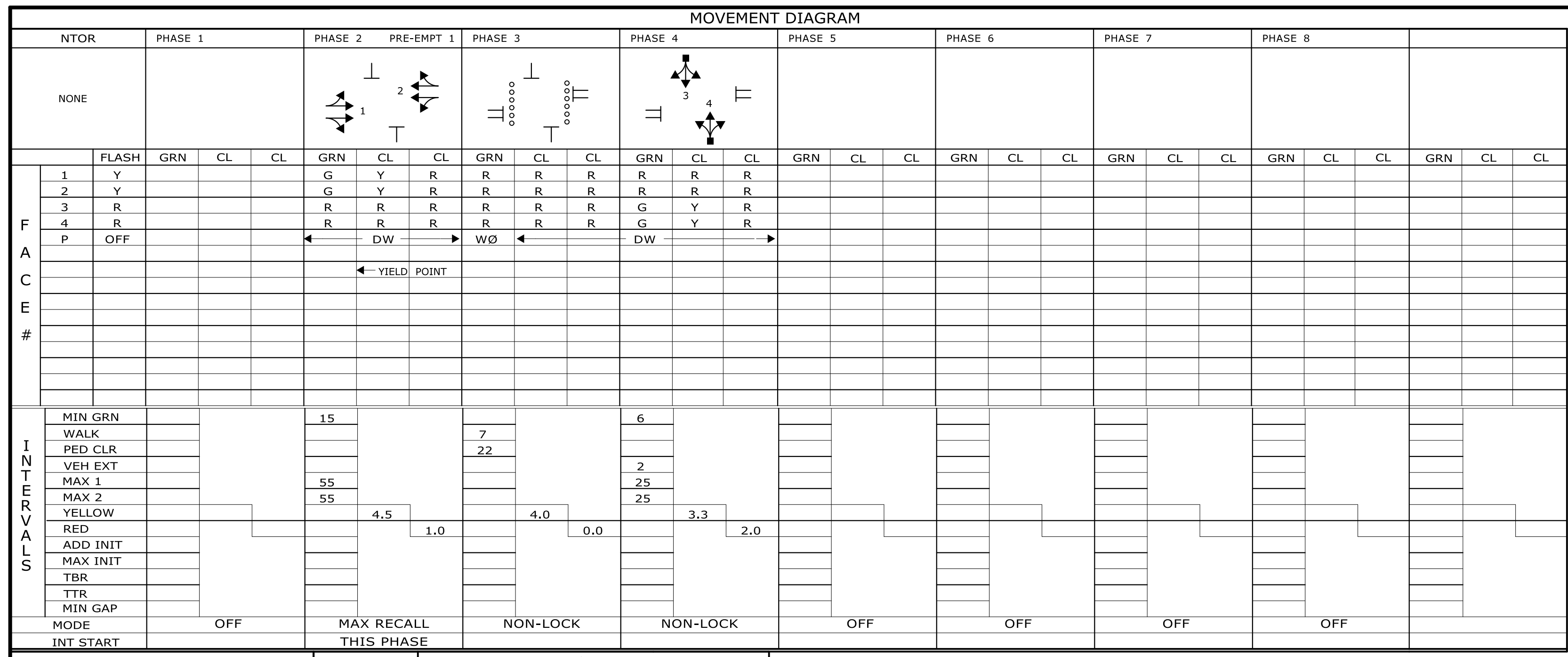
DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

PROJECT NO. 171-398
 DRAWING NO.
 SHEET NO.

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 Suite 900
 Middletown, CT 06457
 (860) 704-4760

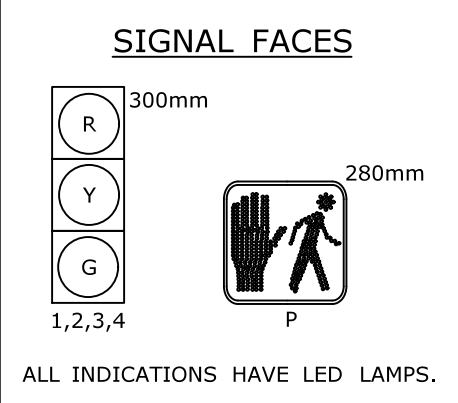
CLEARANCE INTERVALS
 DESIGNED BY:
 TIGHE & BOND
 ENGINEER'S SEAL &
 SIGNATURE APPLY TO
 CLEARANCE INTERVALS
 ONLY.

SCALE 1" = 40'



TECHNICAL NOTES
 STANDARD OVERLAP SKIP FEATURES APPLY
 PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
 SIGNAL MAY DOUBLE CYCLE IF PEDESTRIAN PHASE CALLED DURING PATTERNS 1, 2.

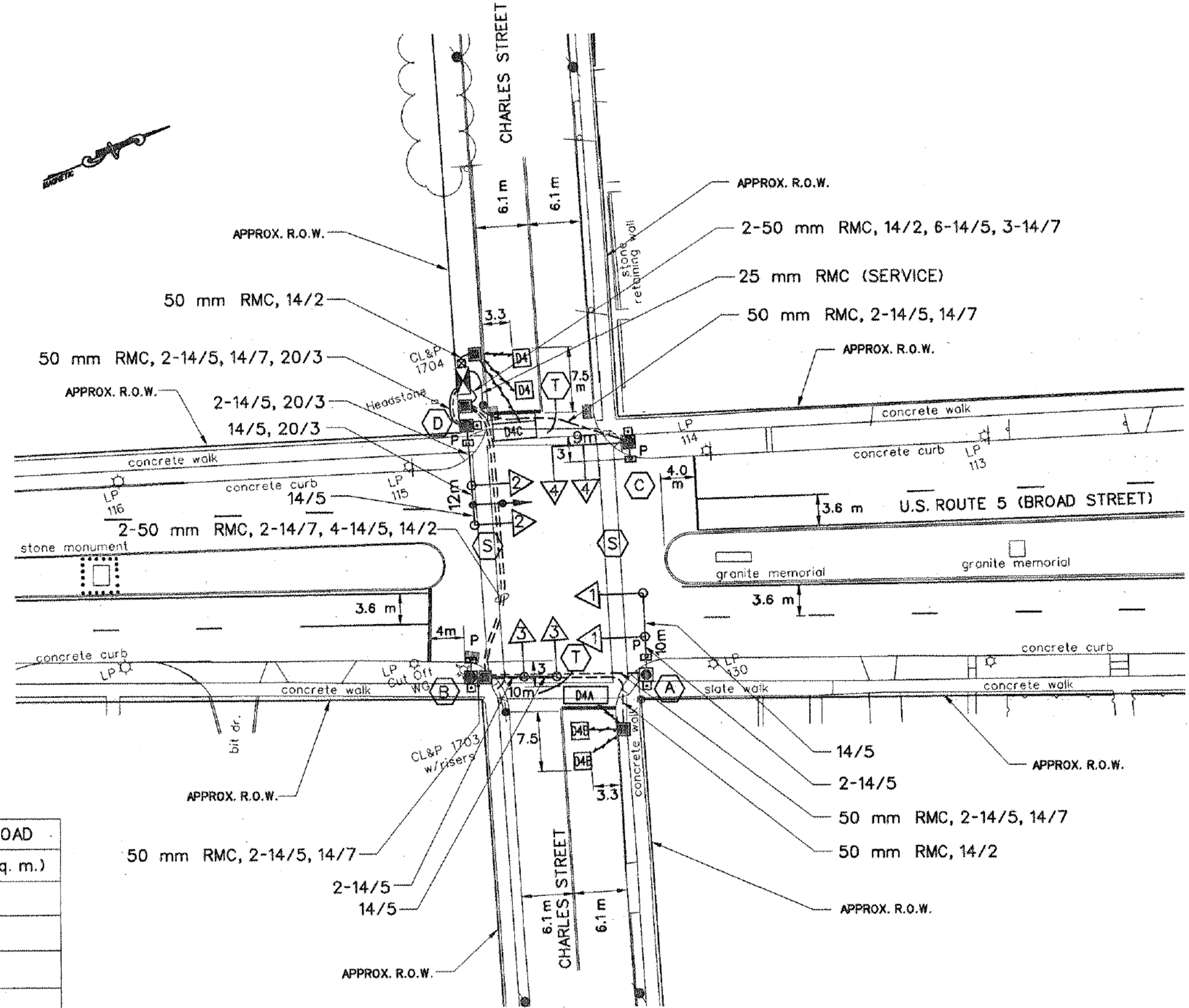
OFFICE RECORD
 REV # 4 TIR # N/A SM # 100817
 REVISIONS UNDER STATE PROJECT NO. 171-398. SIGNAL REVISED: 11/18/2016



PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	22
HOLD GREEN	15
HOLD YELLOW	4.5
HOLD RED	1.0
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

IDENT	SIZE (WxL)	TURNS	MODE	SYSTEM LOC	COORDINATION TYPE: TC / TBC (3 CYCLE)			
					FUNCTION	PROGRAM TIME	DAYS	OFFSET
D4A	1.8 m x 5.0 m	3	PRESENCE	MASTER 079-203	FLASH	0100-0500	DAILY	
D4B	1.8 m x 2.0 m	3	PRESENCE	079-252	MAX 1	ALL OTHER TIMES	DAILY	
D4C	1.8 m x 5.0 m	3	PRESENCE		MAX 2	0700-1900	DAILY	
D4D	1.8 m x 2.0 m	3	PRESENCE		PATTERN 1	ALL OTHER TIMES		65° 1 2
					PATTERN 2	0700-1900	DAILY	80° 1 1
					FREE	FUTURE		



NOTES :

EMERGENCY PRE-EMPTION EQUIPMENT TO BE MAINTAINED BY THE CITY OF MERIDEN.

STATE TO MAINTAIN ALL PAVEMENT MARKINGS AND SIGNING ON U.S. ROUTE 5 (BROAD STREET) AND ALL STOP BARS.

CITY TO MAINTAIN PAVEMENT MARKINGS AND SIGNING ON CHARLES STREET.

(S) BAR TYPE CROSSWALK (0.6 m - 0.6 m x 2.4 m MIN.) - STATE MAINTAINED.

(T) BAR TYPE CROSSWALK (0.6 m - 0.6 m x 2.4 m MIN.) - TOWN MAINTAINED.

MAST ARM INFORMATION

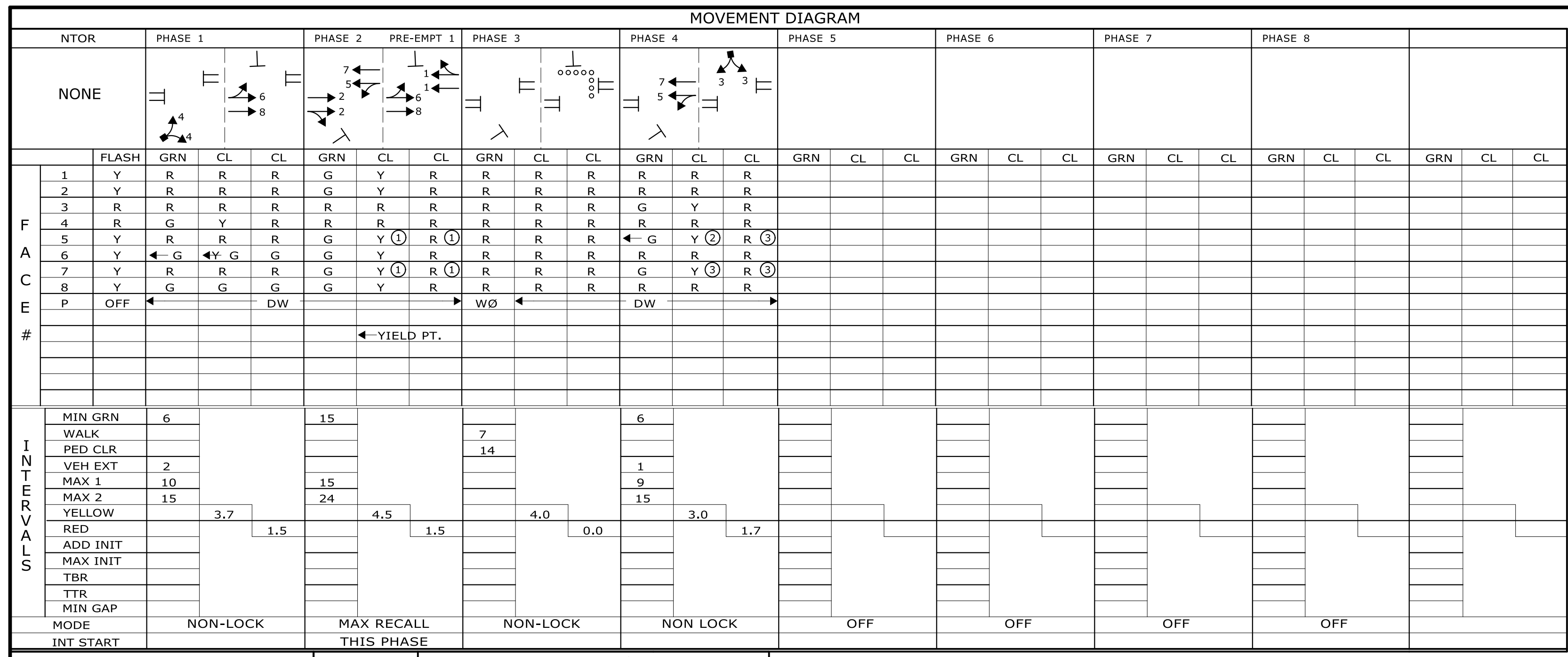
SHAFT	LENGTH		ARM LENGTH	MIN. EQUIVALENT END LOAD	
	LENGTH	B.C.		FORCE (N)	AREA (sq. m.)
(A)	6400 mm	560 mm	10 000 mm	2000	3.7
(B)	6400 mm	560 mm	10 000 mm	2000	3.7
(C)	6400 mm	560 mm	9 000 mm	2000	3.7
(D)	6400 mm	560 mm	12 000 mm	2000	3.7

ALL MAST ARMS HAVE AN ADJUSTABLE ARM AS PER STANDARD SHEET.

