

September 13, 2024

Attention: Mr. Steven Cohen
ARADEV LLC
352 Atlantic Avenue, Unit 2
Brooklyn, NY 11217

SLR Project No.: 141.21278.00001

Client Reference No.: US.221000

**RE: Traffic Impact Study – Proposed Redevelopment of the Wake Robin Inn Property
104 & 106 Sharon Road and 53 Wells Hill Road, Lakeville, Connecticut**

Dear Mr. Cohen:

At your request, SLR International Corporation (SLR) has prepared this study to assess the traffic impact of a proposed hotel/event space redevelopment to be located at 104 & 106 Sharon Road (CT-41) and 53 Wells Hill Road in Salisbury, Connecticut. The project will include the construction of a new event barn, pool, spa facility, cottages, and an extension to the existing hotel building. Access to the site will be off Sharon Road through two driveways, an exit-only driveway toward the north, and an entrance-only driveway where the existing driveway is. The existing driveway to Wells Hill Road will also be maintained, but for emergency access only.

The work comprising the study consisted of several tasks including field reconnaissance, data collection, review of driveway and roadway traffic conditions, estimation of site-generated traffic volumes, and assessment of future traffic operations at and near the site. The site location and area roadways are shown in **Figure 1**.

Existing Conditions

Site Environs

The key intersections at, and surrounding, the site that have been analyzed as part of this study are as follows:

- Sharon Road (CT- 41) at Millerton Road/Main Street (US- 44) (Unsignalized)
- Sharon Road (CT- 41) at Wake Robin Inn Site Driveway (Unsignalized)
- Sharon Road (CT- 41) at Lime Rock Road/Interlaken Road (CT- 112) (Unsignalized)

Sharon Road (Route 41) runs north/south past the site with one lane in each direction, and is categorized by the Connecticut Department of Transportation (CTDOT) as a major collector road; the posted speed limit is 40 miles per hour (mph) past the site. South of the site is the Hotchkiss School, which features a mid-block pedestrian crossing with Rectangular Rapid Flashing Beacons (RRFB). There are narrow sidewalks present along the north of Sharon Road, ending at 90 Sharon Road, 300 feet north of the existing Wake Robin Inn driveway.

Land uses in the area include commercial and residential to the north, and residential and the Hotchkiss School to the south.

Wells Hill Road runs northwest/southeast past the proposed emergency access only driveway at 53 Wells Hill Road. The road has one lane in each direction and is categorized by the CTDOT as a local road; the posted speed limit is 35 mph past the site. The proposed driveway off Wells Hill Road will be located at the 53 Wells Hill Road existing driveway. The driveway will be for emergency vehicles only, with gates installed to prevent non-emergency vehicles from coming in and out.

The land use in this area is residential.

Traffic Volume and Speed Data

Turning movement counts were conducted at the two off-site study intersections on Friday, June 21, 2024, and Saturday, June 22, 2024, during the Friday afternoon and Saturday midday commuter peak periods. The peak hours were found to be 4:00 p.m. to 5:00 p.m., and 12:15 p.m. to 1:15 p.m., for Friday afternoon and Saturday midday peak hours, respectively. These 2024 existing peak-hour traffic volumes can be seen on **Figure 2**.

Travel speed data was also collected on Sharon Road (CT-41) and Wells Hill Road along the site frontages on Friday through Sunday, June 14, 2024, to June 16, 2024, by means of an Automatic Traffic Recorder (ATR). The ATR collected data on hourly traffic volumes and travel speeds. The peak-hour traffic volumes are shown on Figure 2. This speed data, included in the **Appendix**, indicated that the 85th percentile speed was 45 mph for northbound vehicles and 44 mph for southbound vehicles on Sharon Road (CT- 41), and 44 mph for both eastbound and westbound vehicles on Wells Hill Road. The 85th percentile speed is the speed at which 85 percent of the traffic travels at or below. The measurement is used for assessing certain design standards, such as sight distance, as will be discussed later in this report.

Historical Crash Data

Information on crash statistics at and near the site were obtained from the Connecticut Crash Data Repository for the over 5-year period of January 1, 2019, to June 11, 2024. The crash data collected for this period is shown in **Table 1**, summarized by location, type of collision and crash severity.

