

December 13, 2023

The Salisbury Housing Committee  
P.O. Box 10  
Salisbury, CT 06068

Attn: Mr. Peter Halle, President

**RE: Proposed Housing Development  
0 Railroad Street  
Salisbury, CT  
Our File # 23192**

Dear Mr. Halle:

Pursuant to your request our office has prepared this report to document our findings related to the potential traffic impact of a proposed 20 unit housing development on property located at 0 Railroad Street in the Town of Salisbury, Connecticut. The site location is presented in Figure 1 with respect to the surrounding roadway network. This report presents our findings.

### **Site Plan**

The proposed development is depicted on a Conceptual Site Plan prepared by QA+M Architecture. The plan depicts a total of nine buildings, with a total of 20 residential units, that surround a central parking lot with a total of 20 parking spaces. An additional 10 spaces, labeled as overflow parking, are located along the entrance driveway. Access to the site is proposed by way of a single 20 foot wide driveway located at the end of East Railroad Street.

### **Description of Area**

The site proposed for development is located at the northern end of East Railroad Street. East Railroad Street originates at an uncontrolled "T" intersection with Library

Street. The roadway extends in a northerly direction approximately 900 feet to its terminus at the proposed site. East Railroad Street provides 18-20 feet of pavement with a single travel lane in each direction. The roadway is unmarked and has no posted speed limit. Land use along the roadway is a mix of industrial, commercial, and residential uses.

Library Street originates at an unsignalized intersection with Route 44 and Factory Street. Library Street extends to the east a distance of 500 feet to the intersection with East Railroad Street. At this point Library Street turns to the south and then back to the east and continues for another 750 feet to its terminus at a commercial property. Library Street provides 21 to 22 feet of pavement. The roadway is unmarked and has no posted speed limit. The Library Street approach to Route 44 operates under stop sign control. Land use along the roadway is a mix of commercial, municipal, and residential uses.

Route 44 is a State maintained roadway that traverses the Town of Salisbury from the town of North Canaan to the northeast to the town of Millerton, NY on the west. Route 44 in this area carries the name Main Street from Under Mountain Road, CT Route 41, south to Sharon Street. Main Street provides a single travel lane and painted shoulder line in each direction of travel. Main Street allows parking on both sides of the roadway, within the downtown area. Angled parking is provided on the west side of the roadway south of Under Mountain Road. Sidewalks are provided on both sides of the roadway north of Library Street to Under Mountain Road, and on the east side of the roadway south of Library Street. A crosswalk, with a pedestrian activated Rectangular Rapid Flashing Beacon (RRFB), is provided north of Academy Street. A second crosswalk is provided at the intersection of Main Street and Under Mountain Road. Main Street is posted at 30 mph in this area. Land use is a mix of commercial, municipal, and residential uses. The intersection of Route 44 with Library Street and Factory Street operates with stop signs on the side street approaches.

### **Current Traffic Volumes**

The Connecticut Department of Transportation (ConnDOT) maintains a traffic volume count program on all state highways and some local roadways. Included within the DOT database are counts on Route 44 (Main Street) south of Route 41 (Under Mountain Road). The count was conducted during September 2021. The count indicates an Average Daily Traffic volume (ADT) of 5,300 vehicles with peak hour volumes of 534 vehicles during the a.m. peak hour (8:00 a.m.) and 553 vehicles during the p.m. peak hour (4:00 p.m.). The ConnDOT count is presented in Table 1.

In addition to the automated count outlined above, our office has arranged for the conduct of manual turning movement counts at the intersections of Route 44 with Library Street and Factory Street and at the intersection of Route 44 with Academy Street. The counts were conducted during the morning and afternoon peak hours on November 16, 2023. The observed traffic volumes, together with the ConnDOT automated count data, are shown in Figure 2.

A review of recent ConnDOT counts on Route 44 indicates that traffic volumes on Route 44 have declined steadily from a high of 8,000 in 2006 to a low of 5,300 during 2021. To be conservative we have chosen to adjust the observed traffic volumes upward to reflect the ConnDOT volumes observed during the October 2009 count. The peak hour volumes in this count are 13% and 26% higher than the observed 2023 volumes, for the morning and afternoon peak hours, respectively. In addition, although traffic volumes have gone down in recent years, we have applied a 1% per year growth rate to the adjusted volumes, to grow traffic to a design year of 2025. The resultant volumes represent the 2025 background traffic volumes for the study area and are presented in Figure 3.

We have also researched the files of the Office of the State Traffic Administration (OSTA), and the Town of Salisbury to determine if there have been any recent

approvals that may add traffic to the subject intersections. There were no projects listed in the OSTA Files. Town staff has indicated that there are no projects that they are aware of as well.

### **Site Generated Traffic**

To determine the trip generation for the proposed site, the Institute of Transportation Engineers (ITE) *Trip Generation* Report was consulted. Trip Generation presents estimates for driveway volumes for many land uses based on counts conducted at existing facilities throughout the country. Included within the ITE database is Land Use Code (LUC) 215 – Single Family Attached Housing. The ITE report presents data based on the number of residential units. Based on the ITE Report, the proposed 20 unit development has an average trip generation of 144 trips daily, with a morning peak hour volume of 10 trips, and an afternoon peak hour of 11 trips. The trip generation results are presented in Table 2.

The site generated traffic was distributed to the local roadway network with a directional distribution generally equal to that observed during the manual turning movement counts. A distribution of 60% to and from the south and 40% to and from the north was used. 85% of the site traffic was distributed to Library Street and 15% to Academy Street. This directional distribution is presented in Figure 4. The site generated traffic volumes, based on this distribution is shown in Figure 5. By adding the site generated traffic in Figure 5 to the background traffic volumes from Figure 3, the combined traffic volumes for the site can be determined. These volumes are presented in Figure 6.

### **Intersection Capacity**

To determine the impact of the site generated traffic on the existing roadway network, capacity analyses were conducted at the intersection of Route 44 (Main Street) with Library Street and Factory Street and at the intersection of Route 44 (Main Street) with Academy Street. The analysis was completed for the background and combined traffic

volume conditions for the morning and afternoon peak hours. The computer program *SYNCHRO*, which is based on the methodology in the Highway Capacity Manual, was utilized for this purpose. The general method determines how much of the capacity available for each movement is being utilized. This is converted into a delay for each movement, and the delay is rated on a Level of Service (LOS) scale from A to F, with A being the best level of service with low delays and F being the poorest LOS with high delays. The capacity analysis worksheets are included in the appendix. The level of service results are summarized in Table 3.

**Route 44 (Main Street) at Library Street / Factory Street** - This is an existing un-signalized intersection, with Route 44 (Main Street) oriented in a north/south orientation. Library Street approaches from the east with Factory Street approaching from the west. All approaches provide a single lane approach. The Library Street and Factory Street approaches operate under stop sign control. An analysis indicates that under the background traffic volumes the northbound and southbound approaches operate at a LOS A during the morning and afternoon peak hours. The Library Street approach operates at a LOS C during peak hours. The Factory Street approach operates at a LOS B during the morning peak hour and at a LOS C during the afternoon peak hour.

With the introduction of the site generated traffic, the northbound and southbound approaches will continue to operate at a LOS A during peak hours. The Library Street approach will operate at a LOS C during the morning peak hour and at a LOS D during the afternoon peak hour. The Factory Street approach will continue to operate at a LOS B during the morning peak hour and at a LOS C during the afternoon peak hour. The average increase in delay is no more than one second per vehicle on each approach.

**Route 44 (Main Street) at Academy Street** - This is an existing un-signalized "T" intersection, with Route 44 (Main Street) oriented in a north/south orientation. Academy

Street approaches from the east. All approaches provide a single lane approach. The Academy Street approaches operate under stop sign control. An analysis indicates that under the background traffic volumes the northbound and southbound approaches operate at a LOS A during the morning and afternoon peak hours. The Academy Street approach operates at a LOS B during the morning peak hour and at a LOS C during the afternoon peak hour.

With the introduction of the site generated traffic all approaches will operate at the same levels of service as in the background conditions.

### **Site Driveway Location and Design**

The proposed site driveway is located at the end of East Railroad Street. The driveway is almost an extension of East Railroad Street. The driveway, as proposed, will provide 20 feet of pavement with a single lane for both entering and exiting traffic. The site driveway approach will operate under stop sign control. A 12" white painted stop bar and 30" stop sign are proposed. Since the site driveway is almost an extension of East Railroad Street, there are no limitations to sight distance.

### **Accident Experience**

The University of Connecticut gathers and compiles traffic accident data for all state highways and some major local roadways. A list of accidents occurring in the area from October 1<sup>st</sup>, 2020 through October 1<sup>st</sup>, 2023 includes the most recent 3 years of available data. A list of the accidents is included in the appendix.

Accident records were obtained for Route 44 from mile marker 4.12 to mile marker 5.12, and for Library Street and Academy Street. East Railroad Street was not included in the UCONN database. The 3-year accident history indicates a total of 11 accidents involving a total of 22 vehicles. Three accidents occurred at Academy Street, two at Library Street and one at Salmon Kill Road. Five accidents occurred between

intersections. There were five angle accidents, three rear end accidents, one sideswipe, one backing up accident and one listed as other. Ten of the accidents were property damage only, there was one listed as possible minor injury. There were no fatalities reported.

As indicated earlier in the report, on street parking is allowed on both sides of main street within the downtown area. The presence of on-street parking, in close proximity to side streets may be one factor leading to the several angle accidents in the downtown area. If this is a concern of Town Staff and/or the Planning & Zoning Commission, this could be rectified by eliminating on street parking, in close proximity to side streets. This would, however, potentially have an impact on the businesses in the downtown area.

Alternately, bump outs could be constructed at the intersections to shelter the parking spaces on Main Street and allow for the stop bars on the side streets to be moved closer to Main Street, thereby improving the available Intersection Sight Distances. Any improvement of this sort would need to be approved by the ConnDOT District Office.

### **State Approval**

Since the development provides fewer than 100 residential units, a review by OSTA of the project as a major traffic generator will not be required. Since East Railroad Street is not a state highway, it will not be necessary to obtain approvals from the ConnDOT District IV Administration Office for the site driveway access. If improvements are proposed in Main Street, an encroachment permit will be required.

### **Conclusion**

Based on the observed background traffic volumes, the projected site traffic volumes and the analysis as outlined in this report, it is our professional opinion that the traffic

Ms. Lindsay Larson  
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volumes associated with the proposed development can readily be accommodated by the existing roadway network without a significant impact to current operations.

The site driveway is properly located with respect to adjacent intersections and with respect to intersection sight distances and is properly designed to accommodate the anticipated driveway volumes.

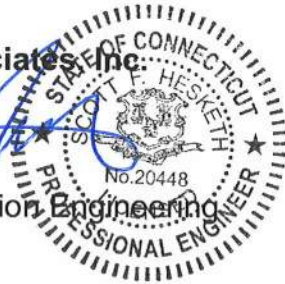
We appreciate the opportunity to provide this analysis to you. We will be available to offer testimony in support of your application before local planning agencies upon your request. If you require additional information regarding this application, please do not hesitate to contact our office.

Very truly yours,

**F. A. Hesketh & Associates, Inc.**

  
Scott F. Hesketh, P.E.