Tighe & Bond
 www.tighebond.com
 213 Court Street
 Suite 900
 Middletown, CT 06457
 (860) 704-4760

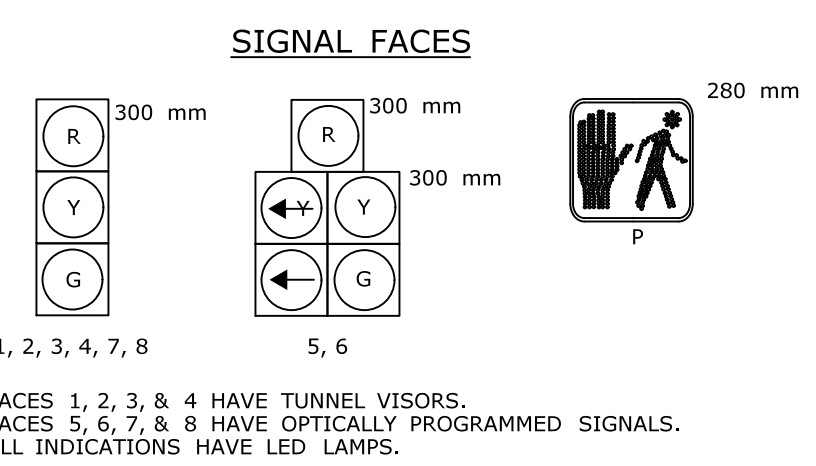
CLEARANCE INTERVALS DESIGNED BY: TIGHE & BOND
 ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

ENGINEER	TRAFFIC	DATE	ELECTRICAL	DATE	REV #4 INTERSECTION #079-252
DRAWN BY					ENERGY BY - CITY ADDRESS #
CHECKED BY					MAINT LEVEL 5 SERVICE POLE - CL&P 1704
SUBMITTED BY					UNMETERED SERVICE
APPROVED BY					TOWN: MERIDEN
APPROVED DATE					PROJECT NO. 171-398
					DRAWING NO. MERIDEN
U.S. ROUTE 5 (BROAD ST) AT CHARLES ST TRAFFIC CONTROL SIGNAL PLAN					DRAWING TITLE: MERIDEN
DATE PLOTTED : 12/9/2016 \\DOT-SDCENG07V\CTDOT_Projects\0171-0398\Traffic\3 - FINAL DESIGN\Meriden - 79\79-252\TR_MSH_TCS_079_252_004.dgn					SHEET NO.
ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED SCALE 1:500					



TECHNICAL NOTES
 STANDARD OVERLAP SKIP FEATURES APPLY
 ① TO BE G IF PHASE 4 IS NEXT.
 ② TO BE G IF PHASE 2 IS NEXT.
 ③ TO BE G IF PHASE 2 IS NEXT.
 PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
 SIGNAL MAY DOUBLE CYCLE IF PEDESTRIAN PHASE IS CALLED DURING PATTERNS 1, 2

OFFICE RECORD
 REV # 16 TIR # N/A SM # 100817
 REVISOR: 11/18/2016



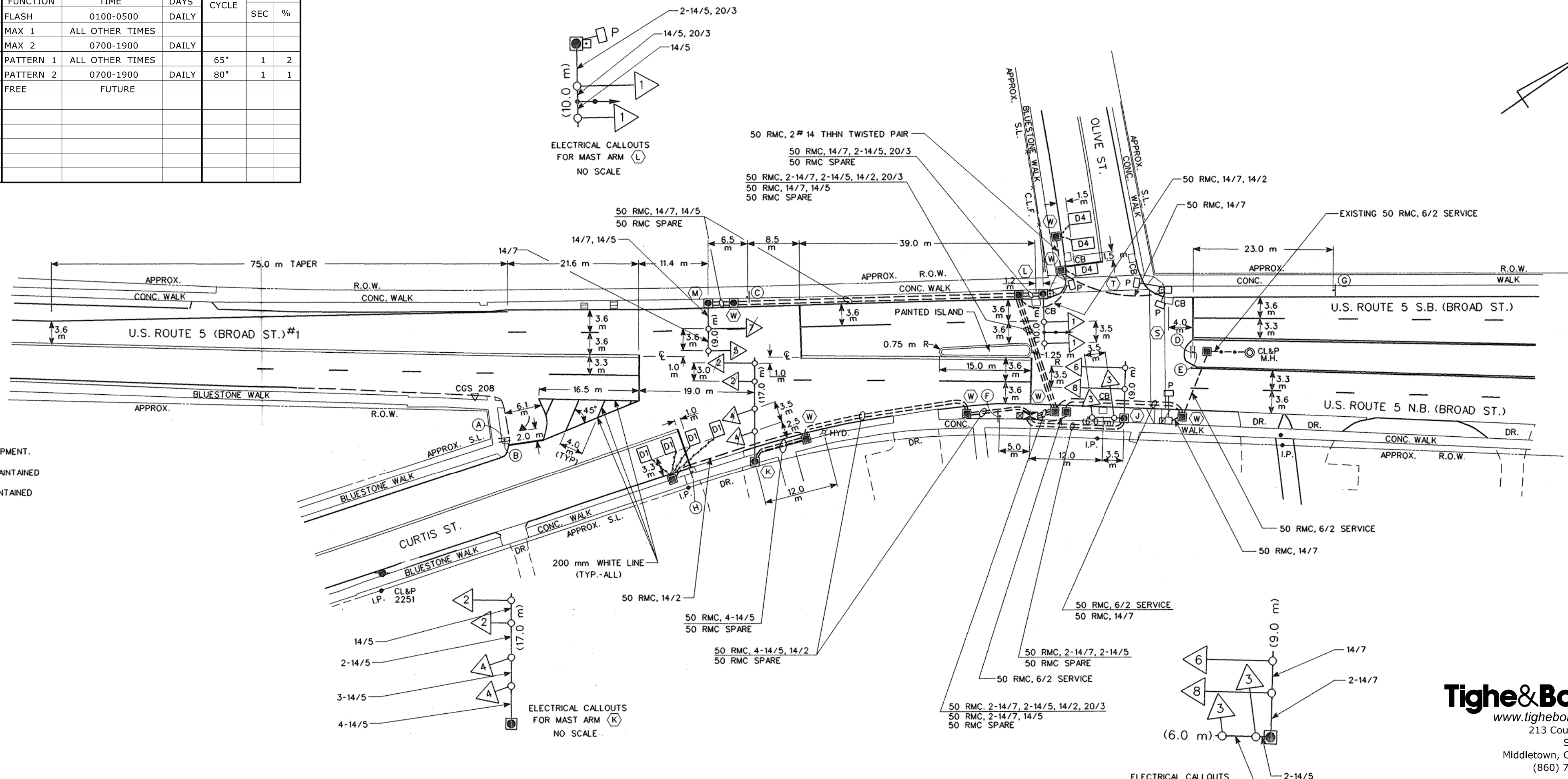
PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	14.0
HOLD GREEN	15
HOLD YELLOW	4.5
HOLD RED	1.5
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	1

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE	SYSTEM LOC	COORDINATION TYPE: TIME CLOCK/ T.B.C.
D1	2.4 m X 1.8 m	3	PRESENCE	MASTER 079-203	FUNCTION: FLASH, PROGRAM TIME: 0100-0500, DAYS: DAILY, CYCLE: 65°, OFFSET: 1 2
D4	3.6 m X 1.8 m	3	PRESENCE	079-252	FUNCTION: MAX 1, MAX 2, PATTERN 1, PATTERN 2, FREE, PROGRAM TIME: ALL OTHER TIMES, 0700-1900, 0700-1900, DAYS: DAILY, DAILY, CYCLE: 80°, OFFSET: 1 1

- ### SIGN LEGEND
- (A) ERECT 31-0552 (STOP)
 - (B) ERECT 31-1109 (DO NOT ENTER)
 - (C) RELOCATE 41-4441 (11)
 - (D) EXISTING 31-1536 (KEEP RIGHT)
 - (E) EXISTING 31-1632 (NO U TURN)
 - (F) EXISTING 41-4333 (DIVIDED HWY BEGINS)
 - (G) EXISTING 41-4333 (DIVIDED HWY ENDS)
 - (H) EXISTING 31-0802 (STOP HERE ON RED)
- NOTES:
 STATE TO MAINTAIN PAVEMENT MARKINGS AND SIGNING ON U.S. ROUTE 5 (BROAD ST.) AND ALL STOP BARS.
 CITY TO MAINTAIN CENTERLINE ON CURTIS ST. AND OLIVE ST.
 CITY OF MERIDEN TO OWN AND MAINTAIN EMERGENCY PRE-EMPTION EQUIPMENT.
- (S) BAR TYPE CROSSWALK (0.6 m - 0.6 m X 2.4 m MIN.) - STATE MAINTAINED
 - (T) BAR TYPE CROSSWALK (0.6 m - 0.6 m X 2.4 m MIN.) - CITY MAINTAINED



MAST ARM INFORMATION

SHAFT	ARM	MIN. EQUIVALENT END LOAD		
LENGTH	B.C.	LENGTH	FORCE (N)	AREA (sq. mm)
(J) 6700 mm	510 mm	9 000 mm	890	2.3
(K) 6400 mm	560 mm	6 000 mm	890	2.3
(L) 6000 mm	510 mm	17 000 mm	1258	4.6
(M) 6000 mm	460 mm	10 000 mm	2000	3.7
		9 000 mm	1100	2.8
			890	2.3

MAST ARM SHALL HAVE AN ADJUSTABLE ARM PER TYPICAL SHEET.
 ALL MAST ARM MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE ARM BY USE OF ADJUSTABLE BRACKETS.

Tighe & Bond
 www.tighebond.com
 213 Court Street
 Suite 900
 Middletown, CT 06457
 (860) 704-4760

CLEARANCE INTERVALS DESIGNED BY: TIGHE & BOND
 ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

ENGINEER	TRAFFIC	DATE	ELECTRICAL	DATE	REV #16 INTERSECTION # 079-203
DRAWN BY					ENERGY BY - CITY ADDRESS #
CHECKED BY					MAINT LEVEL 2 SERVICE POLE CL&P - M.H.
SUBMITTED BY					UNMETERED SERVICE
APPROVED BY					TOWN: MERIDEN PROJECT NO. 171-398
APPROVED DATE					DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN SHEET NO.