A total of 33 crashes were reported within the study area. Approximately 76 percent of the collisions resulted in property damage only, one collision resulted in a suspected serious injury, and no collision resulted in a fatality. The most common collision type was rear-end type collisions, comprising 39 percent of the reported crashes, followed by angle type collisions at approximately 15 percent.

The intersection of Sharon Road (CT-41) at Millerton Road/Main Street (US 44) is located approximately 2,500 feet north of the site on Sharon Road. Approximately 21 percent of collisions in the study area took place at this intersection with seven collisions. Of these collisions, two resulted in suspected minor injuries, with the remaining collisions resulting in property damage only. Approximately 71 percent of the collisions at this intersection were rear-end type. One collision involved a school bus, resulting in property damage only.

One collision involved a bicyclist on Sharon Road (CT- 41) between Millerton Road/Main Street (US 44) and Farnum Road which resulted in a suspected minor injury.

At the site's frontage on Sharon Road (Route 41) two collisions took place, both resulting in property damage only. Both collisions were unrelated to the site's driveway.

One collision resulted from an object leaving the driveway of 92 Sharon Road, and the other was a collision with a fixed object.



Table 1: Crash Data Summary

Location	Crash Severity				Type Of Collision							
	Suspected Serious Injury	Suspected Minor Injury	Property Damage Only	Total	Angle	Bicycle	Fixed Object	Read-End	School Bus	Sideswipe, Same Direction	Unknown	Total
Sharon Road (CT-41) at Millerton Road/Main Street (US-44)	-	2	5	7	-	-	1	5	1	-	-	7
Sharon Road (CT-41) Between Millerton Road/Main Street (US-44) and Farnum Road	-	2	1	3	-	1	-	2	-	-	-	3
Sharon Road (CT-41) at Farnum Road/Ethan Allen Street	-	1	1	2	-	-	-	2	-	-	-	2
Sharon Road (CT-41) Between Farnum Road and Wells Hill Road	-	1	1	2	-	-	1	1	-	-	-	2
Sharon Road (CT-41) at Wells Hill Road	-	-	2	2	-	-	1	1	-	-	-	2
Wells Hill Road Between Sharon Road (CT-41) and 53 Wells Hill Road Driveway	-	-	3	3	-	-	3	-	-	-	-	3
Wells Hill Road at 53 Wells Hill Road Proposed Site Driveway	-	-	-	0	-	-	-	-	-	-	-	0
Sharon Road (CT-41) Between Wells Hill Road and Site Frontage	-	-	-	0	-	-	-	-	-	-	-	0
Sharon Road (CT-41) at Site Frontage	-	-	2	2	-	-	1	-	-	-	1	2
Sharon Road (CT-41) Between Site Frontage and Deer Path	-	-	-	0	-	-	-	-	-	-	-	0

Location	Crash Severity				Type Of Collision							
	Suspected Serious Injury	Suspected Minor Injury	Property Damage Only	Total	Angle	Bicycle	Fixed Object	Read-End	School Bus	Sideswipe, Same Direction	Unknown	Total
Sharon Road (CT-41) at Deer Path	-	-	-	0	-	-	-	-	-	-	-	0
Sharon Road (CT-41) Between Deer Path and North Road	-	-	4	4	-	-	3	-	-	1	-	4
Sharon Road (CT-41) at North Road	-	-	-	0	-	-	-	-	-	-	-	0
Sharon Road (CT-41) Between North Road and Easy Street	-	-	-	0	-	-	-	-	-	-	-	0
Sharon Road (CT-41) at Easy Street	1	-	-	1	1	-	-	-	-	-	-	1
Sharon Road (CT-41) Between Easy Street and Hotchkiss School Driveway	-	-	1	1	-	-	1	-	-	-	-	1
Sharon Road (CT-41) at Hotchkiss School Driveway	-	1	-	1	1	-	-	-	-	-	-	1
Sharon Road (CT-41) Between Hotchkiss School Driveway and Lime Rock Road	-	-	1	1	-	-	-	1	-	-	-	1
Sharon Road (CT-41) at Lime Rock Road/Interlaken Road (CT-112)	-	-	4	4	3	-	-	1	-	-	-	4
Total	1	7	25	33	5	1	11	13	1	1	1	33



Proposed Development

The development site is located approximately 1,300 feet south of the Wells Hill Road and Sharon Road (CT-41) intersection. The existing site's land uses include the Wake Robin Inn, a hotel, consisting of 38 rooms, an approximately 2,750-square foot (SF) fine dining style restaurant area that is only used for continental breakfast for hotel guests, a 2,600 SF banquet room and a single-family residential building.