Manager of Transportation Engineering





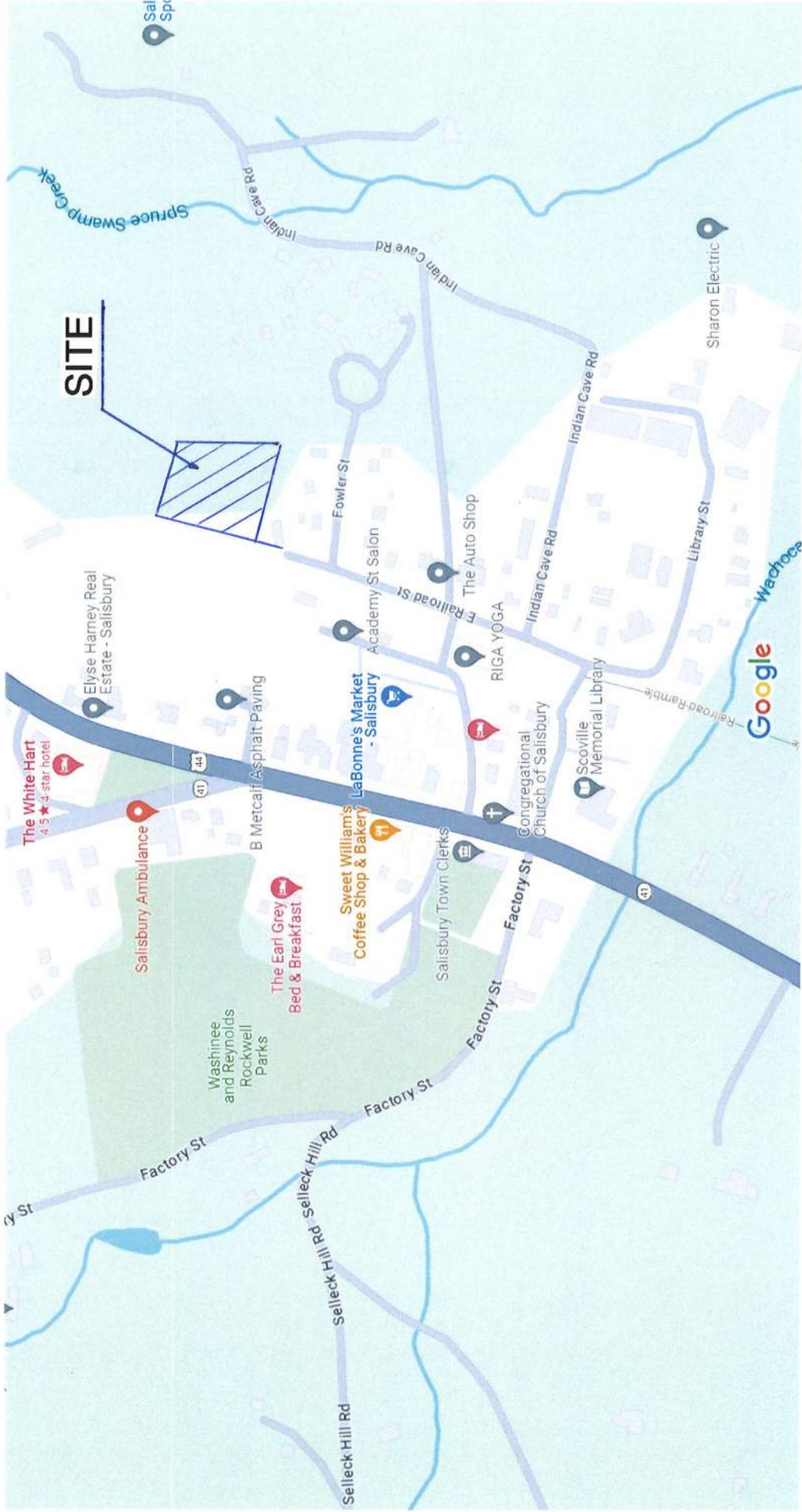


FIGURE 1

TABLE 1  
ConnDOT TRAFFIC VOLUMES  
Route 44 south of Route 41  
Station No. 25

	8-Sep-21 Wednesday			9-Sep-21 Thursday			10-Sep-23 Friday		
	<u>EB</u>	<u>WB</u>	<u>Total</u>	<u>EB</u>	<u>WB</u>	<u>Total</u>	<u>EB</u>	<u>WB</u>	<u>Total</u>
12:00				5	7	12	14	18	32
1:00				2	11	13	5	8	13
2:00				4	1	5	1	1	2
3:00				5	2	7	5	2	7
4:00				9	6	15	9	4	13
5:00				35	32	67	37	31	68
6:00				84	141	225	94	116	210
7:00				184	206	390	205	267	472
8:00				241	278	519	<b>245</b>	<b>289</b>	<b>534</b>
9:00				198	213	411	220	241	461
10:00				205	207	412	226	200	426
11:00				239	224	463	240	240	480
12:00	220	160	380	128	88	216			
1:00	232	251	483	271	237	508			
2:00	187	136	323	244	179	423			
3:00	198	121	319	287	236	523			
4:00	<b>301</b>	<b>237</b>	<b>538</b>	341	212	553			
5:00	166	125	291	242	182	424			
6:00	32	24	56	61	58	119			
7:00	33	38	71	44	47	91			
8:00	29	23	52	37	22	59			
9:00	51	53	104	60	45	105			
10:00	25	27	52	47	28	75			
11:00	11	16	27	19	21	40			
	1485	1211	2696	2992	2683	5675	1301	1417	2718

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**2021 ADT = 5,300 for station 25 in Salisbury**

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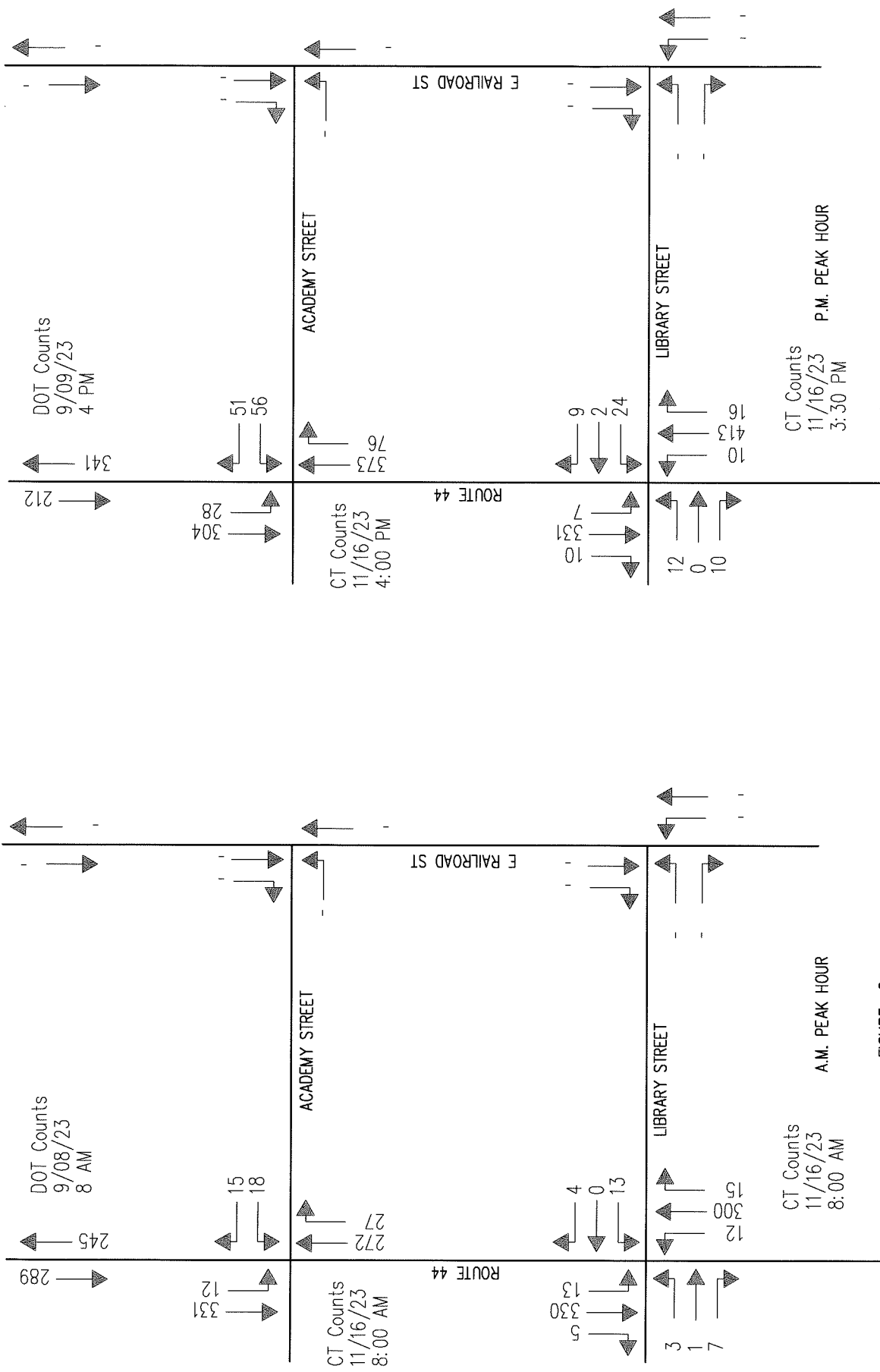


FIGURE 2

OBSERVED TRAFFIC VOLUMES  
A.M. AND P.M. PEAK HOURS

SALISBURY HOUSING COMMITTEE  
RAILROAD STREET  
SALISBURY, CONNECTICUT

11-29-2023

**F. A. Hesketh & Associates, Inc.**  
6 CREAMERY BROOK, EAST GRANBY, CT 06026

**FAH**

TRAFFIC  
PLANNING  
ENGINEERING  
DESIGN

NOT TO SCALE

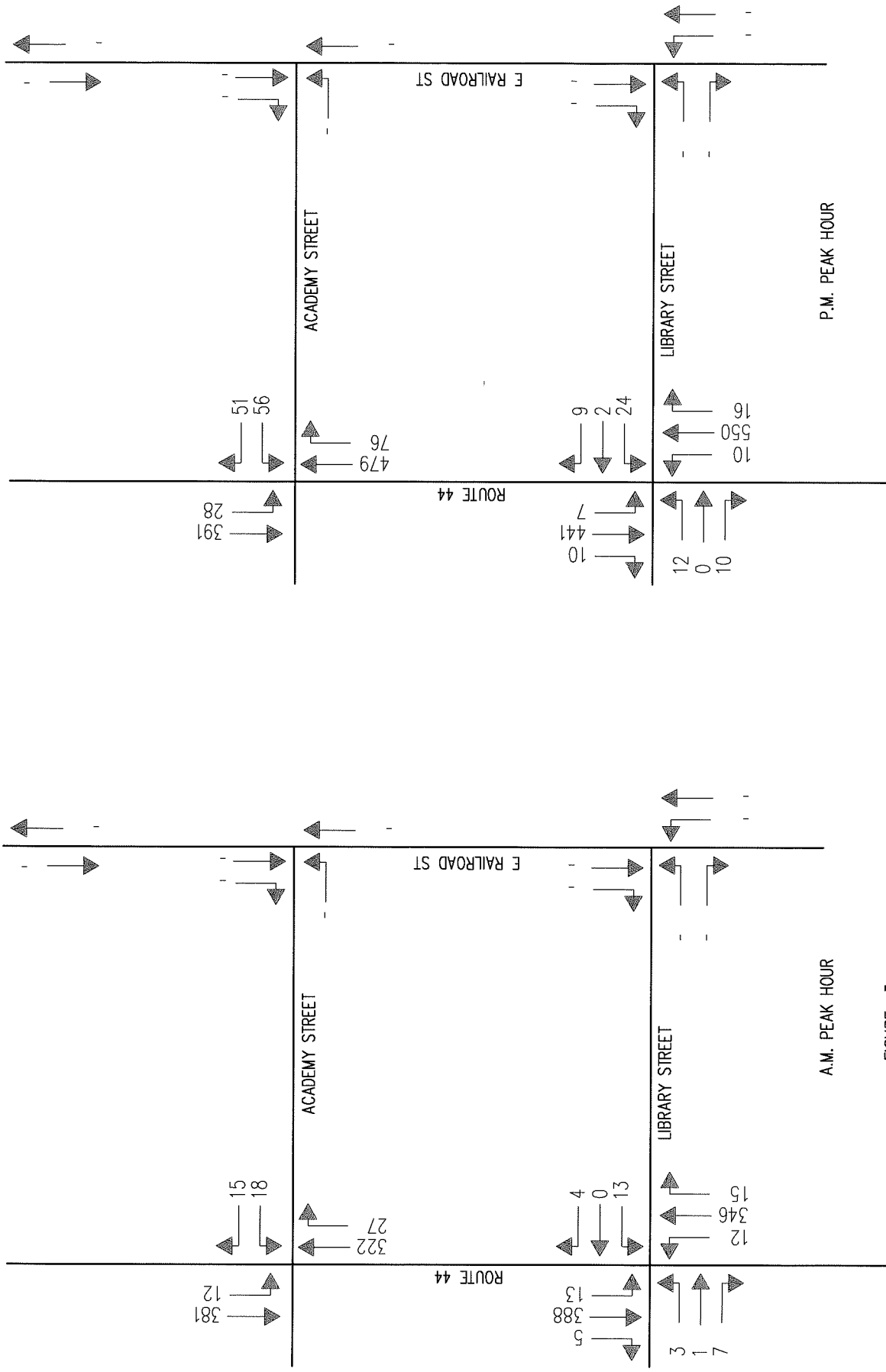


FIGURE 3

2025 BACKGROUND TRAFFIC  
A.M. AND P.M. PEAK HOURS

SALISBURY HOUSING COMMITTEE  
RAILROAD STREET  
SALISBURY, CONNECTICUT

11-29-2023

**F. A. Hesketh & Associates, Inc.**  
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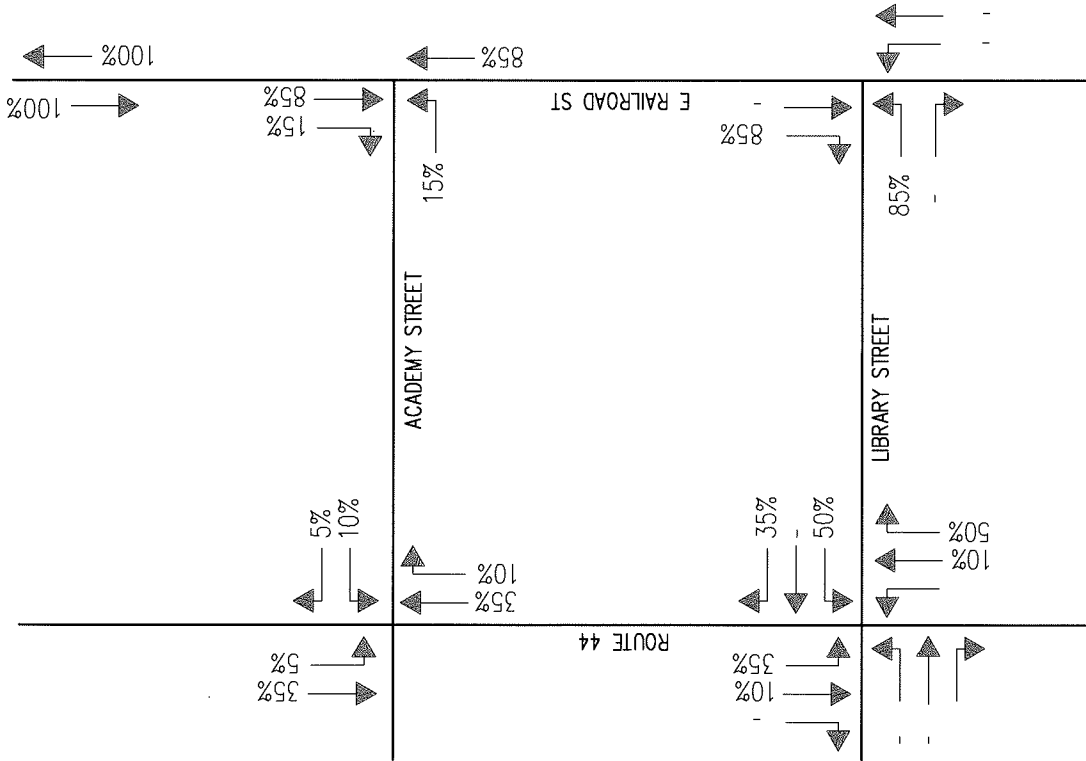
**FAH**