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

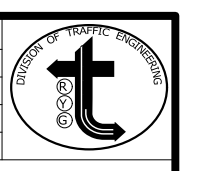
U.S. ROUTE 5 (BROAD ST) AT CURTIS ST AND OLIVE ST

DATE PLOTTED: 12/6/2016 \\DOT-SDCENG07V\CTDOT_Projects\0171-0398\Traffic\3 - FINAL DESIGN\Meriden - 79\79-203\TR_MSH_TCS_079_203_0171_0398.dgn ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED SCALE 1:500

MOVEMENT DIAGRAM																									
NTOR	PHASE 1			PHASE 2 PRE-EMPT 1			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8			
NONE																									
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
F A C E #	1	Y	←	←	G	G	G	Y	R					R	R	R									
	2	Y	←	←	G	G	G	Y	R					R	R	R									
	3	Y	R	R	R	R	G	Y	R					R	R	R									
	4	R	R	R	R	R	R	R	R	R				G	Y	R									
	5	R	R	R	R	R	R	R	R	R				G	Y	R									

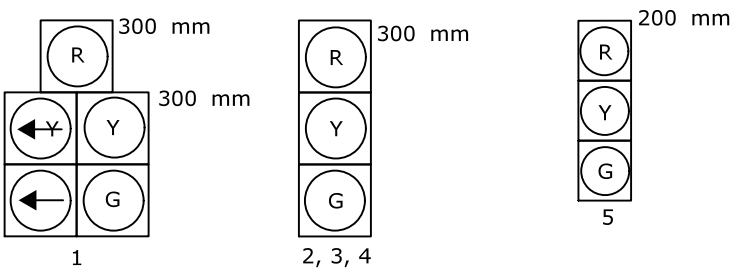
TECHNICAL NOTES	
STANDARD OVERLAP SKIP FEATURES APPLY	
PHASE 2 ON TO OMIT PHASE 1	
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.	

OFFICE RECORD		
REV # 9	TIR # N/A	SM # 100817
REVISOR		SIGNAL REVISED: 10/25/2016



I N T E R V A L S	MIN GRN		WALK		PED CLR		VEH EXT		MAX 1		MAX 2		YELLOW		RED		ADD INIT		MAX INIT		TBR		TTR		MIN GAP		MODE		INT START	
	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 1	PHASE 2		
	4	15							4	8	3.0	3.9	1.0	1.7																

SIGNAL FACES

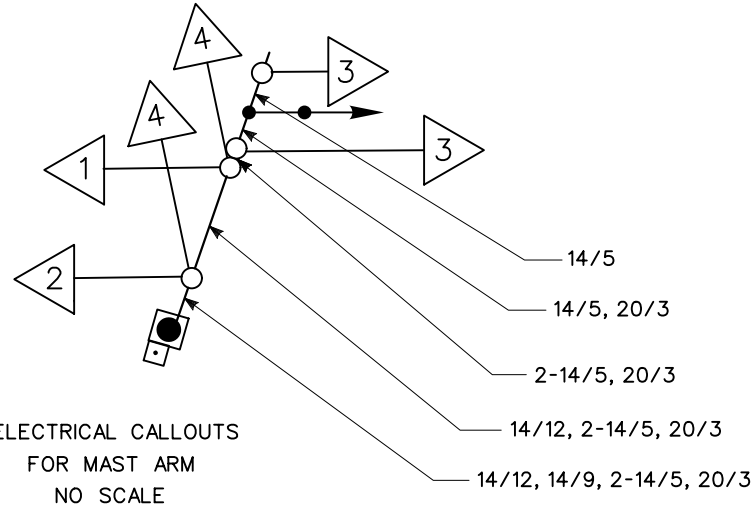
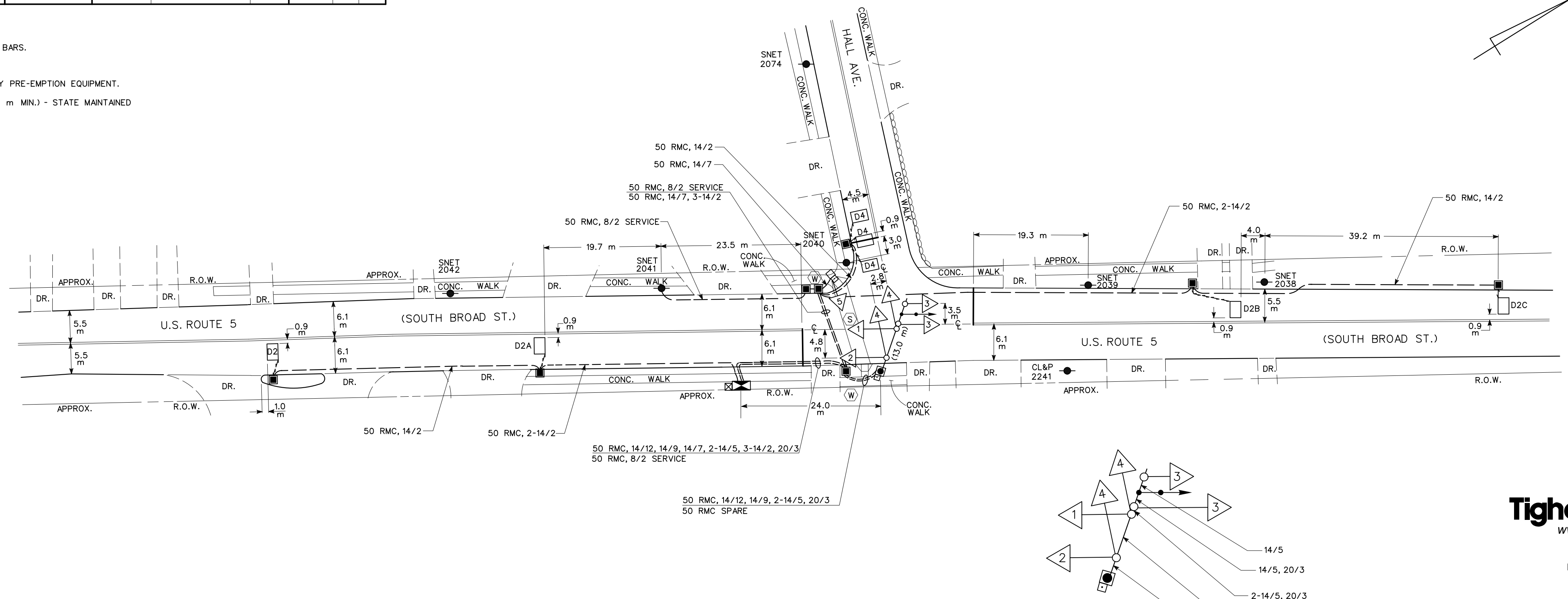


ALL INDICATIONS HAVE LED LAMPS AND TUNNEL VISORS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	NO
HOLD GREEN	15
HOLD YELLOW	3.9
HOLD RED	1.7
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

NOTES:
 STATE TO MAINTAIN PAVEMENT MARKINGS ON U.S. ROUTE 5 (SOUTH BROAD ST.) AND ALL STOP BARS.
 CITY TO MAINTAIN CENTERLINE ON HALL AVE.
 CITY OF MERIDEN TO OWN AND MAINTAIN EMERGENCY PRE-EMPTION EQUIPMENT.
 (S) BAR TYPE CROSSWALK (0.4 m - 0.4 m X 2.4 m MIN.) - STATE MAINTAINED



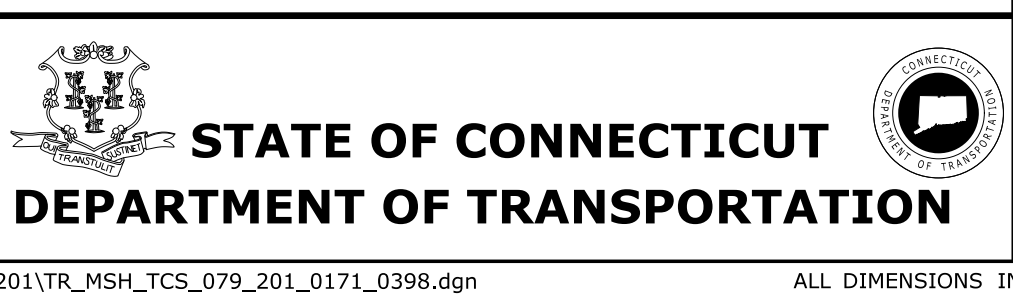
Tighe & Bond
 www.tighebond.com
 213 Court Street
 Suite 900
 Middletown, CT 06457
 (860) 704-4760

MAST ARM INFORMATION				
SHAFT	ARM	MIN. EQUIVALENT	END LOAD	
LENGTH	B.C.	LENGTH	FORCE (N)	AREA (sq. m)
6 000 mm	510 mm	13 000 mm	1300	3.3

MAST ARM SHALL HAVE AN ADJUSTABLE ARM PER TYPICAL SHEET.
 ALL MAST ARM MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE ARM BY USE OF ADJUSTABLE BRACKETS.

LEGEND:	
R	RED
Y	YELLOW
G	GREEN
←R	RED ARROW
←Y	YELLOW ARROW
←G	GREEN ARROW
W/P	WALK/ PED. CLR
D.W.	DON'T WALK
FL.	FLASHING
○	PROPOSED WOOD SPAN POLE
●	EXISTING WOOD SPAN POLE
□	PROPOSED STEEL SPAN POLE
⊠	EXISTING STEEL SPAN POLE
○	PROPOSED UTILITY POLE
●	EXISTING UTILITY POLE
□	PEDESTAL MOUNTING
⊠	PEDESTRIAN PUSH BUTTON & SIGN
⊞	DIRECTIONAL ARW. FOR PUSH BUTTON
⊞	TRAFFIC SIGNAL FACE
⊞	PEDESTRIAN SIGNAL FACE
⊞	DET. LEADS IN SAW CUT
⊞	PROPOSED RMC (RIGID METAL CONDUIT)
⊞	EXISTING RMC (RIGID METAL CONDUIT)
⊞	AUXILIARY TERMINATION CABINET
⊞	AUXILIARY EQUIPMENT CABINET
⊞	VIDEO DETECTION ZONE
⊞	PROPOSED CONTROLLER
⊞	EXISTING CONTROLLER
⊞	LOOP DETECTOR
⊞	SD SYSTEM DETECTOR
⊞	MAGNETIC DETECTOR
⊞	OPTICAL DETECTOR
⊞	VIDEO DETECTOR
⊞	AUDIO DETECTOR
⊞	SIDEWALK RAMP
⊞	CABLE CLOSURE
⊞	WIRELESS SENSOR
⊞	WIRELESS RECEIVER
⊞	WIRELESS TRANSMITTER
⊞	GUY WIRE
⊞	PROPOSED HANDHOLE
⊞	EXISTING HANDHOLE

DATE PLOTTED: 12/5/2016	
\\DOT-SDCENG07V\CTDOT_Projects\0171-0398\Traffic\3 - FINAL DESIGN\Meriden - 79\79-201\TR_MSH_TCS_079_201_0171_0398.dgn	

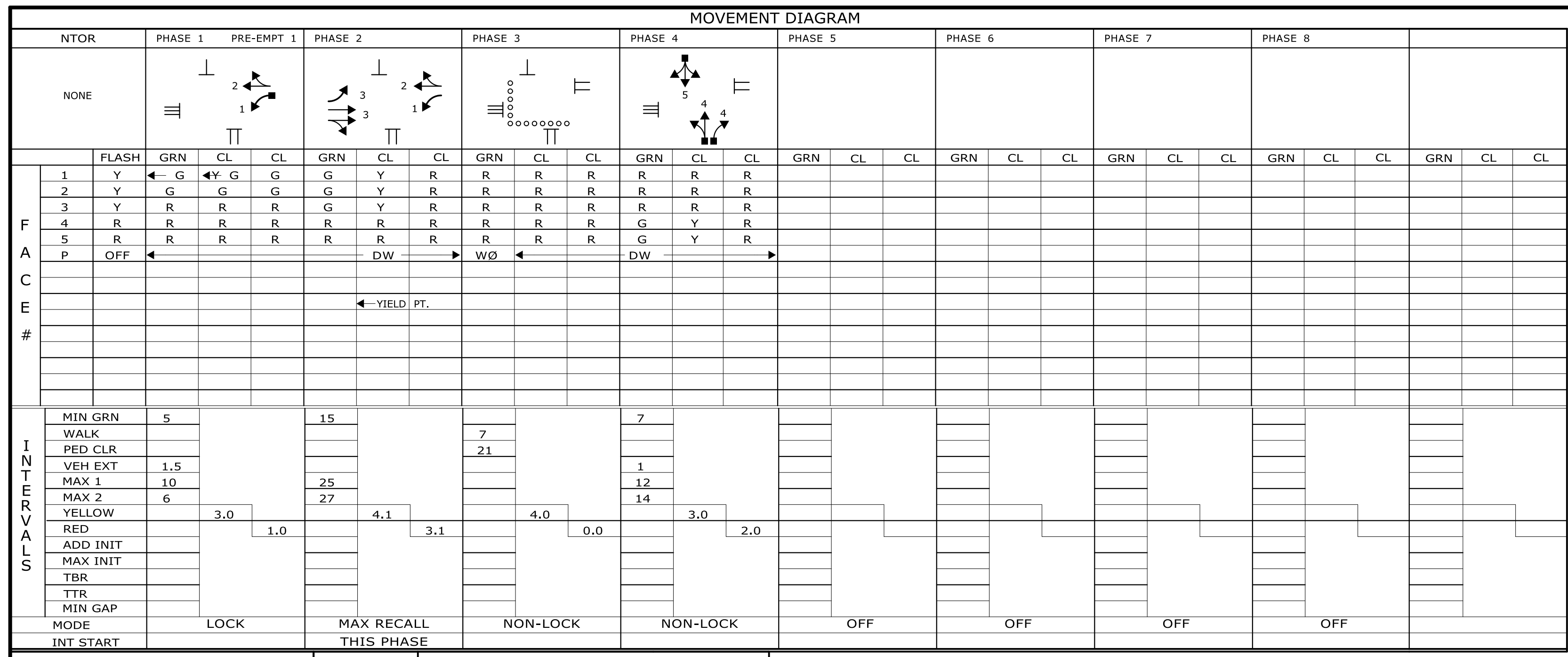


ENGINEER	TRAFFIC	DATE	ELECTRICAL	DATE
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #9 INTERSECTION # 079-201	
ENERGY BY - CITY	ADDRESS #
MAINT LEVEL 5	SERVICE POLE - SNET 2041
UNMETERED SERVICE	