The development plan will include a new event barn with a fast casual restaurant, a new pool house with storage (approximately 5,000 SF), a spa facility (approximately 3,760 SF), 12 to 14 new cabins, 16 existing rooms (the remainder after the demolition of 22 of the existing 38 rooms), and a new extension to the existing hotel which will add approximately 41 rooms. Upon completion there will be 69 to 71 guest spaces between hotel rooms and cabins. For analysis we assumed 70 rooms/cabins. The banquet hall will also be removed during the renovations.

Access to the development will be through two driveways on Sharon Road, an entrance only at the existing driveway, and an exit only to the north of the existing driveway. The buildings will be connected through an interior road system with additional pathways. The interior road system will also connect the interior parking network spread through the development.

An emergency-access driveway will be available at the existing driveway on the east side of the site at 53 Wells Hill Road. The driveway will have gates installed to prevent all non-emergency traffic from entering and exiting in this direction. The gates will be able to be opened to allow emergency vehicles to enter and exit the site when needed.

Sight Distances

Sight distances were measured at the proposed main site driveways in accordance with criteria set forth in the CTDOT *Highway Design Manual*. Intersection sight distance (ISD), stopping sight distance (SSD), and left turn sight distance (LTSD) were reviewed. ISD is the more liberal sight distance parameter and is determined through the creation of clear sight line triangles adjacent to the driveway points of egress, looking to the left and to the right. Each side of the site driveways should be free of obstructions to visibility such that the available sight distance for an egressing driver is far enough to see approaching vehicles on Sharon Road (CT-41), and to determine if they can adequately turn out of the site without approaching motorists on Sharon Road needing to slow down. SSD is the distance needed for someone driving on Sharon Road to see, react, and slow-down/stop should a vehicle enter their traffic stream from the sites driveway or slow to enter the driveway. SSD is considered the failsafe requirement, the minimum criteria to be met. In addition to these two measures, we looked at the visibility requirements for a vehicle turning left into the site to see oncoming traffic.

Travel speed data was collected on Sharon Road (CT-41) along the site frontages on Friday through Sunday, June 14, 2024, to June 16, 2024, by means of an ATR. This speed data is included in the **Appendix**. It was found that the 85th percentile speed was 45 mph for northbound vehicles, and 44 mph for southbound vehicles on Sharon Road. As a point of comparison, the average speed was measured to be around 40 mph (the posted speed limit) in both directions. Sight distances are typically based on the 85th percentile speed, from state guidelines in the CTDOT *Highway Design Manual*.

Intersection sight distances (ISD), stopping sight distances (SSD), and left turn sight distances (LTSD) were extensively analyzed at the driveway locations. Due to the vertical grade of Wells Hill Road, SSD could not be achieved in the northbound direction without significant re-grading of the road. Consequently, the driveway off Wells Hill Road is recommended to be emergency access only.

Analysis of a combined driveway off Sharon Road (CT-41) at its current location was considered. There is a steep embankment along the east side of the road that would require significant grading and a large retaining wall affecting two adjacent properties to the south. This work would also compromise the use of much of the property just south of the driveway. Current plans for a swimming pool, for instance, would need to be scrapped. Consequently, egress here was found to be impracticable.

We then focused on egress further north, a divided driveway, with separate the entrance remaining at the existing driveway location. Initial investigation indicated that the ISD from a 15-foot setback and the 85th percentile speed (45 mph) was still problematic. The height of the retaining wall and the impact on the two properties to the south was still unmanageable. Further analysis showed that a workable design was achievable from slightly more than a 10-foot offset and the posted speed limit of 40 mph, requiring an ISD of 40 mph. Note that only one property would be impacted under this plan and the western yard of that property would not be compromised. A retaining wall of approximately 10 feet would still be required, however.