TRAFFIC  
PLANNING  
ENGINEERING  
DESIGN

NOT TO SCALE

**Table 2**  
**Trip Generation Summary**  
**Salisbury Housing Committee**  
**Salisbury, CT**

ITE LUC - Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
215 Single Family Attached Housing	20	144	2	8	10	7	4	11



11-29-2023

FIGURE 4

DIRECTIONAL DISTRIBUTION OF SITE GENERATED TRAFFIC

SALISBURY HOUSING COMMITTEE  
RAILROAD STREET  
SALISBURY, CONNECTICUT

**F. A. Hesketh & Associates, Inc.**  
6 CREAMERY BROOK, EAST GRANBY, CT 06026

**FAH** TRAFFIC PLANNING ENGINEERING DESIGN

NOT TO SCALE

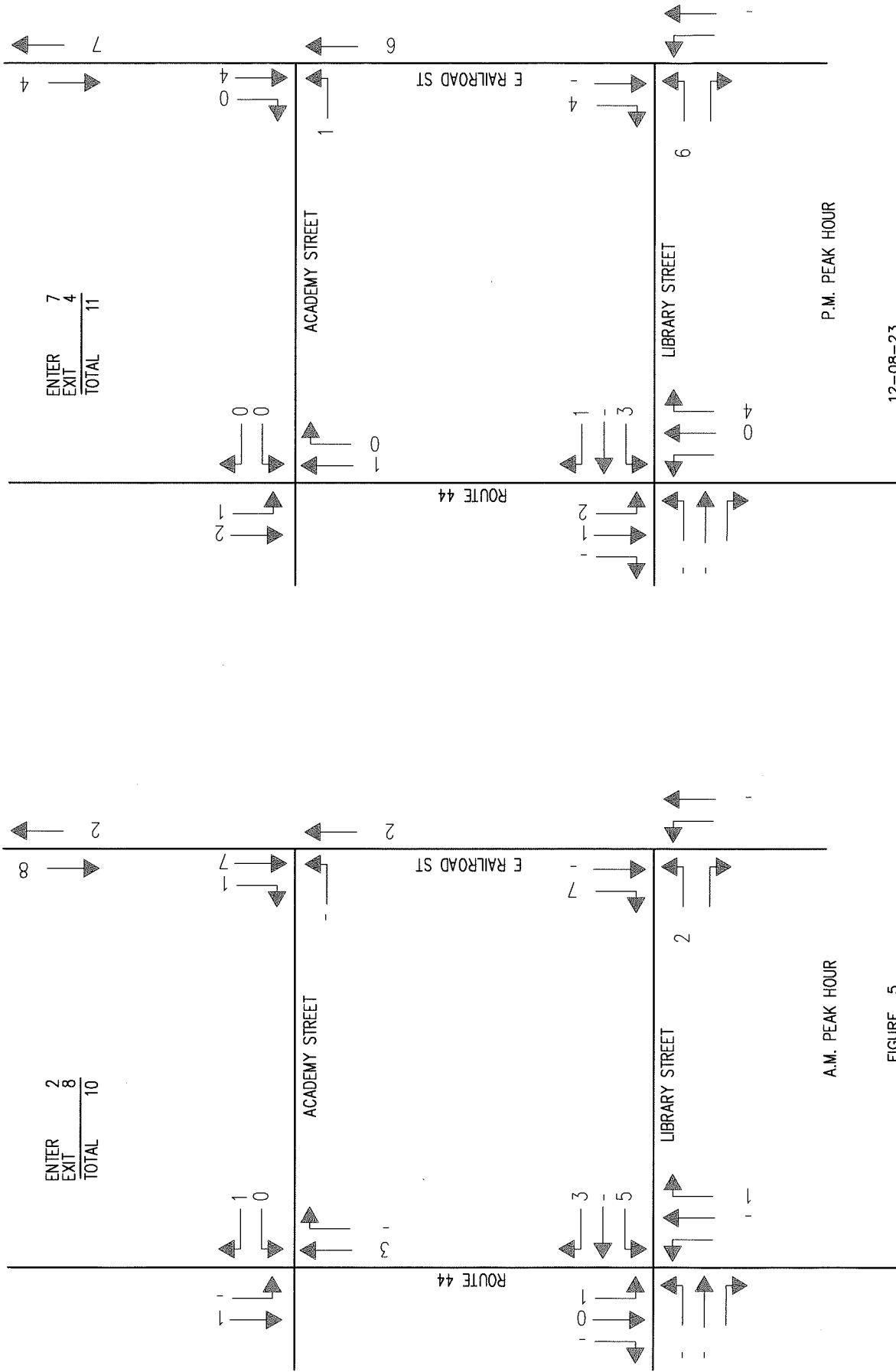


FIGURE 5 12-08-23

SITE GENERATED TRAFFIC  
A.M. AND P.M. PEAK HOURS

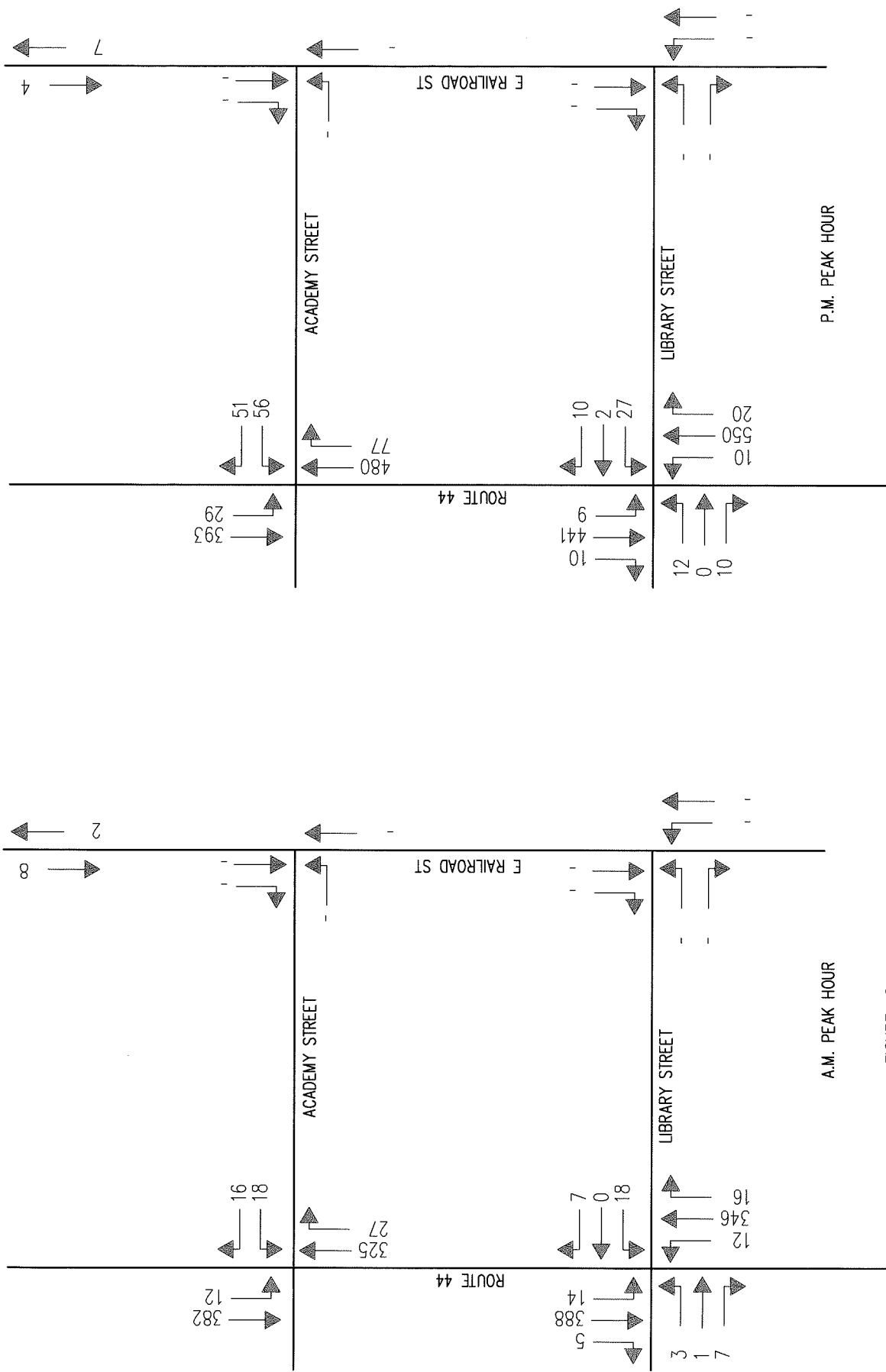
**F. A. Hesketh & Associates, Inc.**  
6 CREAMERY BROOK, EAST GRANBY, CT 06026

**FAH**

TRAFFIC  
PLANNING  
ENGINEERING  
DESIGN

SALISBURY HOUSING COMMITTEE  
RAILROAD STREET  
SALISBURY, CONNECTICUT

NOT TO SCALE



12-08-23

**F. A. Hesketh & Associates, Inc.**  
 6 CREAMERY BROOK, EAST GRANBY, CT 06026

**FAH**  
 TRAFFIC  
 PLANNING  
 ENGINEERING  
 DESIGN

**FIGURE 6**  
 2025 COMBINED TRAFFIC  
 A.M. AND P.M. PEAK HOURS  
 SALISBURY HOUSING COMMITTEE  
 RAILROAD STREET  
 SALISBURY, CONNECTICUT

NOT TO SCALE



**Table 3  
Level of Service Summary  
Salisbury Housing Committee  
Railroad Street  
Salisbury, CT**

<u>Time Per</u>	A.M. Peak Hour								P.M. Peak Hour							
	Background Traffic				Combined Traffic				Background Traffic				Combined Traffic			
	<u>LOS</u>	<u>delay</u>	<u>v/c</u>	<u>Queue</u>	<u>LOS</u>	<u>delay</u>	<u>v/c</u>	<u>Queue</u>	<u>LOS</u>	<u>delay</u>	<u>v/c</u>	<u>Queue</u>	<u>LOS</u>	<u>delay</u>	<u>v/c</u>	<u>Queue</u>
<b>Route 44 at Library Street / Factory Street</b>																
EB	B	13.4	0.03	2	B	13.5	0.03	2	C	19.8	0.09	7	C	20.1	0.09	7
WB	C	17.1	0.06	5	C	17.0	0.08	6	C	24.6	0.16	14	D	25.1	0.19	17
NB	A	0.4	0.01	1	A	0.4	0.01	1	A	0.3	0.01	1	A	0.3	0.01	1
SB	A	0.4	0.01	1	A	0.4	0.01	1	A	0.2	0.01	1	A	0.3	0.01	1
<b>Route 44 at Academy Street</b>																
WB	B	13.6	0.08	6	B	13.6	0.08	6	C	21.4	0.34	37	C	21.6	0.35	38
NB	A	0.0	0.22	0	A	0.0	0.22	0	A	0.0	0.35	0	A	0.0	0.35	0
SB	A	0.4	0.01	1	A	0.4	0.01	1	A	0.9	0.03	2	A	0.9	0.03	2

## **APPENDIX**

## **ConnDOT Traffic Counts**

Status: OK

**SALI-025 - East & West**

Route 44 - 4.69 mi South of Route 41

	05-Oct	06-Oct	07-Oct
	Mon	Tue	Wed
Town.....	Salisbury		
Station.....	25		
Location.....	41.983163,-73.422351	12:00am	19
A.K.A.....	2025	01:00am	24
2015-Principal Arterial - Other 3...2015-Rural		02:00am	5
HPMS Section ID.....		03:00am	18
Start Report.....	05-Oct-2009 07:00AM	04:00am	37
End Report.....	07-Oct-2009 05:00AM	05:00am	89
Axle Correction Factor.....	None	06:00am	236
Annualized AADT.....	7702	07:00am	548
24-Hour Count.....	7702 * G2(0.97) = 7470.9	08:00am	598
Day 1.....	+ 8153 * G2(0.97) = 15379.3	09:00am	540
UnRounded AADT.....	15379.3 / 2 = 7689.7	10:00am	466
OK 2021 Wed 08-Sep .....	5300	11:00am	548
OK 2020 Tue 06-Oct .....	6600	12:00pm	586
OK 2012 Sun 09-Dec .....	7300	01:00pm	600
OK 2009 Mon 05-Oct -this report-.....	7700	02:00pm	585
OK 2006 Thu 28-Sep .....	8000	03:00pm	660
Dataset Details.....	1	04:00pm	594
		05:00pm	562
		06:00pm	354
		07:00pm	241
		08:00pm	154
		09:00pm	119
		10:00pm	81
		11:00pm	38
		Totals	7274
			8153
			132