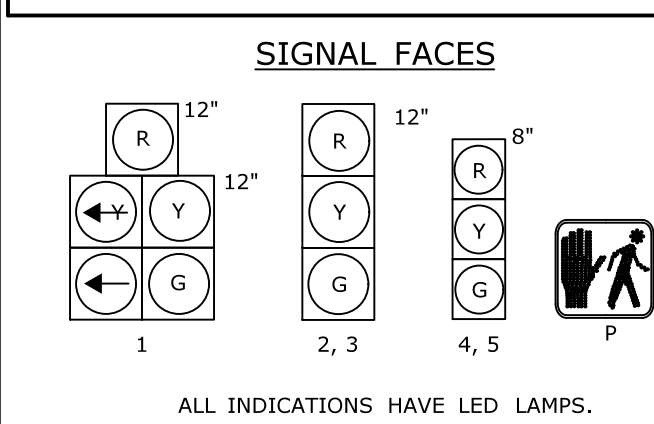
NO.	DATE	REVISION DESCRIPTION

TOWN: MERIDEN	
PROJECT NO.	171-398
DRAWING NO.	
DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN	
SHEET NO.	



TECHNICAL NOTES
 STANDARD OVERLAP SKIP FEATURES APPLY
 PHASE 2 ON TO OMIT PHASE 1
 PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
 UNUSED TIME TO BE RE-ALLOCATED.
 TIMINGS SHOWN REFLECT FREE OPERATION.
 ACTUAL PHASE SPLITS TO BE DETERMINED BY COORDINATION PROGRAM.

OFFICE RECORD
 TIR # N/A SM # 100817
 REV # 9 REVISOR: 10/25/2016
 SIGNAL REVISION: 10/25/2016



PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	21
HOLD GREEN	15
HOLD YELLOW	3.0
HOLD RED	1.0
HOLD PHASE	1
EXIT PHASE	2
EXIT CALL	NONE

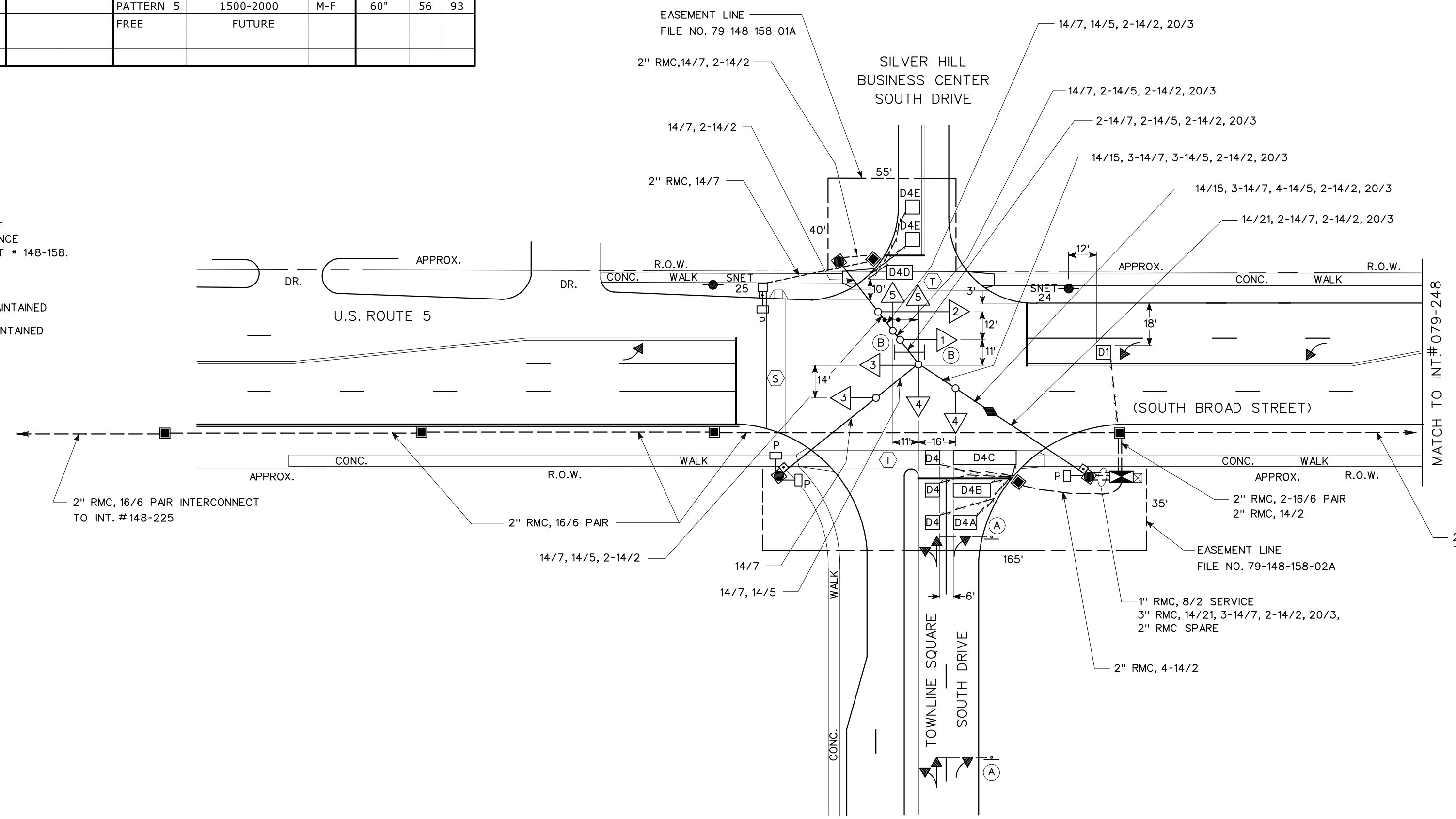
IDENT	SIZE (WXL)	TURNS	MODE	SYSTEM LOC	COORDINATION TYPE: CLOSED LOOP					
					FUNCTION	PROGRAM TIME	DAYS	CYCLE	OFFSET	
D1	6' X 6'	4	PRESENCE	148-232 148-243	FLASH	2300-0600	DAILY			
D4	6' X 6'	3	PRESENCE	148-262 148-245	MAX 1	ALL OTHER TIMES				
D4A	10' X 6'	3	PRESENCE	148-255 148-211		0600-0900	M-F			
D4B	16' X 6'	3	PRESENCE	148-253 148-236	MAX 2	1500-1800				
D4C	27' X 6'	2	PRESENCE	148-261 148-225		1100-1400	SA-SU			
D4D	11' X 6'	3	PRESENCE	148-254 079-232	PATTERN 1	0600-1000	M-F	60"	49	82
D4E	6' X 6'	3	PRESENCE	148-208 079-248	PATTERN 2	ALL OTHER TIMES		60"	58	97
					PATTERN 3	2000-2300	M-F	60"	54	90
					PATTERN 5	1500-2000	M-F	60"	56	93
					FREE	FUTURE				

SIGN LEGEND

(A) 31-0350Z ()

(B) SPAN MOUNT 31-0135 ()

NOTES:
 SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.
 PERMANENT EASEMENTS GRANTED TO THE STATE OF CONNECTICUT FOR THE INSTALLATION AND MAINTENANCE OF TRAFFIC SIGNAL APPURTENANCES UNDER PROJECT # 148-158.
 PRE-EMPTION EQUIPMENT TO BE MAINTAINED BY THE CITY OF MERIDEN.
 (S) BAR TYPE CROSSWALK (16"X16"X8") - STATE MAINTAINED
 (T) BAR TYPE CROSSWALK (16"X16"X8") - TOWN MAINTAINED



CLOSED LOOP DETECTOR CHART

DETECTOR	LOCAL DETECTOR	SYSTEM DETECTOR
D4	LD4	SD4
D4 REAR	LD4	SD4
D4A	LD2	SD2
D4B, D4C	LD2	SD2
D4D, D4E	LD3	SD3
D4E REAR	LD3	SD3
D1	LD1	SD1

Tighe & Bond
 www.tighebond.com
 213 Court Street
 Suite 900
 Middletown, CT 06457
 (860) 704-4760

CLEARANCE INTERVALS DESIGNED BY: TIGHE & BOND
 ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

DEVELOPER INFORMATION
 MERIDEN RETAIL, LLC
 130 WESTBROOK ROAD,
 PO BOX 805
 ESSEX, CT 06426

DEVELOPER INFORMATION
 URSTADT PROPERTIES INC.
 321 RAILROAD AVENUE, STE. 2
 GREENWICH, CT 06830

SPAN POLE INFORMATION
 HEIGHT 32', B.C. 18", LOAD AT YIELD 6325 lbs.

LEGEND:
 R RED
 Y YELLOW
 G GREEN
 ← RED ARROW
 ← Y GREEN ARROW
 ← WALK/ PED. CLR
 D.W. DON'T WALK
 FL. FLASHING

○ PROPOSED WOOD SPAN POLE
 ● EXISTING WOOD SPAN POLE
 ◻ PROPOSED STEEL SPAN POLE
 ◻ EXISTING STEEL SPAN POLE
 ○ PROPOSED UTILITY POLE
 ● EXISTING UTILITY POLE
 ◻ PEDESTAL MOUNTING
 ◻ PEDESTRIAN PUSH BUTTON & SIGN
 ◻ DIRECTIONAL ARW. FOR PUSH BUTTON

◻ TRAFFIC SIGNAL FACE
 ◻ PEDESTRIAN SIGNAL FACE
 DET. LEADS IN SAW CUT
 ◻ PROPOSED RMC (RIGID METAL CONDUIT)
 ◻ EXISTING RMC (RIGID METAL CONDUIT)
 ◻ AUXILIARY TERMINATION CABINET
 ◻ AUXILIARY EQUIPMENT CABINET
 ◻ VIDEO DETECTION ZONE

◻ PROPOSED CONTROLLER
 ◻ EXISTING CONTROLLER
 ◻ LOOP DETECTOR
 ◻ SYSTEM DETECTOR
 ◻ MAGNETIC DETECTOR
 ◻ OPTICAL DETECTOR
 ◻ VIDEO DETECTOR
 ◻ AUDIO DETECTOR

◻ SIDEWALK RAMP
 ◻ CABLE CLOSURE
 ◻ WIRELESS SENSOR
 ◻ WIRELESS RECEIVER
 ◻ WIRELESS TRANSMITTER
 ◻ GUY WIRE
 ◻ PROPOSED HANDHOLE
 ◻ EXISTING HANDHOLE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 5 (SOUTH BROAD ST) AT
 SOUTH DRIVEWAYS TO TOWNLINE
 SQUARE AND SILVER HILL
 BUSINESS CENTER

ENGINEER	TRAFFIC	DATE	ELECTRICAL	DATE	REV #9	INTERSECTION #079-232
DRAWN BY			ENERGY BY - DEVELOPER			
CHECKED BY			MAINT LEVEL 5			
SUBMITTED BY			ADDRESS #			
APPROVED BY			SERVICE POLE SNET 24			
APPROVED DATE			UNMETERED SERVICE			