We further studied the driveway visibility to determine if adequate ISD and LTSD would be achievable for the 85th percentile speed. We found that with the proposed regrading south of the site, SSD and LTSD would be available for vehicles at the entrance driveway and SSD would be available at the egress drive for the 85th percentile speed on Sharon Road. **Table 2** summarizes the sight distance guidelines per the CTDOT *Highway Design Manual* for each of the sight distance parameters that were used.

Table 2: Sight Distances at Proposed Site Driveways

Roadway	ISD	SSD	LTSD
Sharon Road	445 feet	360 feet	365 feet

SSD and LTSD calculations were based on 45 mph 85th percentile speed.

ISD calculations were based on average/posted 40-mph speed from 10-foot offset from travel way.

Development Site Trip Generation and Distribution

The amount of peak-hour site traffic for the proposed development was estimated based on review of statistical data published by the Institute of Transportation Engineers (ITE). Specific LUCs are explained below.

- ITE Land Use Code (LUC) #310, Hotel, was used for the guest rooms.
- LUC #492, Health/Fitness Club, was used for the spa based on discussions with CTDOT Bureau of Policy and Planning since ITE does not have “Spa” as a land use in their data base. Note that the spa will generate traffic at a much lower rate than a Health/Fitness Club, and approximately one-half of the spa patrons will be Hotel guests. Therefore, our analysis related to the spa will be conservative.



- For the Hotel Restaurant and Bar, LUC #931, Fine Dining Restaurant, was used. There will be some 40 to 80 seats inside and, seasonally, about the same number of seats outside. Again, to be conservative, our analysis was based on 160 seats. Clearly a scenario highly unlikely to materialize.
- For the Event Barn Wedding Venue, the trip generation was estimated based on correspondence from CTDOT Bureau of Policy and Planning. This is another Land Use where their input was required since ITE does not include a definitive LUC. A copy of the correspondence between our Office and CTDOT is included in the Appendix.
- For the Event Barn fast casual restaurant, ITE LUC #930, Fast Casual Restaurant, was used. Since this area is essentially a kitchen (around 500 SF) with no indoor seating, we based the trip generation on the approximate seating area that will be available on the covered porch and plaza nearby the order/pick-up window. Specifically, we assume 2,000 SF of patron area which can easily accommodate seating for 40 people, which is the peak projected customer load.

The sites proposed trip generation based on these assumptions can be seen in **Table 3**. One important caveat is that when there is an event in the main event space, the casual dining kitchen will be closed. Consequently, we looked at both scenarios; one with an event and one with the casual dining open. As shown, during the morning peak hour, both the event space and casual dining space will be dormant. In the afternoon peak hour, the event space will generate more traffic than the casual dining. On Saturday, the casual dining will generate more traffic than the event space, due to this, calculation for level of service will be based on the higher of the two daily traffic generations.

Table 3: Site-Generated Traffic Estimates

Land Use	ITE Land Use #	Number of Vehicle Trips								
		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Hotel Rooms & Cabins (70 Rooms)	310	18	14	32	21	20	41	28	22	50
Spa (3,760 SF)	492	3	2	5	7	6	13	6	6	12
Hotel Restaurant & Bar (160 Seats)	931	2	1	3	23	22	45	30	23	53
Wedding Venue (175 Seats)	N/A	--	--	--	38	18	56	33	23	56
Event Barn Restaurant (2,500 SF)	930	--	--	--	17	14	31	45	37	82
Total Without Event		23	17	40	68	62	130	109	88	197
Total With Event		23	17	40	89	66	155	97	74	171

The geographic distribution was estimated based on the area’s roadway travel patterns and our understanding of the market area for this facility. The generalized distribution of traffic is shown in **Figure 3**. All trips will enter through the Sharon Road driveways, with 50 percent coming from



the north, and 50 percent coming from the south. The peak-hour site generated traffic estimates routed via this distribution are shown on **Figure 4**.

Future Conditions

Estimated Future Roadway Traffic

Future roadway traffic volumes were estimated both with and without the subject development in place to determine possible traffic impacts. The projected opening year was assumed as 2026 in these scenarios.