Status: OK

West

Combined

East

Class

Speed

**SALI-025 - Combined - e/w**

Route 44 - 4.69 mi South of Route 41

	08-Sep	09-Sep	10-Sep
	Wed	Thu	Fri
Town.....Salisbury			
Station.....25			
Location..... 41.983163,-73.422351	12:00am	12	32
Posted Speed Limit.....30 MPH	01:00am	13	13
A.K.A.....2025	02:00am	5	2
2015-Principal Arterial - Other 3...2015-Rural	03:00am	7	7
HPMS Section ID.....	04:00am	15	13
Start Report.....08-Sep-2021 12:00PM	05:00am	67	68
End Report.....10-Sep-2021 12:00PM	06:00am	225	210
Annualized AADT.....5300	07:00am	390	472
24-Hour Count..... 5235 * G2(0.97) = 5077.9	08:00am	519	534
Day 1.....+ 5675 * G2(0.97) = 10582.7	09:00am	411	461
UnRounded AADT.....10582.7 / 2 = 5291.4	10:00am	412	426
OK 2021 Wed 08-Sep -this report-.....5300	11:00am	x	480
OK 2020 Tue 06-Oct .....6600	12:00pm	380	x
OK 2012 Sun 09-Dec .....7300	01:00pm	483	508
OK 2009 Mon 05-Oct .....7700	02:00pm	323	423
OK 2006 Thu 28-Sep .....8000	03:00pm	319	523
Dataset Details.....1	04:00pm	538	553
	05:00pm	291	424
	06:00pm	56	119
	07:00pm	71	91
	08:00pm	52	59
	09:00pm	104	105
	10:00pm	52	75
	11:00pm	27	40
	Totals	2696	5675
			2718

Status: OK

West

Combined

East

Class

Speed

**SALI-025 - East**

Route 44 - 4.69 mi South of Route 41

	08-Sep	09-Sep	10-Sep
	Wed	Thu	Fri
Town.....Salisbury			
Station.....25			
Location..... 41.983163,-73.422351	12:00am	5	14
Posted Speed Limit.....30 MPH	01:00am	2	5
A.K.A.....2025	02:00am	4	1
2015-Principal Arterial - Other 3...2015-Rural	03:00am	5	5
HPMS Section ID.....	04:00am	9	9
Start Report.....08-Sep-2021 12:00PM	05:00am	35	37
End Report.....10-Sep-2021 12:00PM	06:00am	84	94
Annualized AADT.....2800	07:00am	184	205
24-Hour Count..... 2696 * G2(0.97) = 2615.1	08:00am	241	245
Day 1.....+ 2992 * G2(0.97) = 5517.4	09:00am	198	220
UnRounded AADT.....5517.4 / 2 = 2758.7	10:00am	205	226
OK 2021 Wed 08-Sep -this report-.....5300	11:00am	x	239
OK 2020 Tue 06-Oct .....6600	12:00pm	220	128
OK 2012 Sun 09-Dec .....7300	01:00pm	232	271
OK 2009 Mon 05-Oct .....7700	02:00pm	187	244
OK 2006 Thu 28-Sep .....8000	03:00pm	198	287
Dataset Details.....1	04:00pm	301	341
	05:00pm	166	242
	06:00pm	32	61
	07:00pm	33	44
	08:00pm	29	37
	09:00pm	51	60
	10:00pm	25	47
	11:00pm	11	19
Totals	1485	2992	1301

Status: OK

West

Combined

East

Class

Speed

**SALI-025 - West**

Route 44 - 4.69 mi South of Route 41

	08-Sep	09-Sep	10-Sep
	Wed	Thu	Fri
Town.....Salisbury			
Station.....25			
Location..... 41.983163,-73.422351	12:00am	7	18
Posted Speed Limit.....30 MPH	01:00am	11	8
A.K.A.....2025	02:00am	1	1
2015-Principal Arterial - Other 3...2015-Rural	03:00am	2	2
HPMS Section ID.....	04:00am	6	4
Start Report.....08-Sep-2021 12:00PM	05:00am	32	31
End Report.....10-Sep-2021 12:00PM	06:00am	141	116
Annualized ADT.....2500	07:00am	206	267
24-Hour Count..... 2539 * G2(0.97) = 2462.8	08:00am	278	289
Day 1.....+ 2683 * G2(0.97) = 5065.3	09:00am	213	241
UnRounded AADT.....5065.3 / 2 = 2532.7	10:00am	207	200
OK 2021 Wed 08-Sep -this report-.....5300	11:00am	x	224
OK 2020 Tue 06-Oct .....6600	12:00pm	160	88
OK 2012 Sun 09-Dec .....7300	01:00pm	251	237
OK 2009 Mon 05-Oct .....7700	02:00pm	136	179
OK 2006 Thu 28-Sep .....8000	03:00pm	121	236
Dataset Details.....1	04:00pm	237	212
	05:00pm	125	182
	06:00pm	24	58
	07:00pm	38	47
	08:00pm	23	22
	09:00pm	53	45
	10:00pm	27	28
	11:00pm	16	21
	Totals	1211	2683
			1417

## **Manual Turning Movement Counts**



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

Route 44 at Factory St/Library Street  
 Salisbury, Connecticut

File Name : 24970  
 Site Code : 24970  
 Start Date : 11/16/2023  
 Page No : 1

Groups Printed- Lights - Trucks - Buses

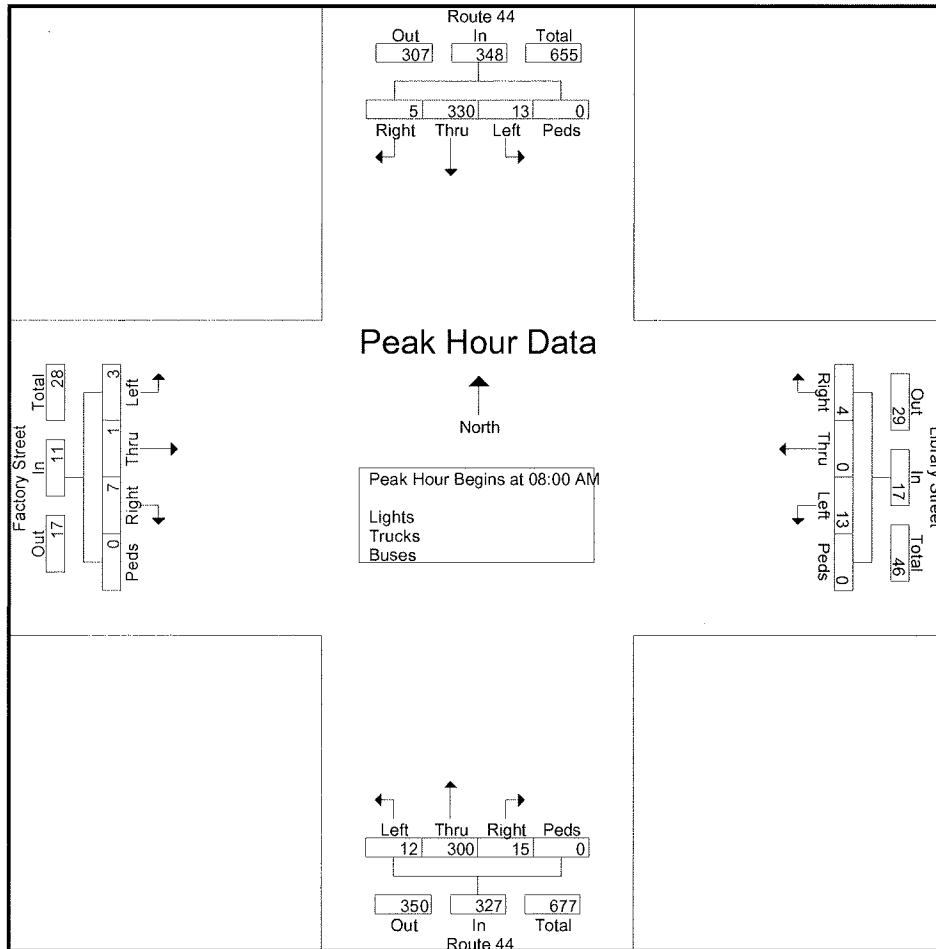
Start Time	Route 44 From North					Library Street From East					Route 44 From South					Factory Street From West					Int. Total
	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	
07:30 AM	3	82	0	0	85	1	0	4	0	5	0	66	4	0	70	3	0	0	0	3	163
07:45 AM	5	71	0	0	76	0	0	1	0	1	2	57	2	0	61	3	0	1	0	4	142
Total	8	153	0	0	161	1	0	5	0	6	2	123	6	0	131	6	0	1	0	7	305
08:00 AM	1	79	2	0	82	1	0	3	0	4	2	89	7	0	98	2	0	0	0	2	186
08:15 AM	2	85	2	0	89	0	0	5	0	5	6	60	1	0	67	2	0	1	0	3	164
08:30 AM	1	86	6	0	93	2	0	4	0	6	3	76	1	0	80	2	0	1	0	3	182
08:45 AM	1	80	3	0	84	1	0	1	0	2	4	75	3	0	82	1	1	1	0	3	171
Total	5	330	13	0	348	4	0	13	0	17	15	300	12	0	327	7	1	3	0	11	703
09:00 AM	2	74	4	0	80	1	0	3	0	4	1	58	3	0	62	0	0	4	0	4	150
09:15 AM	2	36	1	0	39	2	1	0	0	3	4	47	1	0	52	3	0	0	0	3	97
Grand Total	17	593	18	0	628	8	1	21	0	30	22	528	22	0	572	16	1	8	0	25	1255
Apprch %	2.7	94.4	2.9	0		26.7	3.3	70	0		3.8	92.3	3.8	0		64	4	32	0		
Total %	1.4	47.3	1.4	0	50	0.6	0.1	1.7	0	2.4	1.8	42.1	1.8	0	45.6	1.3	0.1	0.6	0	2	
Lights	17	567	16	0	600	7	1	19	0	27	22	507	22	0	551	16	1	8	0	25	1203
% Lights	100	95.6	88.9	0	95.5	87.5	100	90.5	0	90	100	96	100	0	96.3	100	100	100	0	100	95.9
Trucks	0	25	1	0	26	1	0	1	0	2	0	20	0	0	20	0	0	0	0	0	48
% Trucks	0	4.2	5.6	0	4.1	12.5	0	4.8	0	6.7	0	3.8	0	0	3.5	0	0	0	0	0	3.8
Buses	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
% Buses	0	0.2	5.6	0	0.3	0	0	4.8	0	3.3	0	0.2	0	0	0.2	0	0	0	0	0	0.3

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 24970  
 Site Code : 24970  
 Start Date : 11/16/2023  
 Page No : 2

Start Time	Route 44 From North					Library Street From East					Route 44 From South					Factory Street From West					Im. Total
	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	79	2	0	82	1	0	3	0	4	2	89	7	0	98	2	0	0	0	2	186
08:15 AM	2	85	2	0	89	0	0	5	0	5	6	60	1	0	67	2	0	1	0	3	164
08:30 AM	1	86	6	0	93	2	0	4	0	6	3	76	1	0	80	2	0	1	0	3	182
08:45 AM	1	80	3	0	84	1	0	1	0	2	4	75	3	0	82	1	1	1	0	3	171
Total Volume	5	330	13	0	348	4	0	13	0	17	15	300	12	0	327	7	1	3	0	11	703
% App. Total	1.4	94.8	3.7	0		23.5	0	76.5	0		4.6	91.7	3.7	0		63.6	9.1	27.3	0		
PHF	.625	.959	.542	.000	.935	.500	.000	.650	.000	.708	.625	.843	.429	.000	.834	.875	.250	.750	.000	.917	.945



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

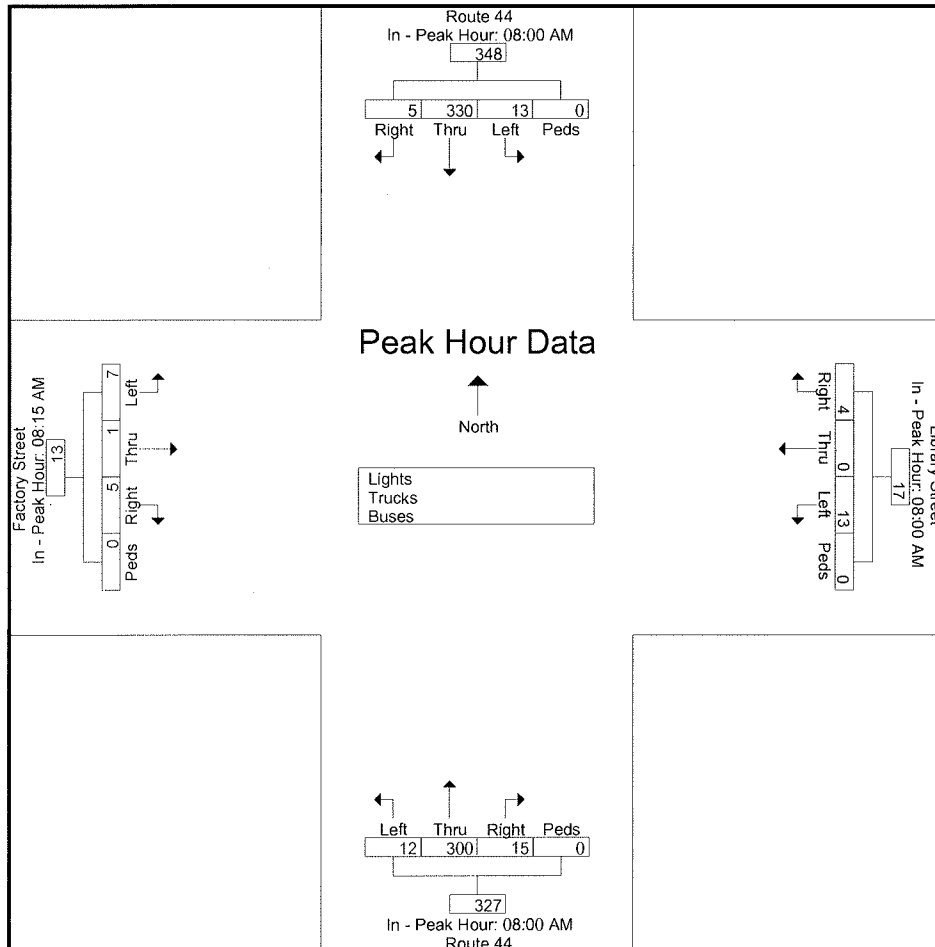
File Name : 24970  
 Site Code : 24970  
 Start Date : 11/16/2023  
 Page No : 3