TOWN: **MERIDEN**

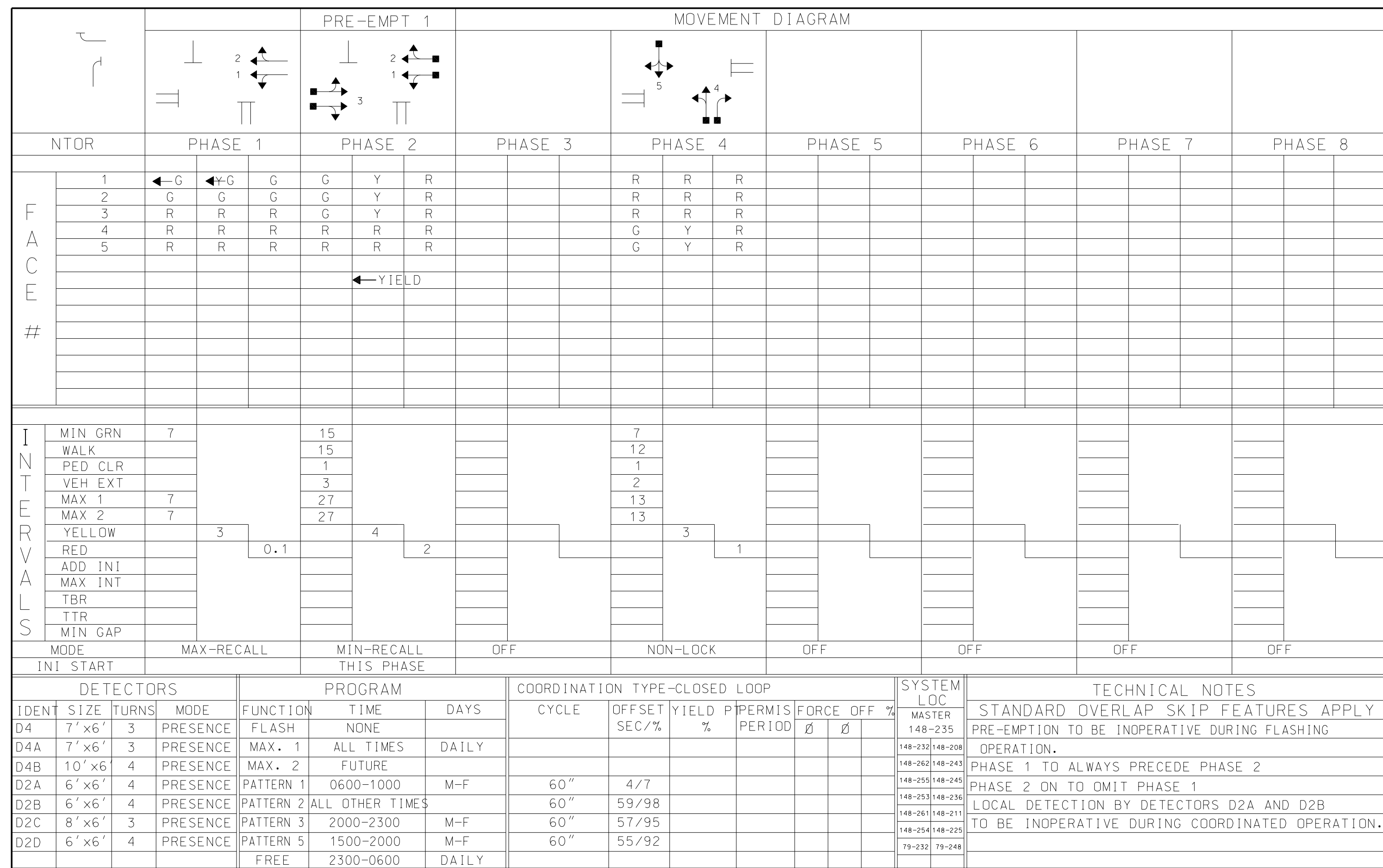
DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO. 171-398
 DRAWING NO.
 SHEET NO.

NO.	DATE	REVISION DESCRIPTION

SCALE 1" = 40'

DATE PLOTTED : 12/9/2016 pw:\cldot.projectwiseonline.com:CTDOT\Documents\02.2 - Asset - Signal Intersections\079-232\009_TR_ASSET_079-232.dgn



OPERATION

ENERGY BY- DEVELOPER
 SERVICE POLE-SNET 30

INTERSECTION # 148-225

METERED SERVICE

OFFICE RECORD
 REVISION #6
 STC #148-9507-10 SM #N/A
 SIGNAL REVISED: 2/25/98
 REPLACED CONTROLLER AND PUSH BUTTONS,
 AND INSTALLED OPTICAL DETECTOR UNDER
 PROJECT 148-158
 INCLUDED IN CLOSED LOOP SYSTEM
 AS BUILT PLAN DRAWN 4/98

REVISION #7
 SIGNAL REVISED: 10/25/00
 INSTALLED ALL LEDS.

PRE-EMPTION SETTINGS

PRIORITY	PRE-EMPT 1
DET. LOCK	NO
DELAY	YES
ALT. MIN. GRN	0
ALT. YELLOW	3
ALT. RED	2
ALT. PED. CLR.	0
HOLD GREEN	15
HOLD YELLOW	4
HOLD RED	2
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

SIGNAL FACES

ALL INDICATIONS HAVE LED LAMPS.

LEGEND

R	RED	CONTROLLER
Y	YELLOW	EXISTING CONTROLLER
G	GREEN	EXISTING HANDHOLE
←	RED ARROW	HANDHOLE
→	YELLOW ARROW	(R,W,C.) PROPOSED RIGID METAL CONDUIT
↔	GREEN ARROW	WALK/ FL. D.W.
↔	D.W. DON'T WALK	PROPOSED WOOD SPAN POLE
↔	FL. FLASHING	EXISTING WOOD SPAN POLE
↔	PROPOSED WOOD SPAN POLE	PROPOSED STEEL SPAN POLE
↔	EXISTING WOOD SPAN POLE	EXISTING STEEL SPAN POLE
↔	PROPOSED STEEL SPAN POLE	PROPOSED UTILITY POLE
↔	EXISTING STEEL SPAN POLE	EXISTING UTILITY POLE
↔	PROPOSED UTILITY POLE	PEDESTAL MOUNTING
↔	EXISTING UTILITY POLE	PEDESTRIAN PUSH BUTTON & SIGN
↔	TRAFFIC SIGNAL FACE	TRAFFIC SIGNAL FACE
↔	PEDESTRIAN SIGNAL FACE	PEDESTRIAN SIGNAL FACE
↔	LOOP DETECTOR	LOOP DETECTOR
↔	MAGNETIC DETECTOR	MAGNETIC DETECTOR
↔	OVERHEAD SIGN	OVERHEAD SIGN

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUR. OF ENGINEERING & HWY. OPERATIONS
 DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF WALLINGFORD
 US ROUTE 5 (BROAD STREET) AT
 CALDOR AND TOWNLINE PLAZA

REV. # 6

FIELD SURVEY	TRAFFIC	ELECTRICAL
DATE	DATE	DATE

ENGINEER: VANASSE HANGEN BRUSTLIN, INC.
 DRAFTER: [Name]
 CHECKED BY: [Name]
 SUBMITTED BY: [Name]
 APPROVED BY: [Name]
 DATE: [Date]

CONSTRUCTION NOTES

ALL TRAFFIC SIGNAL EQUIPMENT IS EXISTING EXCEPT AS NOTED.

STAKE ALL R.O.W. PRIOR TO EXCAVATION.

INSTALL STATE FURNISHED CONTROLLER AND CABINET ON EXISTING FOUNDATION.

INSTALL OPTICAL DETECTOR.

REPLACE ALL PUSH BUTTONS WITH ADA APPROVED BUTTONS.

RECALE REAR LOOP OF DETECTOR D4B TO OPERATE AS SYSTEM AND LOCAL DETECTOR.

INSTALL CONTROLLER AND CABINET ON EXISTING FOUNDATION. INSTALL AUXILIARY EQUIPMENT CABINETS. INSTALL METERED SERVICE.

INSTALL 2" RISER AND STANDOFF ON POLE BEW 4132. REMOVE 1" RISER.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING FOUNDATIONS, CONDUIT, RISERS AND CABLE, MESSENGER AND INTERCONNECT.

UNLESS OTHERWISE NOTED ALL EXISTING TRAFFIC SIGNAL EQUIPMENT BEING REMOVED IS TO BE RETURNED TO THE STATE OF CONNECTICUT, BROOK STREET, ROCKY HILL.

CABINET DOOR TO OPEN FIELD SIDE.

INSTALL SIDEWALK 3'X4' IN FRONT OF CONTROLLER FOUNDATION, DOOR SIDE.

THE CONTRACTOR SHALL TELEPHONE "CALL BEFORE YOU DIG" PRIOR TO ANY EXCAVATION.

CONTRACTOR TO INSTALL PAVEMENT MARKINGS AS SHOWN.

TWO WEEKS PRIOR TO INSTALLATION CONTACT WALLINGFORD ELECTRIC REPRESENTATIVE ARTHUR DUTRA AT (203) 265-1593, SNET REPRESENTATIVE ROBERT WENTWORTH AT (203) 725-4519 AND TCI CABLEVISION REPRESENTATIVE AT (203) 483-3622.

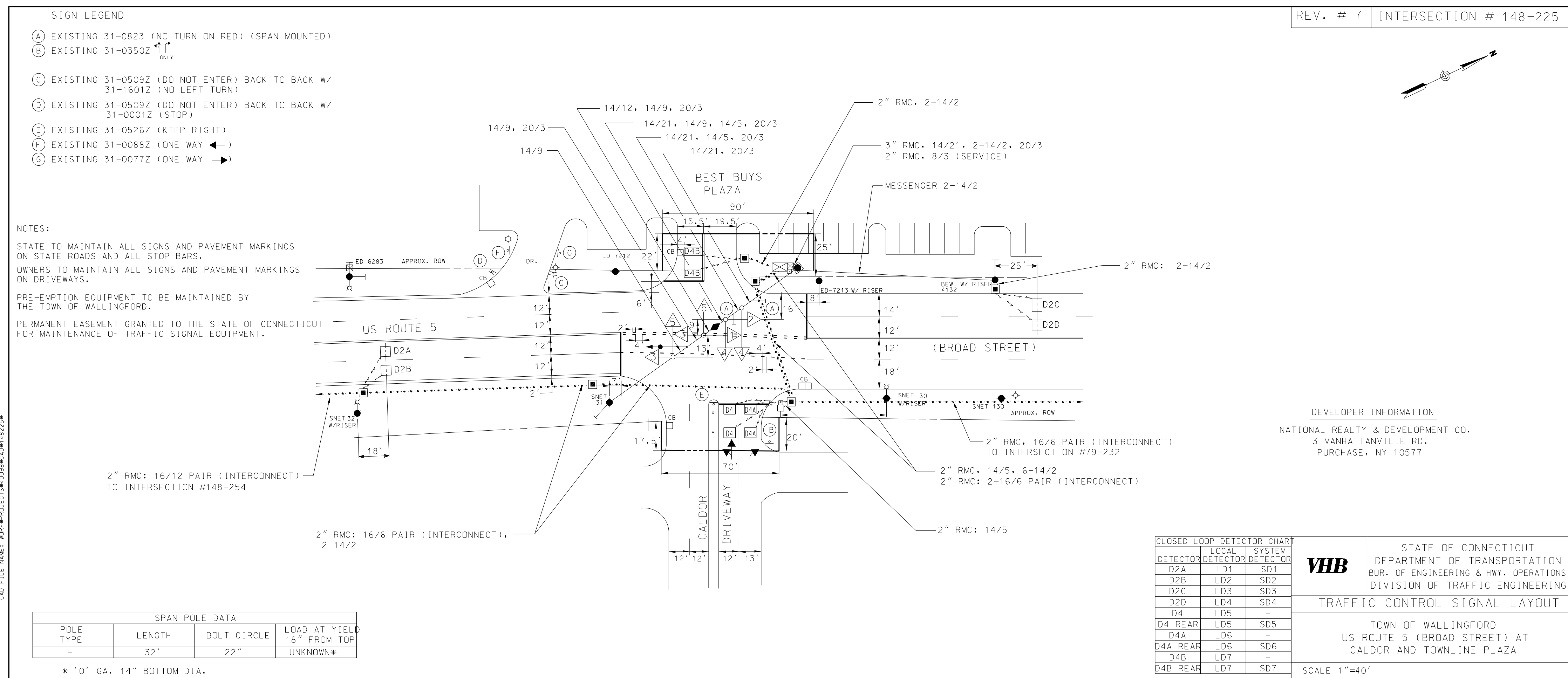
ALL SIGNS REMOVED DURING CONSTRUCTION SHALL BE REPLACED IN-KIND UNLESS OTHERWISE NOTED.

INSTALL NEW EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT.

OPTICAL DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH OPTICAL DETECTOR AND THE AUXILIARY EQUIPMENT CABINET.

CABINET TO BE EQUIPPED WITH AN OUTSIDE ELECTRIC METER CLOSURE TO BE MOUNTED ON THE SIDE OF THE CABINET AND APPROVED BY WALLINGFORD ELECTRIC (WE).