Start Time	Route 44 From North					Library Street From East					Route 44 From South					Factory Street From West					Int. Total
	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	

Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					08:00 AM					08:15 AM				
+0 mins.	1	79	2	0	82	1	0	3	0	4	2	89	7	0	98	2	0	1	0	3
+15 mins.	2	85	2	0	89	0	0	5	0	5	6	60	1	0	67	2	0	1	0	3
+30 mins.	1	86	6	0	93	2	0	4	0	6	3	76	1	0	80	1	1	1	0	3
+45 mins.	1	80	3	0	84	1	0	1	0	2	4	75	3	0	82	0	0	4	0	4
Total Volume	5	330	13	0	348	4	0	13	0	17	15	300	12	0	327	5	1	7	0	13
% App. Total	1.4	94.8	3.7	0		23.5	0	76.5	0		4.6	91.7	3.7	0		38.5	7.7	53.8	0	
PHF	.625	.959	.542	.000	.935	.500	.000	.650	.000	.708	.625	.843	.429	.000	.834	.625	.250	.438	.000	.813



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

Route 44 at Factory St/Library Street  
 Salisbury, Connecticut

File Name : 24971  
 Site Code : 24971  
 Start Date : 11/16/2023  
 Page No : 1

Groups Printed- Lights - Trucks - Buses

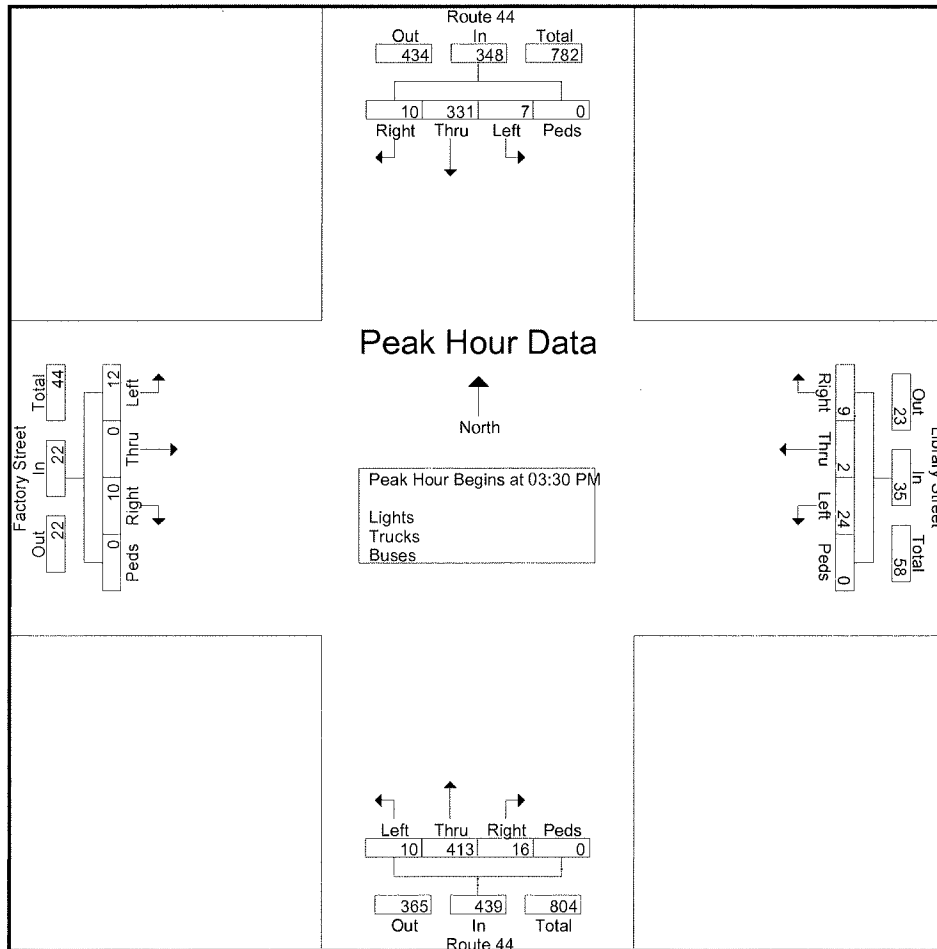
Start Time	Route 44 From North					Library Street From East					Route 44 From South					Factory Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	1	82	1	0	84	4	1	6	0	11	6	113	1	0	120	2	0	0	0	2	217
03:45 PM	2	79	3	0	84	1	1	8	0	10	1	89	5	0	95	3	0	2	0	5	194
Total	3	161	4	0	168	5	2	14	0	21	7	202	6	0	215	5	0	2	0	7	411
04:00 PM	3	82	2	0	87	2	0	2	0	4	5	101	1	0	107	4	0	7	0	11	209
04:15 PM	4	88	1	0	93	2	0	8	0	10	4	110	3	0	117	1	0	3	0	4	224
04:30 PM	2	75	2	0	79	3	0	7	0	10	3	84	4	0	91	7	0	3	0	10	190
04:45 PM	0	75	4	0	79	0	0	3	0	3	8	114	1	1	124	2	0	0	0	2	208
Total	9	320	9	0	338	7	0	20	0	27	20	409	9	1	439	14	0	13	0	27	831
05:00 PM	3	71	2	0	76	3	1	4	0	8	3	99	2	0	104	2	0	3	0	5	193
05:15 PM	2	70	7	0	79	3	0	2	0	5	7	64	2	0	73	1	0	2	0	3	160
Grand Total	17	622	22	0	661	18	3	40	0	61	37	774	19	1	831	22	0	20	0	42	1595
Apprch %	2.6	94.1	3.3	0		29.5	4.9	65.6	0		4.5	93.1	2.3	0.1		52.4	0	47.6	0		
Total %	1.1	39	1.4	0	41.4	1.1	0.2	2.5	0	3.8	2.3	48.5	1.2	0.1	52.1	1.4	0	1.3	0	2.6	
Lights	17	615	22	0	654	17	3	40	0	60	36	769	19	1	825	22	0	20	0	42	1581
% Lights	100	98.9	100	0	98.9	94.4	100	100	0	98.4	97.3	99.4	100	100	99.3	100	0	100	0	100	99.1
Trucks	0	6	0	0	6	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	13
% Trucks	0	1	0	0	0.9	5.6	0	0	0	1.6	2.7	0.6	0	0	0.7	0	0	0	0	0	0.8
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 24971  
 Site Code : 24971  
 Start Date : 11/16/2023  
 Page No : 2

Start Time	Route 44 From North					Library Street From East					Route 44 From South					Factory Street From West					Int. Total
	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	1	82	1	0	84	4	1	6	0	11	6	113	1	0	120	2	0	0	0	2	217
03:45 PM	2	79	3	0	84	1	1	8	0	10	1	89	5	0	95	3	0	2	0	5	194
04:00 PM	3	82	2	0	87	2	0	2	0	4	5	101	1	0	107	4	0	7	0	11	209
04:15 PM	4	88	1	0	93	2	0	8	0	10	4	110	3	0	117	1	0	3	0	4	224
Total Volume	10	331	7	0	348	9	2	24	0	35	16	413	10	0	439	10	0	12	0	22	844
% App. Total	2.9	95.1	2	0		25.7	5.7	68.6	0		3.6	94.1	2.3	0		45.5	0	54.5	0		
PHF	.625	.940	.583	.000	.935	.563	.500	.750	.000	.795	.667	.914	.500	.000	.915	.625	.000	.429	.000	.500	.942



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

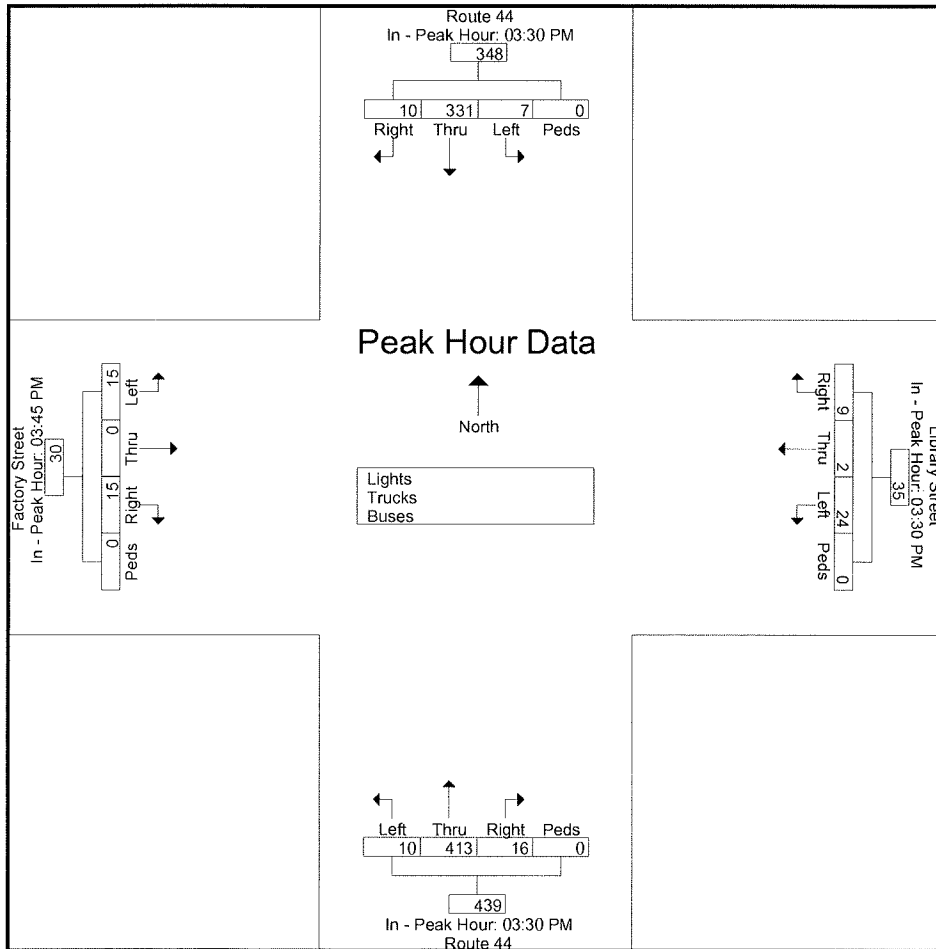
File Name : 24971  
 Site Code : 24971  
 Start Date : 11/16/2023  
 Page No : 3

Start Time	Route 44 From North					Library Street From East					Route 44 From South					Factory 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 03:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM					03:30 PM					03:30 PM					03:45 PM				
+0 mins.	1	82	1	0	84	4	1	6	0	11	6	113	1	0	120	3	0	2	0	5
+15 mins.	2	79	3	0	84	1	1	8	0	10	1	89	5	0	95	4	0	7	0	11
+30 mins.	3	82	2	0	87	2	0	2	0	4	5	101	1	0	107	1	0	3	0	4
+45 mins.	4	88	1	0	93	2	0	8	0	10	4	110	3	0	117	7	0	3	0	10
Total Volume	10	331	7	0	348	9	2	24	0	35	16	413	10	0	439	15	0	15	0	30
% App. Total	2.9	95.1	2	0		25.7	5.7	68.6	0		3.6	94.1	2.3	0		50	0	50	0	
PHF	.625	.940	.583	.000	.935	.563	.500	.750	.000	.795	.667	.914	.500	.000	.915	.536	.000	.536	.000	.682