INSTALL DETECTORS D2A, D2B, D2C D2D, D4 AND D4A IN CENTER OF LANE AND INSTALL 14/2 CABLE TO CONTROLLER.



CONSTRUCTION NOTES FOR SHEET #22A

INSTALL RED LED LAMPS.

REVISIONS

NO.	DATE	INIT.	DESCRIPTION
A	4/97	MJG	REVISED TIMINGS AND REVISED INTERCONNECT CABLE.

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
 DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

CURRENT DATE: 08/07/95 16:18 BY: ED
 CAD FILE NAME: WSP#PROJECT154400#CON#148-225#

REV. # INTERSECTION # 148-225

NONE	PRE-EMPT 1		MOVEMENT DIAGRAM							
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8		
1		G Y R		R R R						
2		G Y R		R R R						
3		G Y R		R R R						
4		R R R		G Y R						
5		R R R		G Y R						
		←YIELD PT.								

INTERVALS	MIN GRN		WALK		PED CLR		VEH EXT		MAX 1		MAX 2		YELLOW		RED		ADD INT		MAX INT		TBR		TTR		MIN GAP	
	MODE	OFF	MIN-RECALL	OFF	NON-LOCK	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
		15																								
		15																								
		1																								
		3																								
		34																								
		34																								

ENERGY BY- STATE	SERVICE POLE-SNET 34
OFFICE RECORD	INTERSECTION # 148-254
REVISION # 4	METERED SERVICE
STC # 148-9505-06 SM # N/A	METER NUMBER: 25208
SIGNAL REVISED: 2/25/98	REVISION # 6
REPLACED CONTROLLER AND PUSH BUTTONS.	STC # 148-9905-02 SM # N/A
INSTALLED DETECTORS ON ROUTE 5.	ENGR. DESIGN: BARKAN & MESS ASSOC.
AND ADDED PRE-EMPTION UNDER PROJECT 148-158	SIGNAL REVISED: 3-21-02
INCLUDED IN CLOSED LOOP SYSTEM: 1/22/98	REMOVE S.B. LANE USE. WIDENED TO 2 LANES SOUTH OF INT.
AS BUILT PLAN DRAWN 5/98.	REVISION # 5
Y JOB # N/A SM # N/A	JOB # N/A SM # N/A
Y SIGNAL REVISED: 11-25-00	SIGNAL REVISED: 11-25-00
Y INSTALLED GREEN AND YELLOW LED LAMPS BY STATE FORCES.	INSTALLED GREEN AND YELLOW LED LAMPS BY STATE FORCES.

PRE-EMPTION SETTINGS	SIGNAL FACES
PRIORITY: NO	NO
DET. LOCK: YES	YES
DELAY: 0	0
ALT. MIN. GRN: 5	5
ALT. YELLOW: PARENT	PARENT
ALT. RED: PARENT	PARENT
ALT. PED. CLR.: 15	15
HOLD GREEN: 4	4
HOLD YELLOW: 2	2
HOLD RED: 2	2
HOLD PHASE: 4	4
EXIT PHASE: NONE	NONE
EXIT CALL: NONE	NONE

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO. YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	WALLINGFORD	CM-55 (133)	148-158 1995	5	21A	38

CONSTRUCTION NOTES

ALL EQUIPMENT IS EXISTING EXCEPT 7" 5 VANE CUT-OFF LOUVERS WHICH ARE TO BE ADDED TO FACES 1, 2, & 4 RED INDICATIONS.

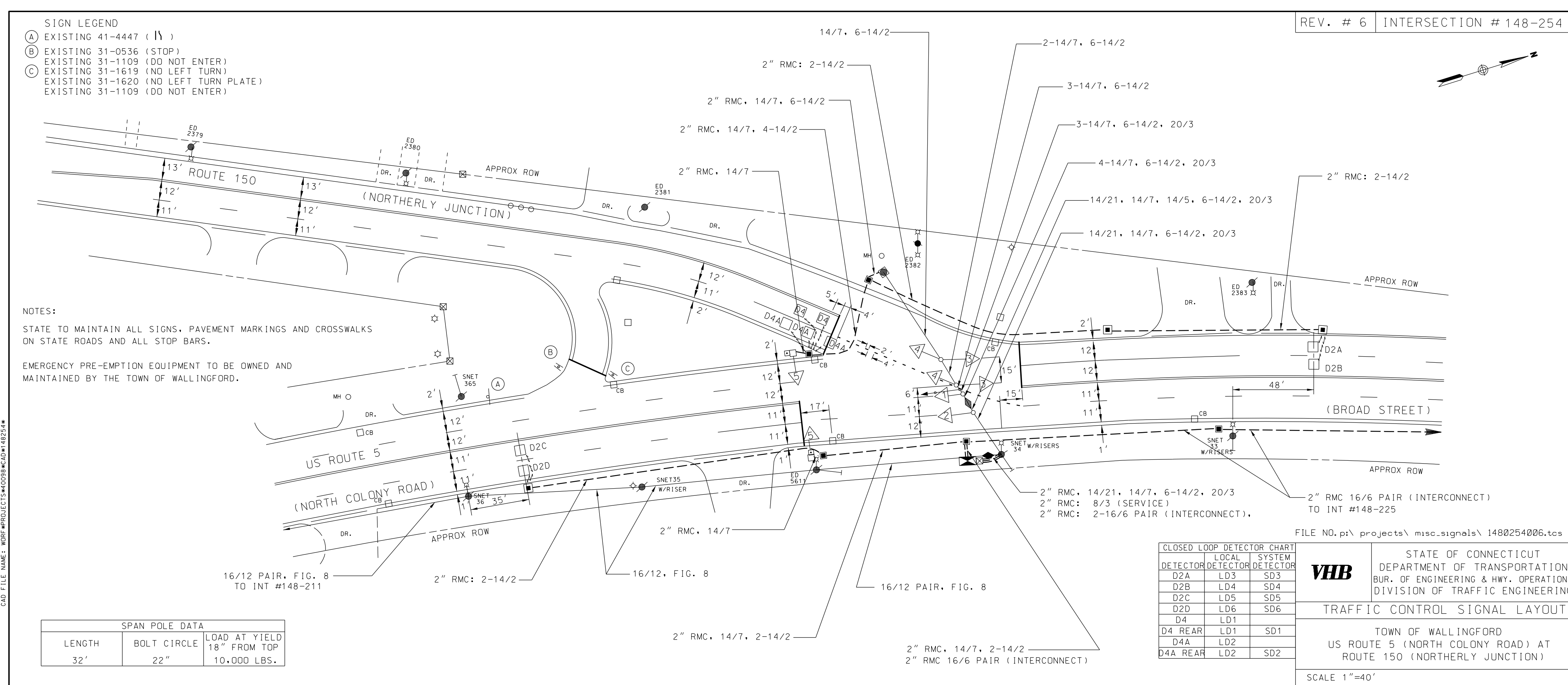
Ⓒ PEDESTAL WITH FACE #5. CONDUIT AND FOUNDATION TO BE RELOCATED DUE TO WIDENING AS SHOWN.

REMOVE SIGN D AS INDICATED.

IDENT	SIZE	TURNS	MODE	FUNCTION	TIME	DAYS	CYCLE	PHASE SPLITS	SEC/%	OFFSET	SYSTEM LOC
D2A,B	6'x6'	4	PRESENCE	FLASH	NONE						148-235
D2C,D	6'x6'	4	PRESENCE	MAX. 1	ALL OTHER TIMES						148-235
D4	6'x6'	3	PRESENCE	PATTERN 1	0600-0900	M-F	75	50/65	25/10	21 28	148-262
D4A	6'x6'	3	PRESENCE	PATTERN 2	0900-2000	M-F	90	60/65	30/10	21 23	148-255
				PATTERN 3	ALL OTHER TIMES		65	43/65	22/10	34 52	148-255
				PATTERN 5	0800-1850	SAT	100	65	35	12 12	148-261
				FREE	1800-1900	SUN					148-254
					2130-0600	M-F					148-254
					2130-0600	SAT					148-254
					2330-1000	SUN					148-254

TECHNICAL NOTES
STANDARD OVERLAP SKIP FEATURES APPLY
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION
PHASE 2 DETECTORS TO BE INOPERATIVE DURING COORDINATED OPERATION.

LEGEND
R RED
Y YELLOW
G GREEN
RED ARROW
YELLOW ARROW
GREEN ARROW
WALKY FL. D.W.
D.W. DON'T WALK
FL. FLASHING
PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
LOOP DETECTOR
MAGNETIC DETECTOR
OVERHEAD SIGN
CONTROLLER
EXISTING CONTROLLER
EXISTING HANDHOLE
HANDHOLE
(R.M.C.) PROPOSED RIGID METAL CONDUIT
(R.M.C.) EXISTING RIGID METAL CONDUIT
STRAIN INSULATOR
MAGNETOMETER PROBES
CABLE CLOSURE
DET. LEADS IN SAW CUT
AUX. TERMINATION CABINET
AUX. EQUIPMENT CABINET
RADIO ANTENNA
SD SYSTEM DETECTOR
AUDIBLE WALK SIGNAL
MICROWAVE DETECTOR
OPTICAL DETECTOR
LUMINAIRE



NO.	DATE	INIT.	DESCRIPTION
A	4/97	MJG	REVISED TIMINGS AND REVISED INTERCONNECT CABLE.
	11/99		
	2/00		
	6/00		REVISED NB LANE WIDTHS

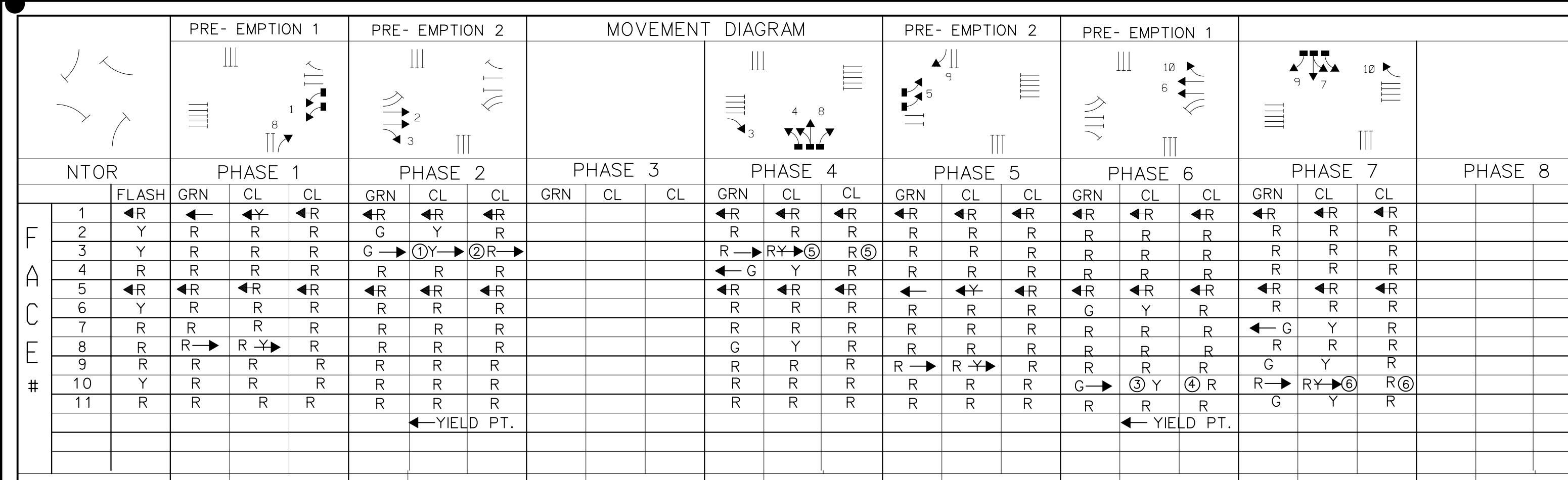
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

SCALE 1"=40'

CURRENT FILE: 060200.DWG, 01/15/01, 10:11:01
CADD FILE NAME: 060200.DWG, 01/15/01, 10:11:01

REV. # 5 INTERSECTION # 148-254



FACES #	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8			
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
2	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
3	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
4	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
5	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
7	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
9	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
10	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
11	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R

INTERVALS	PHASE 1		PHASE 2		PHASE 3		PHASE 4		PHASE 5		PHASE 6		PHASE 7		PHASE 8	
	MIN GRN	WALK	PED CLR	VEH EXT	MAX 1	MAX 2	YELLOW	RED	ADD INT	MAX INT	TBR	TTR	MIN GAP	MODE	INI START	
	5			2	7	11	3							LOCK		
				1	10	13	3							MAX RECALL THIS PHASE		
				2	29	32	2							OFF		
				1	7	11	3							NON - LOCK		
				2	15	20	2							LOCK		
				1	15	20	1							MAX RECALL THIS PHASE		
				2	1	1	2							NON - LOCK		
				1	1	1	1							OFF		

DETECTORS		PROGRAM		COORDINATION TYPE- CLOSED LOOP		PERMS		SYSTEM LOC		TECHNICAL NOTES	
IDENT	SIZE (WXL) TURNS	MODE	FUNCTION	TIME	DAYS	CYCLE	PHASE SPLITS	SEC/%	OFFSET	PERIOD	STANDARD OVERLAP SKIP FEATURES APPLY
SD4	1.8m x 1.8m	3	PRESENCE	2300 - 0600	DAILY	75"	15 20 34 45	13 18 15 20 34 45 13 18	63 84	148-232 148-208	PRE-EMPTION TO BE INOPERATIVE DURING FLASH OPERATION
D1,A	1.8m x 1.8m	3	PRESENCE	MAX 1 ALL OTHER TIMES	M-F	90"	20 22 39 43	15 17 20 22 39 43 16 18	39 43	148-252 148-243	1) TO BE Y IF Ø1 OR Ø7 NEXT.
D4,C,D	1.8m x 1.8m	3	PRESENCE	PATTERN 1 0600 - 0900	M-F	75"	15 20 34 45	13 18 15 20 34 45 13 18	63 84	148-253 148-245	2) TO BE Y IF Ø1 OR Ø7 NEXT.
D4A	1.8m x 1.8m	3	PRESENCE	PATTERN 2 0900 - 2000	M-F	90"	20 22 39 43	15 17 20 22 39 43 16 18	39 43	148-254 148-236	3) TO BE Y → Ø7 NEXT.
D4B	3.0m x 1.8m	3	PRESENCE	PATTERN 3 ALL OTHER TIMES	SAT SUN	100"	22 22 42	16 16 22 22 42 20 20	60 60	148-261 148-211	4) TO BE R → Ø7 NEXT.
D5,A	1.8m x 1.8m	3	PRESENCE							148-254 148-225	5) TO BE R → IF Ø2 NEXT.
D7	1.8m x 1.8m	3	PRESENCE							79-232 79-248	6) TO BE R → IF Ø6 NEXT.
D7A	1.8m x 1.8m	3	PRESENCE								
D7B	1.8m x 1.8m	3	PRESENCE								

ENERGY BY- WALKMETER METER # -
 MAINT. LEVEL : 3 SERVICE POLE- 5826 INTERSECTION # 148-261

METERED SERVICE
 SIGNAL FACES

PRE-EMPTION SETTINGS

PRIORITY	PRE-EMPT 1	PRE-EMPT 2
NO	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT PHASE	
ALT. RED	0	0
ALT. PED. CLR.	15	15
HOLD GREEN	3	3
HOLD YELLOW	1	1
HOLD RED	1	1
HOLD PHASE	1 & 6	2 & 5
EXIT PHASE	2 & 6	2 & 6
EXIT CALL	NONE	NONE

REVISION # 7

JOB#	SM#	REVISION	SM#
N/A	N/A	5	87440
N/A	N/A	6	86985

PREVIOUS OFFICE RECORD SEE REVISION # 2

JOB # 148-9905-01 SM # N/A
 SIGNAL REVISED 1/4/01.
 INSTALL NEW EQUIPMENT TO REFLECT NEW HOME DEPOT DRIVEWAY AND ROUTE 5 WIDENING AS-BUILT PLAN DRAWN 5/01.

JOB # 148-9905-01 SM # N/A
 SIGNAL REVISED 3/21/02.
 PLAN REFLECTS ADDITIONAL AS-BUILT CORRECTIONS. RELOCATED "NTOR" SIGNS FOR SIDE STREET APPROACHES.

JOB # 148-000101 SM # 87409
 TRAFFIC DESIGN: DMF ELECT. DESIGN: N/A
 SIGNAL REVISED 6-27-03
 INSTALLED NO U-TURN SIGNS ON RTE. 5 APPROACHES.

JOB # 148-000039 SM # 85124
 TRAFFIC DESIGN: DMF ELECT. DESIGN: N/A
 SIGNAL REVISED 7/1/03.
 CHANGED FACES 1 & 5 CIRCULAR RED INDICATIONS TO RED ARROWS.

JOB # 148-000103 SM # 87440
 TRAFFIC DESIGN: DMF ELECT. DESIGN: N/A
 SIGNAL REVISED 8-7-03.
 CHANGED FACES 1 & 5 CIRCULAR YELLOW INDICATIONS TO YELLOW ARROWS.

JOB # 148-000116 SM# 86985
 TRAFFIC DES : D.M.F. ELECT DES : P.S.F.
 SIGNAL REVISED 4/20/08
 REMOVED RIGHT TURN OVERLAP FROM PHASE 5 AND ROUTE 5 N.B. "NO U TURN" SIGN.

PROPERTY OWNER RESPONSIBLE FOR MAJOR COMPONENT REPLACEMENT

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUR. OF ENGINEERING & HWY. OPERATIONS
 DIVISION OF TRAFFIC ENGINEERING
 TRAFFIC CONTROL SIGNAL

TOWN OF WALLINGFORD
 U.S. ROUTE 5 AT DRIVES TO
 HOME DEPOT AND NEAL ROAD (PVT.)

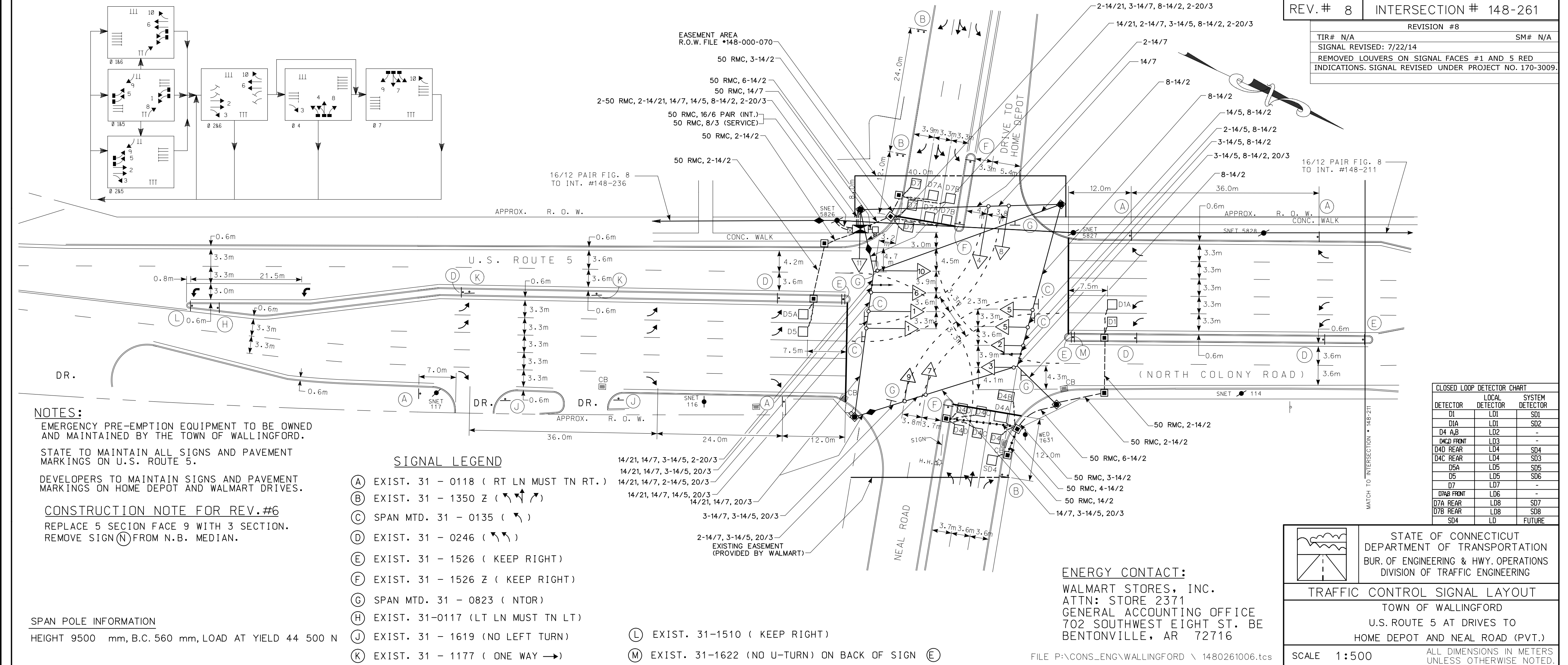
REV # 2

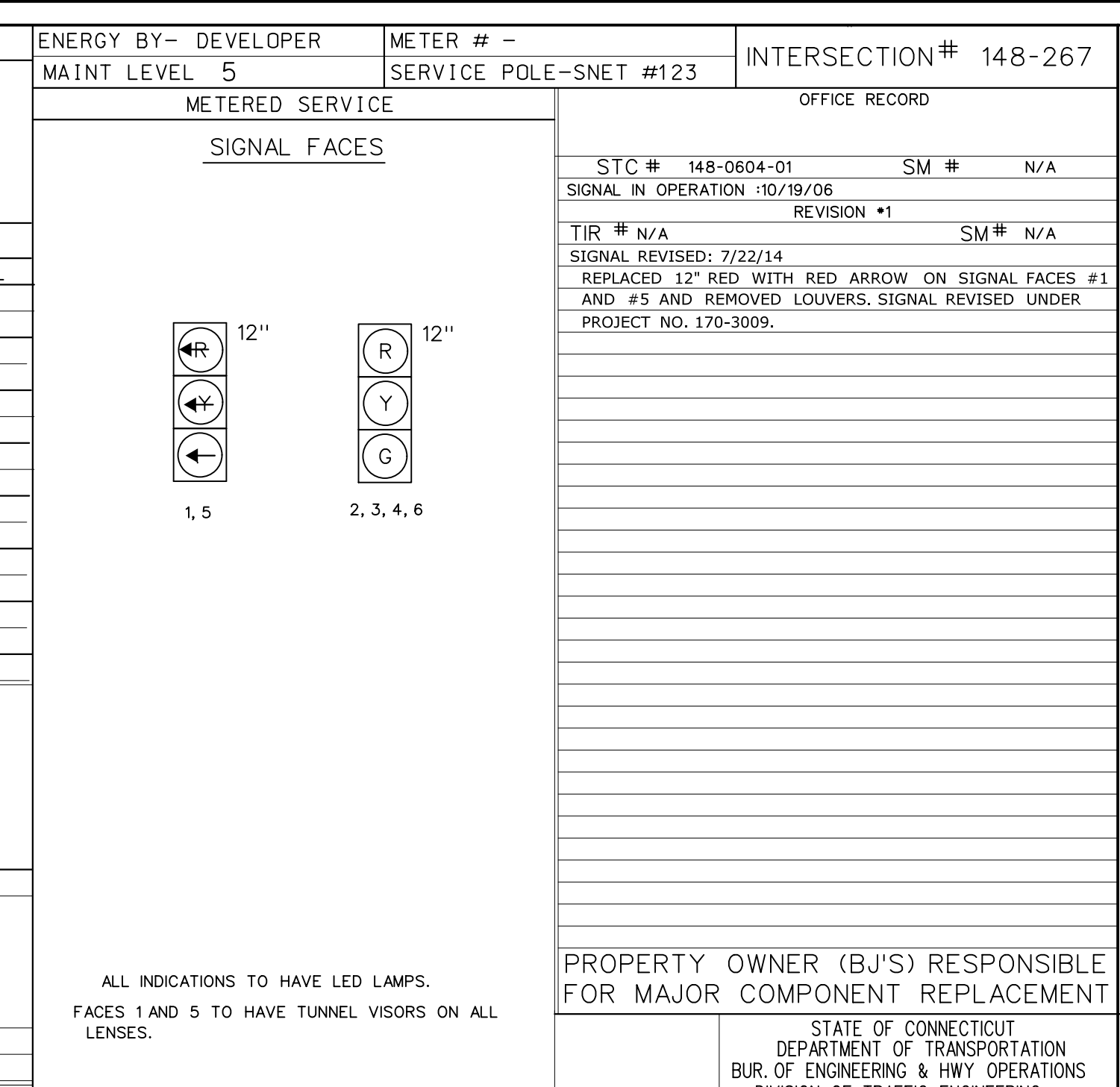
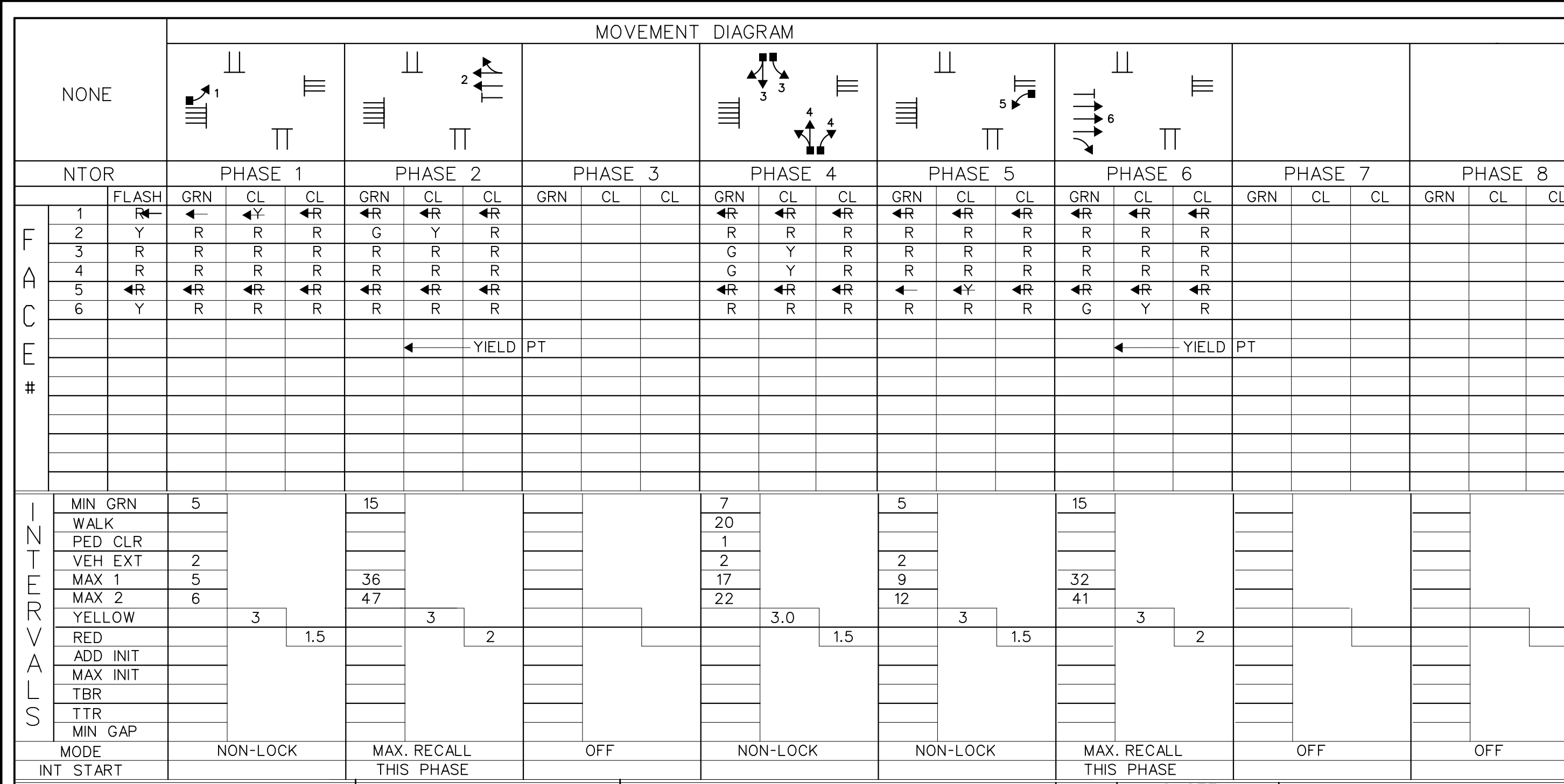
ENGINEER	DATE	ELECTRICAL	DATE
BARKAN AND MESS ASSOCIATES, Inc.	11/16/99		