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

Route 44 at Academy Street/Lock Up  
 Salisbury, Connecticut

File Name : 24969  
 Site Code : 24969  
 Start Date : 11/16/2023  
 Page No : 1

Groups Printed- Lights - Trucks - Buses

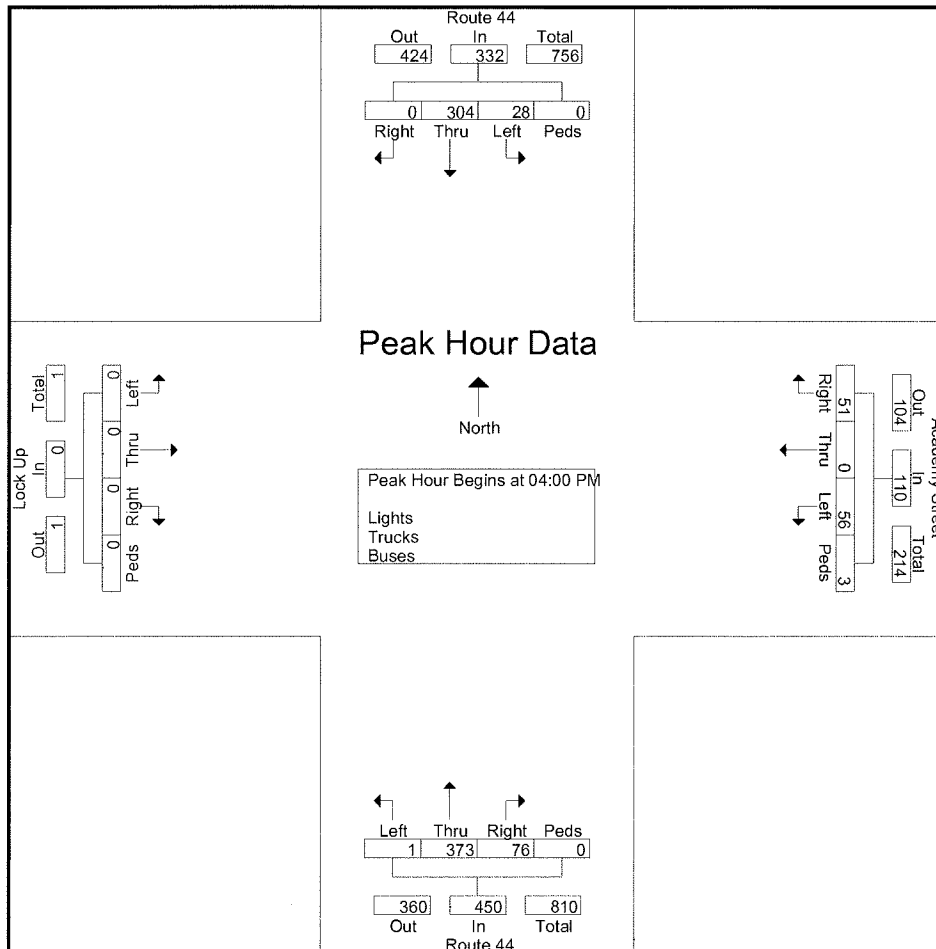
Start Time	Route 44 From North					Academy Street From East					Route 44 From South					Lock Up From West					Int. Total
	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	
03:30 PM	0	77	12	0	89	10	0	17	0	27	23	82	0	0	105	0	0	0	0	0	221
03:45 PM	0	75	7	0	82	20	0	17	0	37	14	71	0	0	85	0	0	0	0	0	204
Total	0	152	19	0	171	30	0	34	0	64	37	153	0	0	190	0	0	0	0	0	425
04:00 PM	0	81	9	0	90	9	0	9	1	19	23	86	0	0	109	0	0	0	0	0	218
04:15 PM	0	74	5	0	79	11	0	19	2	32	16	101	0	0	117	0	0	0	0	0	228
04:30 PM	0	82	7	0	89	20	0	18	0	38	19	92	1	0	112	0	0	0	0	0	239
04:45 PM	0	67	7	0	74	11	0	10	0	21	18	94	0	0	112	0	0	0	0	0	207
Total	0	304	28	0	332	51	0	56	3	110	76	373	1	0	450	0	0	0	0	0	892
05:00 PM	0	51	3	0	54	5	0	19	0	24	18	75	0	0	93	0	0	0	0	0	171
05:15 PM	0	65	7	0	72	8	0	14	0	22	10	63	1	0	74	0	0	0	0	0	168
Grand Total	0	572	57	0	629	94	0	123	3	220	141	664	2	0	807	0	0	0	0	0	1656
Apprch %	0	90.9	9.1	0		42.7	0	55.9	1.4		17.5	82.3	0.2	0		0	0	0	0		
Total %	0	34.5	3.4	0	38	5.7	0	7.4	0.2	13.3	8.5	40.1	0.1	0	48.7	0	0	0	0	0	
Lights	0	563	56	0	619	93	0	123	3	219	140	660	2	0	802	0	0	0	0	0	1640
% Lights	0	98.4	98.2	0	98.4	98.9	0	100	100	99.5	99.3	99.4	100	0	99.4	0	0	0	0	0	99
Trucks	0	8	1	0	9	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	15
% Trucks	0	1.4	1.8	0	1.4	1.1	0	0	0	0.5	0.7	0.6	0	0	0.6	0	0	0	0	0	0.9
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 24969  
Site Code : 24969  
Start Date : 11/16/2023  
Page No : 2

Start Time	Route 44 From North					Academy Street From East					Route 44 From South					Lock Up From West					Int. Total
	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	81	9	0	90	9	0	9	1	19	23	86	0	0	109	0	0	0	0	0	218
04:15 PM	0	74	5	0	79	11	0	19	2	32	16	101	0	0	117	0	0	0	0	0	228
04:30 PM	0	82	7	0	89	20	0	18	0	38	19	92	1	0	112	0	0	0	0	0	239
04:45 PM	0	67	7	0	74	11	0	10	0	21	18	94	0	0	112	0	0	0	0	0	207
Total Volume	0	304	28	0	332	51	0	56	3	110	76	373	1	0	450	0	0	0	0	0	892
% App. Total	0	91.6	8.4	0		46.4	0	50.9	2.7		16.9	82.9	0.2	0		0	0	0	0		
PHF	.000	.927	.778	.000	.922	.638	.000	.737	.375	.724	.826	.923	.250	.000	.962	.000	.000	.000	.000	.000	.933





# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

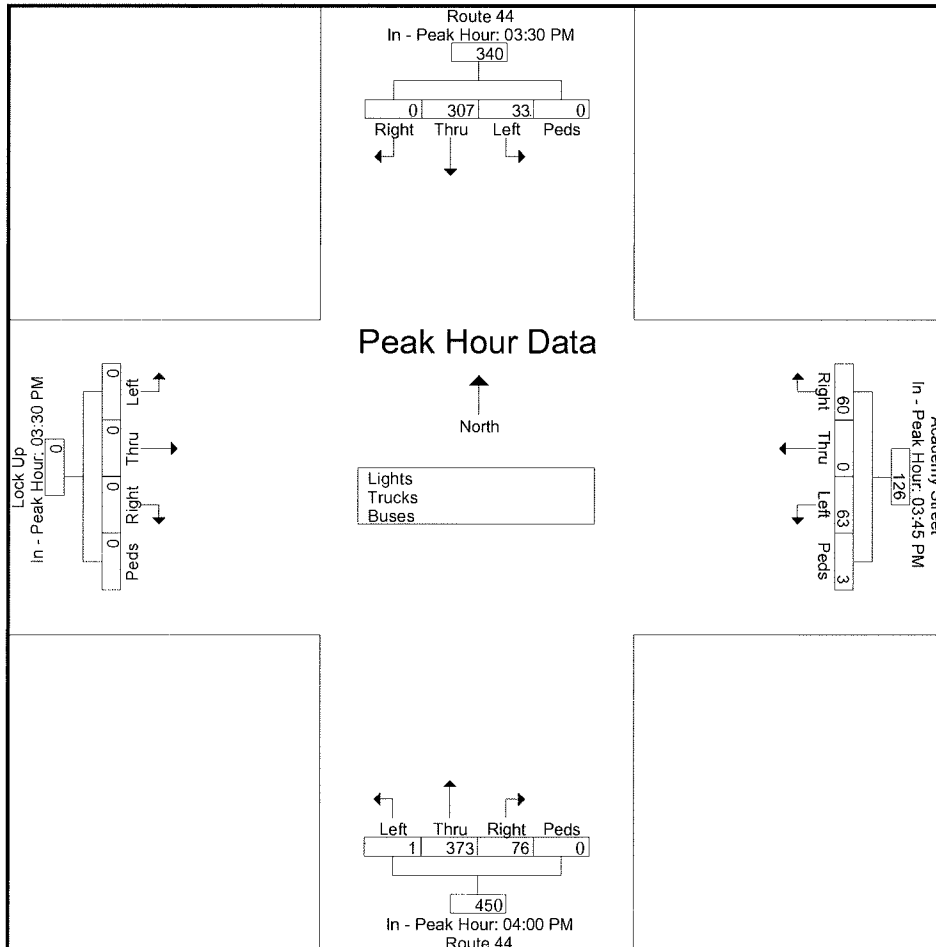
File Name : 24969  
 Site Code : 24969  
 Start Date : 11/16/2023  
 Page No : 3

Start Time	Route 44 From North					Academy Street From East					Route 44 From South					Lock Up 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 03:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM					03:45 PM					04:00 PM					03:30 PM				
+0 mins.	0	77	12	0	89	20	0	17	0	37	23	86	0	0	109	0	0	0	0	0
+15 mins.	0	75	7	0	82	9	0	9	1	19	16	101	0	0	117	0	0	0	0	0
+30 mins.	0	81	9	0	90	11	0	19	2	32	19	92	1	0	112	0	0	0	0	0
+45 mins.	0	74	5	0	79	20	0	18	0	38	18	94	0	0	112	0	0	0	0	0
Total Volume	0	307	33	0	340	60	0	63	3	126	76	373	1	0	450	0	0	0	0	0
% App. Total	0	90.3	9.7	0		47.6	0	50	2.4		16.9	82.9	0.2	0		0	0	0	0	
PHF	.000	.948	.688	.000	.944	.750	.000	.829	.375	.829	.826	.923	.250	.000	.962	.000	.000	.000	.000	.000



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

Route 44 at Academy Street/Lock Up  
 Salisbury, Connecticut

File Name : 24968  
 Site Code : 24968  
 Start Date : 11/16/2023  
 Page No : 1

Groups Printed- Lights - Trucks - Buses

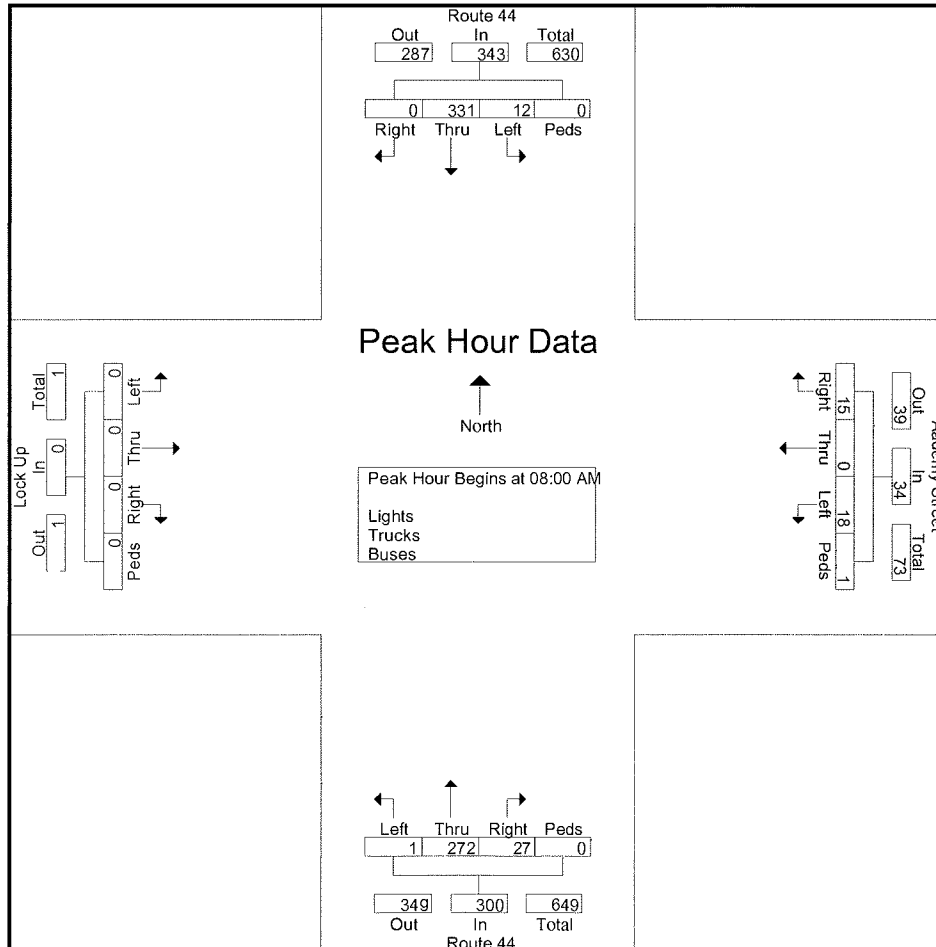
Start Time	Route 44 From North					Academy Street From East					Route 44 From South					Lock Up From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	96	6	0	102	6	0	1	0	7	3	66	0	0	69	0	0	0	0	0	178
07:45 AM	0	76	6	0	82	4	0	1	0	5	6	52	0	0	58	0	0	0	0	0	145
Total	0	172	12	0	184	10	0	2	0	12	9	118	0	0	127	0	0	0	0	0	323
08:00 AM	0	84	5	0	89	6	0	4	1	11	8	75	0	0	83	0	0	0	0	0	183
08:15 AM	0	81	2	0	83	2	0	4	0	6	1	55	0	0	56	0	0	0	0	0	145
08:30 AM	0	94	0	0	94	1	0	5	0	6	6	70	1	0	77	0	0	0	0	0	177
08:45 AM	0	72	5	0	77	6	0	5	0	11	12	72	0	0	84	0	0	0	0	0	172
Total	0	331	12	0	343	15	0	18	1	34	27	272	1	0	300	0	0	0	0	0	677
09:00 AM	0	62	4	0	66	2	0	6	0	8	6	53	0	0	59	0	0	0	0	0	133
09:15 AM	0	52	2	0	54	4	0	4	0	8	8	44	0	0	52	0	0	0	0	0	114
Grand Total	0	617	30	0	647	31	0	30	1	62	50	487	1	0	538	0	0	0	0	0	1247
Apprch %	0	95.4	4.6	0		50	0	48.4	1.6		9.3	90.5	0.2	0		0	0	0	0	0	
Total %	0	49.5	2.4	0	51.9	2.5	0	2.4	0.1	5	4	39.1	0.1	0	43.1	0	0	0	0	0	0
Lights	0	589	28	0	617	30	0	29	1	60	50	463	1	0	514	0	0	0	0	0	1191
% Lights	0	95.5	93.3	0	95.4	96.8	0	96.7	100	96.8	100	95.1	100	0	95.5	0	0	0	0	0	95.5
Trucks	0	26	2	0	28	1	0	1	0	2	0	22	0	0	22	0	0	0	0	0	52
% Trucks	0	4.2	6.7	0	4.3	3.2	0	3.3	0	3.2	0	4.5	0	0	4.1	0	0	0	0	0	4.2
Buses	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.3