LEGEND

- R RED
- Y YELLOW
- G GREEN
- ← RED ARROW
- ← GREEN ARROW
- WØ WALK/ FL. D.W.
- D.W. DON'T WALK
- FL. FLASHING
- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- LOOP DETECTOR
- MAGNETIC DETECTOR
- SYSTEM DETECTOR
- OPTICAL DETECTOR
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- PROPOSED (R.M.C.) RIGID METAL CONDUIT
- EXISTING (R.M.C.) RIGID METAL CONDUIT
- CABLE CLOSURE
- DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- ADJUSTABLE PEDESTRIAN SIGNAL

FACES 1 & 5 RED INDICATIONS HAVE TUNNEL VISORS.
 FACE 11 HAS TUNNEL VISORS & 7 - 5 VANE CUT-OFF LOUVERS ON ALL INDICATIONS.
 ALL INDICATIONS HAVE LED LAMPS.



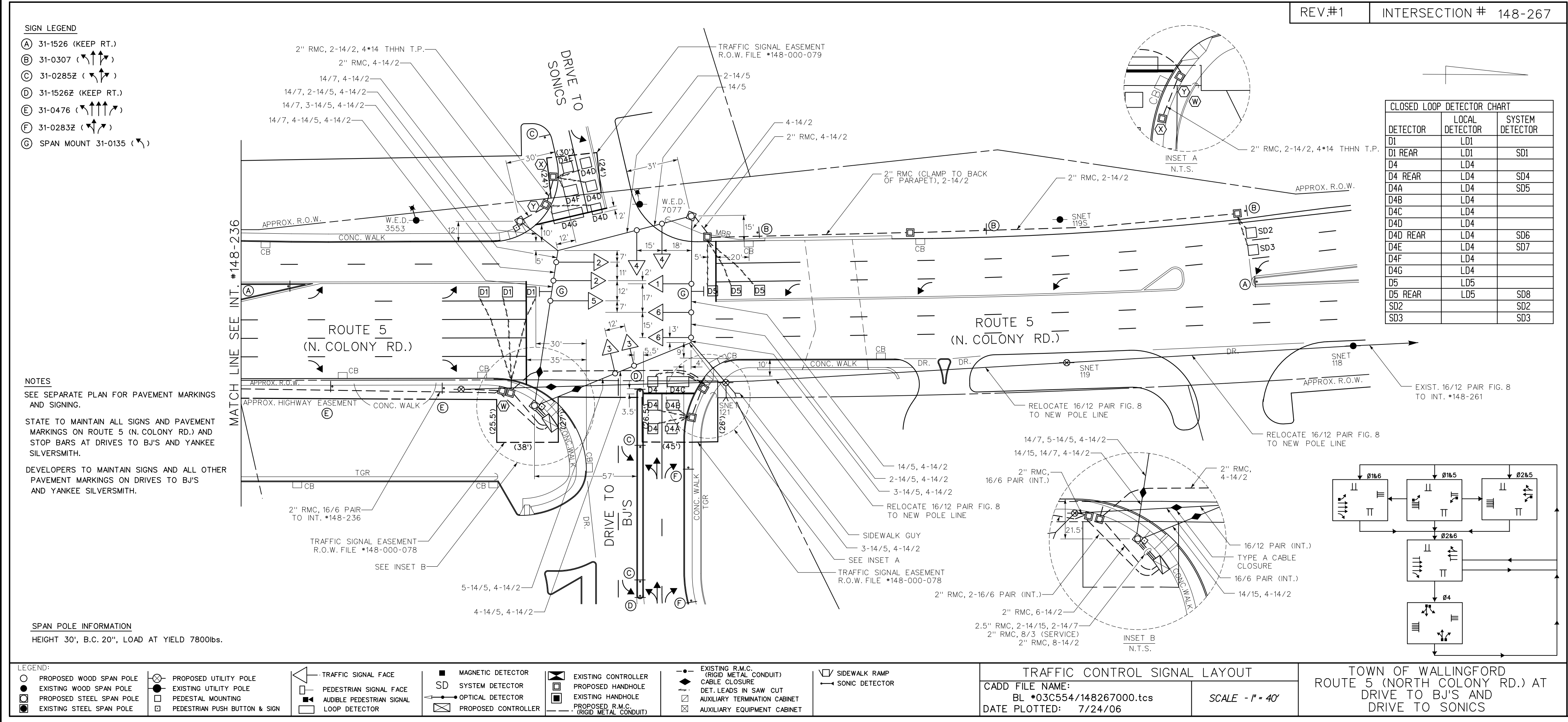


ENERGY BY- DEVELOPER		METER # -		INTERSECTION# 148-267	
MAINT LEVEL 5		SERVICE POLE-SNET #123		OFFICE RECORD	
STC # 148-0604-01		SM # N/A		SIGNAL IN OPERATION :10/19/06	
TIR # N/A		SM# N/A		REVISION #1	
SIGNAL REVISED: 7/22/14					
REPLACED 12" RED WITH RED ARROW ON SIGNAL FACES #1 AND #5 AND REMOVED LOUVERS. SIGNAL REVISED UNDER PROJECT NO. 170-3009.					
PROPERTY OWNER (BJ'S) RESPONSIBLE FOR MAJOR COMPONENT REPLACEMENT					
STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION BUR. OF ENGINEERING & HWY OPERATIONS DIVISION OF TRAFFIC ENGINEERING					
TRAFFIC CONTROL SIGNAL					
TOWN OF WALLINGFORD ROUTE 5 (NORTH COLONY RD.) AT DRIVE TO BJ'S AND DRIVE TO SONICS					
REV #		TRAFFIC DATE		ELECTRICAL DATE	
ENGINEER		DATE		DATE	
DRAFTER		DATE		DATE	
CHECKED BY		DATE		DATE	
SUBMITTED BY		DATE		DATE	
APPROVED BY		DATE		DATE	

DETECTORS		PROGRAM		COORDINATION TYPE - CLOSED LOOP		PERMIS PERIOD		SYSTEM LOC		TECHNICAL NOTES	
IDENT	SIZE (WXL)	URNS	MODE	FUNCTION	T I M E	DAYS	OFFSET	PHASE SPLITS	SEC / %	MASTER	LOC
D1	6' X 6'	3	PRESENCE	FLASH	FUTURE	DAILY				148-232	148-208
D4	6' X 6'	3	PRESENCE	MAX 1	ALL OTHER TIMES	DAILY				148-262	148-243
D4A	6' X 6'	3	DELAY 8"	MAX 2	1200-2000	M-F				148-255	148-245
D4B	6' X 7'	3	DELAY 8"	PATTERN 1	0600-0900	M-F	75"	6 8 16	21 37 49	148-253	148-211
D4C	6' X 13'	3	DELAY 8"	PATTERN 2	0900-2000	M-F	90"	26 29 17 19	47 52 26 29 17 19	148-236	148-225
D4D	6' X 6'	3	PRESENCE	PATTERN 3	ALL OTHER TIMES	-	65"	29 45 14 21	32 49 19 30 21 32 49	148-267	079-232
D4E	6' X 6'	3	DELAY 8"	PATTERN 5	0800-1830	SAT	100"	54 54 21 21	49 49 30 21 49 49	148-261	079-248
D4F	6' X 8'	3	DELAY 8"		1000-1800	SUN				148-254	
D5	6' X 6'	3	PRESENCE								
SD2	6' X 6'	4	PRESENCE								
SD3	6' X 6'	4	PRESENCE								

ALL INDICATIONS TO HAVE LED LAMPS.
FACES 1 AND 5 TO HAVE TUNNEL VISORS ON ALL LENSES.

LEGEND:
R RED
Y YELLOW
G GREEN
← RED ARROW
← YELLOW ARROW
← GREEN ARROW
W/WALK/PED. CLR.
D.W. DONT WALK
FL. FLASHING



REV.#1		INTERSECTION # 148-267	
CLOSED LOOP DETECTOR CHART			
DETECTOR	LOCAL DETECTOR	SYSTEM DETECTOR	
D1	LD1	SD1	
D1 REAR	LD1	SD1	
D4	LD4	SD4	
D4 REAR	LD4	SD4	
D4A	LD4	SD5	
D4B	LD4	SD5	
D4C	LD4	SD5	
D4D	LD4	SD6	
D4D REAR	LD4	SD6	
D4E	LD4	SD7	
D4F	LD4	SD7	
D4G	LD4	SD7	
D5	LD5	SD8	
D5 REAR	LD5	SD8	
SD2		SD2	
SD3		SD3	

TRAFFIC CONTROL SIGNAL LAYOUT
CADD FILE NAME: BL *030554/148267000.tcs
DATE PLOTTED: 7/24/06
SCALE - 1" = 40'

TOWN OF WALLINGFORD
ROUTE 5 (NORTH COLONY RD.) AT
DRIVE TO BJ'S AND
DRIVE TO SONICS