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 24968  
 Site Code : 24968  
 Start Date : 11/16/2023  
 Page No : 2

Start Time	Route 44 From North					Academy Street From East					Route 44 From South					Lock Up From West					Int. Total
	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	Right	Thru	Lcft	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	84	5	0	89	6	0	4	1	11	8	75	0	0	83	0	0	0	0	0	183
08:15 AM	0	81	2	0	83	2	0	4	0	6	1	55	0	0	56	0	0	0	0	0	145
08:30 AM	0	94	0	0	94	1	0	5	0	6	6	70	1	0	77	0	0	0	0	0	177
08:45 AM	0	72	5	0	77	6	0	5	0	11	12	72	0	0	84	0	0	0	0	0	172
Total Volume	0	331	12	0	343	15	0	18	1	34	27	272	1	0	300	0	0	0	0	0	677
% App. Total	0	96.5	3.5	0		44.1	0	52.9	2.9		9	90.7	0.3	0		0	0	0	0		
PHF	.000	.880	.600	.000	.912	.625	.000	.900	.250	.773	.563	.907	.250	.000	.893	.000	.000	.000	.000	.000	.925



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

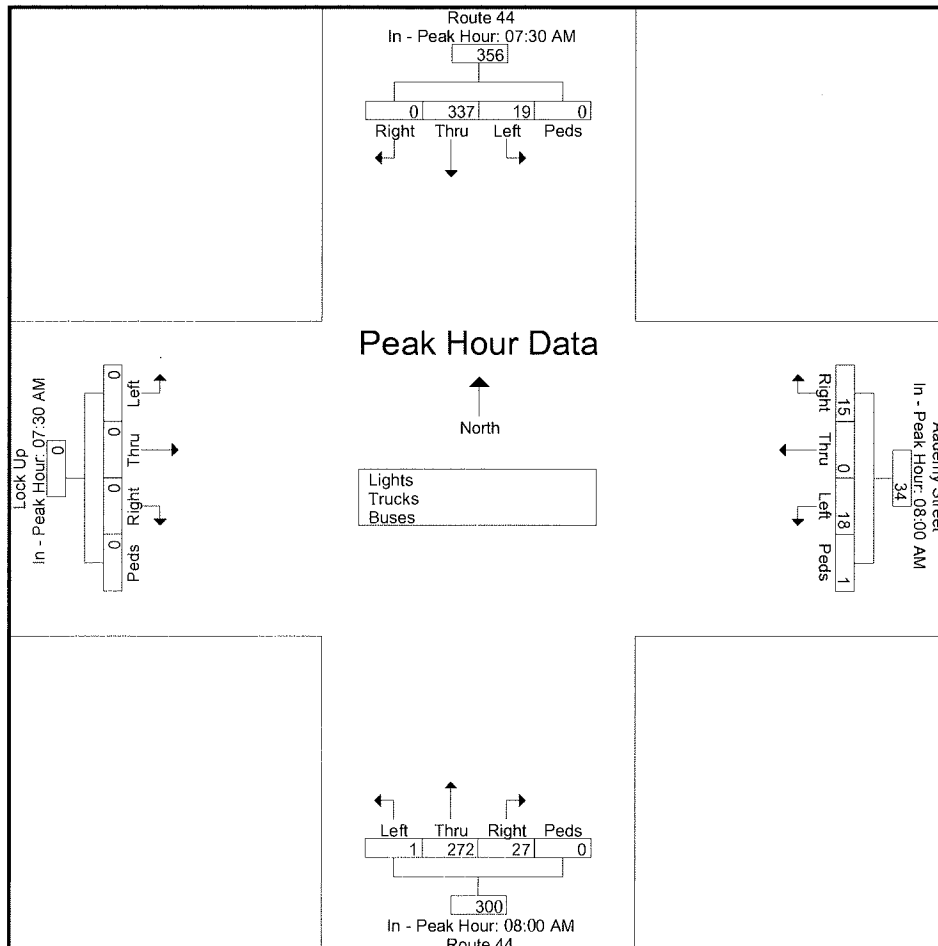
File Name : 24968  
 Site Code : 24968  
 Start Date : 11/16/2023  
 Page No : 3

Start Time	Route 44 From North					Academy Street From East					Route 44 From South					Lock Up 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 07:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					08:00 AM					08:00 AM					07:30 AM				
+0 mins.	0	96	6	0	102	6	0	4	1	11	8	75	0	0	83	0	0	0	0	0
+15 mins.	0	76	6	0	82	2	0	4	0	6	1	55	0	0	56	0	0	0	0	0
+30 mins.	0	84	5	0	89	1	0	5	0	6	6	70	1	0	77	0	0	0	0	0
+45 mins.	0	81	2	0	83	6	0	5	0	11	12	72	0	0	84	0	0	0	0	0
Total Volume	0	337	19	0	356	15	0	18	1	34	27	272	1	0	300	0	0	0	0	0
% App. Total	0	94.7	5.3	0		44.1	0	52.9	2.9		9	90.7	0.3	0		0	0	0	0	0
PHF	.000	.878	.792	.000	.873	.625	.000	.900	.250	.773	.563	.907	.250	.000	.893	.000	.000	.000	.000	.000



## **ITE *Trip Generation* Worksheets**

# Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Disk Reference

TGM Appendices

Support Documents

Auto Users

Comments

Query  Filter

**DATA SOURCE:** Trip Generation Manual, 11th Ed

**SEARCH BY LAND USE CODE:**

**LAND USE GROUP:** (200-299) Residential

**LAND USE:** 215 - Single-Family Attached Housing

**LAND USE SUBCATEGORY:** All Sites

**SETTING/LOCATION:** General Urban/Suburban

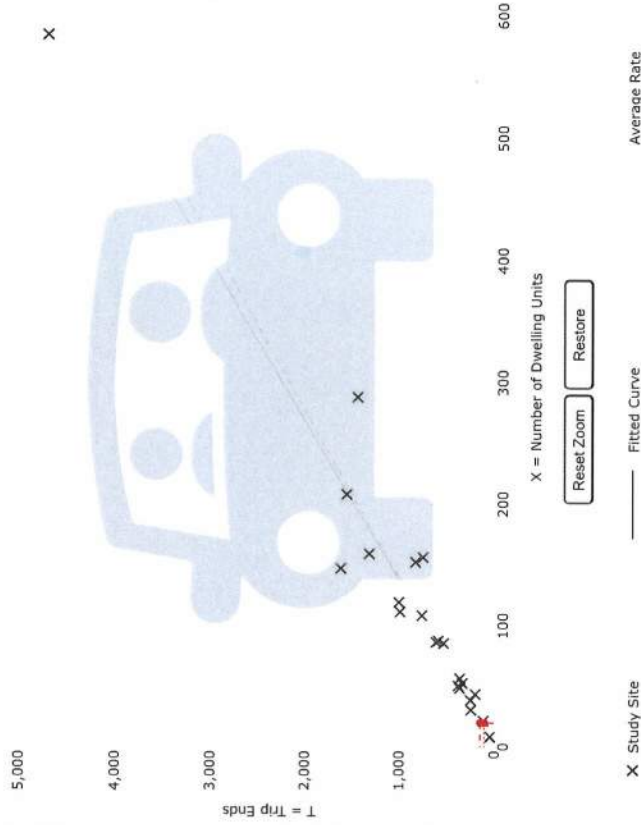
**INDEPENDENT VARIABLE (IV):** Dwelling Units

**TIME PERIOD:** Weekday

**TRIP TYPE:** Vehicle

**ENTER IV VALUE TO CALCULATE TRIPS:**

## Data Plot and Equation



## DATA STATISTICS

**Land Use:** Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

**Independent Variable:** Dwelling Units

**Time Period:** Weekday

**Setting/Location:** General Urban/Suburban

**Trip Type:** Vehicle

**Number of Studies:** 22

**Avg. Num. of Dwelling Units:** 120

**Average Rate:** 7.20

**Range of Rates:** 4.70 - 10.97

**Standard Deviation:** 1.61

**Fitted Curve Equation:**  $T = 7.62(X) - 50.48$

**R<sup>2</sup>:** 0.94

**Directional Distribution:** 50% entering, 50% exiting

**Calculated Trip Ends:** Average Rate: 144 (Total), 72 (Entry), 72 (Exit)  
Fitted Curve: 102 (Total), 51 (Entry), 51 (Exit)

Use the mouse wheel to Zoom Out or Zoom In.  
Hover the mouse pointer on data points to view X and T values.



# Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Disk Reference

TGM Applications

Support Documents

App Users

Comments

Query Filter

**DATA SOURCE:**

Trip Generation Manual, 11th Ed

**SEARCH BY LAND USE CODE:**

215

**LAND USE GROUP:**

(200-299) Residential

**LAND USE:**

215 - Single-Family Attached Housing

**LAND USE SUBCATEGORY:**

All Sites

**SETTING/LOCATION:**

General Urban/Suburban

**INDEPENDENT VARIABLE (IV):**

Dwelling Units

**TIME PERIOD:**

Weekday, Peak Hour of Adjacent Street Traffic

**TRIP TYPE:**

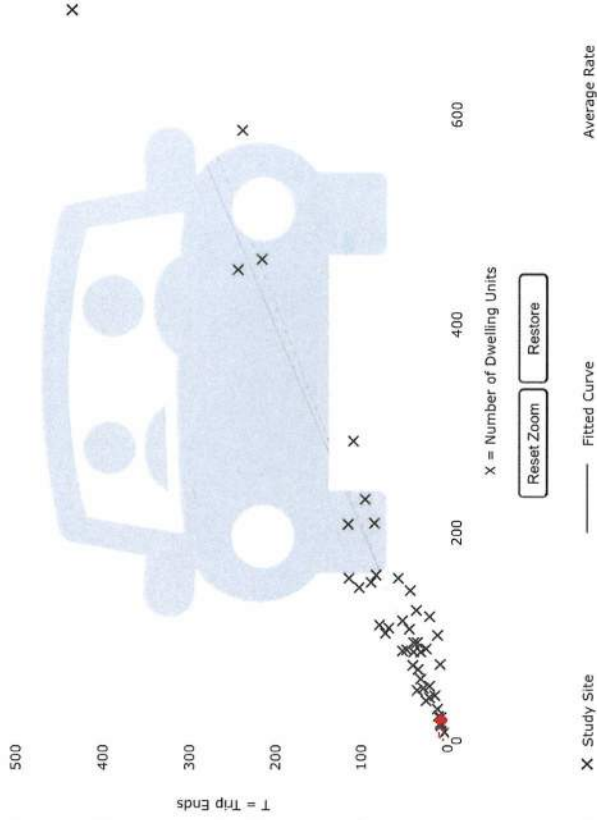
Vehicle

**ENTER IV VALUE TO CALCULATE TRIPS:**

20

Calculate

**Data Plot and Equation**



**DATA STATISTICS**

**Land Use:**

Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

**Independent Variable:**

Dwelling Units

**Time Period:**

Weekday  
Peak Hour of Adjacent Street Traffic  
One Hour Between 7 and 9 a.m.

**Setting/Location:**

General Urban/Suburban

**Trip Type:**

Vehicle

**Number of Studies:**

46

**Avg. Num. of Dwelling Units:**

135

**Average Rate:**

0.48

**Range of Rates:**

0.12 - 0.74

**Standard Deviation:**

0.14

**Fitted Curve Equation:**

T = 0.52(X) - 5.70

**R<sup>2</sup>:**

0.92

**Directional Distribution:**

25% entering, 75% exiting

**Calculated Trip Ends:**

Average Rate: 10 (Total), 2 (Entry), 8 (Exit)  
Fitted Curve: 5 (Total), 1 (Entry), 4 (Exit)

Use the mouse wheel to Zoom Out or Zoom In.  
Hover the mouse pointer on data points to view X and T values.



# Graph Look Up

ITETripGen Web-based App

[Graph Look Up](#)

[How to Use ITETripGen](#)

[TGM Disk Reference](#)

[TGM Appendices](#)

[Support Documents](#)

[Add Users](#)

[Comments](#)

Query  Filter

**DATA SOURCE:** Trip Generation Manual, 11th Ed

**SEARCH BY LAND USE CODE:**

**LAND USE GROUP:** (200-299) Residential

**LAND USE:** 215 - Single-Family Attached Housing

**LAND USE SUBCATEGORY:** All Sites

**SETTING/LOCATION:** General Urban/Suburban

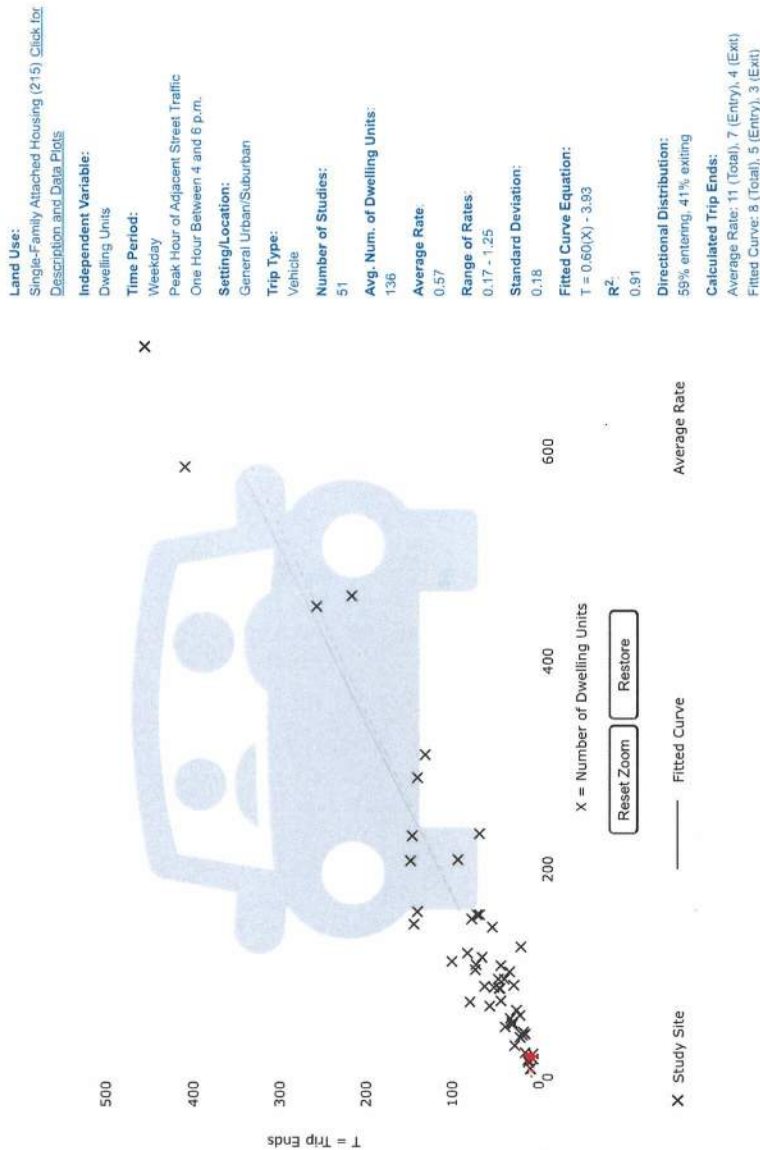
**INDEPENDENT VARIABLE (IV):** Dwelling Units

**TIME PERIOD:** Weekday, Peak Hour of Adjacent Street Traffic

**TRIP TYPE:** Vehicle

**ENTER IV VALUE TO CALCULATE TRIPS:**

## Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.  
Hover the mouse pointer on data points to view X and T values.

Additional to do more

Try OTISS Pro



# **SYNCHRO Capacity Analysis Worksheets**

HCM Unsignalized Intersection Capacity Analysis  
 3: Academy Street & Route 44

















2025 Background Traffic  
 AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Volume (veh/h)	18	15	322	27	12	381
Future Volume (Veh/h)	18	15	322	27	12	381
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	19	16	346	29	13	410
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	796	360			375	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	796	360			375	
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	98			99	
cM capacity (veh/h)	352	684			1183	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	35	375	423			
Volume Left	19	0	13			
Volume Right	16	29	0			
cSH	452	1700	1183			
Volume to Capacity	0.08	0.22	0.01			
Queue Length 95th (ft)	6	0	1			
Control Delay (s)	13.6	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	13.6	0.0	0.4			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.8			
Intersection Capacity Utilization			39.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
5: Route 44 & Factory Street/Library Street

2025 Background Traffic  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	7	13	0	4	12	346	15	13	388	5
Future Volume (Veh/h)	3	1	7	13	0	4	12	346	15	13	388	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	1	7	14	0	4	13	364	16	14	408	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	840	844	410	844	839	372	413			380		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	840	844	410	844	839	372	413			380		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	95	100	99	99			99		
cM capacity (veh/h)	278	293	641	274	295	674	1146			1178		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	18	393	427								
Volume Left	3	14	13	14								
Volume Right	7	4	16	5								
cSH	438	316	1146	1178								
Volume to Capacity	0.03	0.06	0.01	0.01								
Queue Length 95th (ft)	2	5	1	1								
Control Delay (s)	13.4	17.1	0.4	0.4								
Lane LOS	B	C	A	A								
Approach Delay (s)	13.4	17.1	0.4	0.4								
Approach LOS	B	C										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			36.2%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 3: Academy Street & Route 44

2025 Background Traffic  
 PM Peak Hour



















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Volume (veh/h)	56	51	479	76	28	391
Future Volume (Veh/h)	56	51	479	76	28	391
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	60	55	515	82	30	420
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1036	556			597	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1036	556			597	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	90			97	
cM capacity (veh/h)	249	531			980	
<b>Direction, Lane #</b>						
	WB 1	NB 1	SB 1			
Volume Total	115	597	450			
Volume Left	60	0	30			
Volume Right	55	82	0			
cSH	333	1700	980			
Volume to Capacity	0.34	0.35	0.03			
Queue Length 95th (ft)	37	0	2			
Control Delay (s)	21.4	0.0	0.9			
Lane LOS	C		A			
Approach Delay (s)	21.4	0.0	0.9			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			2.5			
Intersection Capacity Utilization			56.5%		ICU Level of Service	B
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis










## 5: Route 44 & Factory Street/Library Street

2025 Background Traffic  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	10	24	2	9	10	550	16	7	441	10
Future Volume (Veh/h)	12	0	10	24	2	9	10	550	16	7	441	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	13	0	11	25	2	9	11	579	17	7	464	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											300	
pX, platoon unblocked												
vC, conflicting volume	1103	1102	470	1104	1098	588	475			596		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1103	1102	470	1104	1098	588	475			596		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	98	86	99	98	99			99		
cM capacity (veh/h)	182	208	594	183	209	509	1087			980		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	24	36	607	482								
Volume Left	13	25	11	7								
Volume Right	11	9	17	11								
cSH	266	219	1087	980								
Volume to Capacity	0.09	0.16	0.01	0.01								
Queue Length 95th (ft)	7	14	1	1								
Control Delay (s)	19.8	24.6	0.3	0.2								
Lane LOS	C	C	A	A								
Approach Delay (s)	19.8	24.6	0.3	0.2								
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			45.5%		ICU Level of Service					A		
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis  
 3: Academy Street & Route 44

2025 Combined Traffic  
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	16	325	27	12	382
Future Volume (Veh/h)	18	16	325	27	12	382
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	19	17	349	29	13	411
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	800	364			378	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	800	364			378	
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	98			99	
cM capacity (veh/h)	350	681			1180	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	378	424			
Volume Left	19	0	13			
Volume Right	17	29	0			
cSH	454	1700	1180			
Volume to Capacity	0.08	0.22	0.01			
Queue Length 95th (ft)	6	0	1			
Control Delay (s)	13.6	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	13.6	0.0	0.4			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.8			
Intersection Capacity Utilization			39.8%		ICU Level of Service	A
Analysis Period (min)			15			










HCM Unsignalized Intersection Capacity Analysis  
5: Route 44 & Factory Street/Library Street

2025 Combined Traffic  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	7	18	0	7	12	346	16	14	388	5
Future Volume (Veh/h)	3	1	7	18	0	7	12	346	16	14	388	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	1	7	19	0	7	13	364	17	15	408	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	846	848	410	846	842	372	413			381		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	846	848	410	846	842	372	413			381		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	93	100	99	99			99		
cM capacity (veh/h)	274	291	641	273	294	673	1146			1177		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	26	394	428								
Volume Left	3	19	13	15								
Volume Right	7	7	17	5								
cSH	435	325	1146	1177								
Volume to Capacity	0.03	0.08	0.01	0.01								
Queue Length 95th (ft)	2	6	1	1								
Control Delay (s)	13.5	17.0	0.4	0.4								
Lane LOS	B	C	A	A								
Approach Delay (s)	13.5	17.0	0.4	0.4								
Approach LOS	B	C										
<b>Intersection Summary</b>												
Average Delay			1.1									
Intersection Capacity Utilization			36.6%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 3: Academy Street & Route 44

















2025 Combined Traffic  
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	56	51	480	77	29	393
Future Volume (Veh/h)	56	51	480	77	29	393
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	60	55	516	83	31	423
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1042	558			599	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1042	558			599	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	90			97	
cM capacity (veh/h)	246	530			978	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	115	599	454			
Volume Left	60	0	31			
Volume Right	55	83	0			
cSH	331	1700	978			
Volume to Capacity	0.35	0.35	0.03			
Queue Length 95th (ft)	38	0	2			
Control Delay (s)	21.6	0.0	0.9			
Lane LOS	C		A			
Approach Delay (s)	21.6	0.0	0.9			
Approach LOS	C					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			57.4%	ICU Level of Service	B	
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
5: Route 44 & Factory Street/Library Street

2025 Combined Traffic  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	10	27	2	10	10	550	20	9	441	10
Future Volume (Veh/h)	12	0	10	27	2	10	10	550	20	9	441	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	13	0	11	28	2	11	11	579	21	9	464	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1111	1110	470	1110	1104	590	475			600		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1111	1110	470	1110	1104	590	475			600		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	98	84	99	98	99			99		
cM capacity (veh/h)	178	205	594	181	207	508	1087			977		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	24	41	611	484								
Volume Left	13	28	11	9								
Volume Right	11	11	21	11								
cSH	263	220	1087	977								
Volume to Capacity	0.09	0.19	0.01	0.01								
Queue Length 95th (ft)	7	17	1	1								
Control Delay (s)	20.1	25.1	0.3	0.3								
Lane LOS	C	D	A	A								
Approach Delay (s)	20.1	25.1	0.3	0.3								
Approach LOS	C	D										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			45.3%		ICU Level of Service					A		
Analysis Period (min)			15									

## **UCONN Crash Data**

**Town of Salisbury**

**Route 44**

**Milemarker 4.12 to 5.12**

**October 1, 2020 through October 1, 2023**

CrashId	Date	Day of Week	Time	Crash Severity	No. Of Veh	Milemarker	Intersecting Road	Distance	Unit	Direction
766982	12/2/2020	Wednesday	3:20 PM	Prop Dam Only	2	4.62	ACADEMY ST			
812201	5/14/2021	Friday	1:28 PM	Prop Dam Only	2	4.62	ACADEMY ST	240	Feet	E
815870	5/20/2021	Thursday	7:57 AM	Susp Minor Inj	2	4.42	Salmon Kill Rd.			
848456	9/19/2021	Sunday	12:15 PM	Prop Dam Only	2	4.58	Factory Street	5	Feet	W
868587	10/28/2021	Thursday	11:28 AM	Prop Dam Only	2	4.71	Main Street (Rte 44)	1	Tenths	W
880687	11/30/2021	Tuesday	8:43 AM	Prop Dam Only	2	4.62	Academy St.	100	Feet	W
916866	2/19/2022	Saturday	12:06 PM	Prop Dam Only	2	4.37	SALMON KILL RD			
1000351	11/26/2022	Saturday	1:12 PM	Prop Dam Only	2	4.94	Under Mountain Road	0.2	Tenths	E
1012608	1/3/2023	Tuesday	6:28 PM	Prop Dam Only	2	4.58	LIBRARY ST			
1028072	2/24/2023	Friday	6:05 PM	Prop Dam Only	2	4.81	Academy Street	2	Tenths	W
1042339	4/17/2023	Monday	3:01 PM	Prop Dam Only	2	4.7	RT 41	100	Feet	W

CrashId	First Harmful Event	Manner of Crash	Loc of First Event	Weather Cond	Light Cond	Road Surface	Contr Circumstances	Crash Spec Location
766982	Other Vehicle	SS OD	On Roadway	Clear	Daylight	Wet	None	Intersection
812201	Other Vehicle	Angle	On Roadway	Clear	Daylight	Dry	None	Intersection-Related
815870	Other Vehicle	Front to rear	On Roadway	Clear	Daylight	Dry	Regular Congestion	Through Roadway
848456	Other Vehicle	Angle	On Roadway	Clear	Daylight	Dry	None	Through Roadway
868587	Other Vehicle	Other	In Parking Lane	Clear	Daylight	Dry	None	Other
880687	Other Vehicle	Front to rear	On Roadway	Clear	Daylight	Dry	None	Through Roadway
916866	Other Vehicle	Angle	On Roadway	Snow	Daylight	Snow	Road Surface (snow)	Intersection
1000351	Parked Vehicle	Rear to side	Shoulder	Clear	Daylight	Dry	None	Through Roadway
1012608	Other Vehicle	Angle	On Roadway	Clear	Dark-Lighted	Dry	None	Intersection-Related
1028072	Other Vehicle	Front to rear	On Roadway	Clear	Daylight	Dry	Unknown	Through Roadway
1042339	Other Vehicle	Angle	On Roadway	Cloudy	Daylight	Wet	None	Through Roadway