The background traffic scenario is reflective of Future (2026) Conditions before the proposed development is built/opened. The Background (2026) Conditions were developed by expanding the baseline (2024 Existing) traffic volumes to the estimated opening year of 2026 using an annual growth rate of 0.5 percent per input from CTDOT. The annual growth rate accounts for general traffic increases within the area including small developments that might open in the next few years that would add traffic to the study area. The 2026 Background Conditions traffic volumes reflect future conditions without the proposed development in place and can be seen in **Figure 5**.

The estimated site-generated traffic volumes from the proposed mixed-use development were then added to the 2026 Background traffic volumes to derive the future 2026 combined traffic volumes, which reflect future conditions after the proposed development is built/opened and are shown in **Figure 6** for the weekday afternoon and Saturday midday peaks.

Intersection Capacity Analysis

The study intersections were evaluated by means of capacity analysis techniques whereby Levels of Service (LOS) are determined. LOS are qualitative measures of the efficiency of operations in terms of delay and inconvenience to motorists that range from LOS A through LOS F, with LOS A reflecting traffic flow with very low average control delay per vehicle while LOS F would reflect operations with long average delays. In most communities, LOS D or better during peak hours is considered acceptable. **Table 4** summarizes the findings of future anticipated LOS at the intersection without (Background Conditions) versus with (Combined Conditions) the estimated future traffic from this proposed development to assess potential traffic impacts from this development. A more detailed explanation of LOS and the analysis worksheets are provided in the Appendix.

As can be seen, all lane movements at the study intersections are expected to operate at LOS C or better in the future, even with the addition of site traffic from the proposed development. Thus, this development is expected to be easily accommodated on the area roadways.

The lanes with a change in LOS were for left and right turning movements from Sharon Road onto Millerton Road/Main Street, and the northbound and southbound all-way movements at the intersection of Sharon Road at Interlaken Road/Lime Rock Road. The change in LOS was from LOS B to LOS C at the Millerton Road intersection, and from LOS A to LOS B at the Interlaken Road intersection. Note that these are all very acceptable LOS.



Table 4: Intersection Capacity Analysis Summary

Movement /Lane Groups	Level Of Service (LOS)			
	Weekday Afternoon Peak Hour		Saturday Peak Hour	
	Background	Combined	Background	Combined
Unsignalized				
Millerton Road/Main Street at Sharon Road				
Westbound Left/Right (Sharon Road)	C	C	B	C
Southbound Left (Main Street)	A	A	A	A
Sharon Road at Site Driveway*				
Westbound Left/Right (Site Driveway)	-	B	-	B
Southbound Left (Sharon Road)	-	A	-	A
Sharon Road at Interlaken Road/Lime Rock Road All-way Stop Control (AWSC)				
Northbound (Sharon Road)	A	B	A	A
Eastbound (Interlaken Road)	A	A	A	A
Westbound (Lime Rock Road)	A	A	A	A
Southbound (Sharon Road)	A	B	A	A

Notes: LOS calculations were performed using *Synchro 11*

*The divided site driveway was combined for analysis purposes.

Summary

A study was conducted to assess the traffic impact of the proposed wedding venue and hotel development to be located on at 104 & 106 Sharon Road, and 53 Wells Hill Road. The project will include the construction of a new event barn, pool, spa facility, cottages, and an extension to the existing hotel building. Site access will be provided via two driveways on Sharon Road (CT-41), one for entrance only, and one for exit only, with an emergency access only driveway proposed on Wells Hill Road. A study of traffic conditions was undertaken through a detailed data assembly effort; traffic generated by the proposed development was estimated based on review of industry standard data and input from CTDOT Bureau of Policy and Planning. Future roadway traffic volumes were estimated with and without the development in place, and capacity analyses of Future Conditions at and near the site were performed. Sightlines were also reviewed corresponding with the proposed site driveways, roadway travel speeds, and CTDOT guidelines/criteria.

Based on the capacity analyses, it was found that all lane movements are expected to operate at LOS C or better in the future, even with the addition of site traffic from the proposed development. Thus, this development is anticipated to have a minimal impact to area traffic flow.

Lastly, sightlines relative to the proposed driveways are also expected to be adequate, subject to significant regrading and clearing of existing vegetation along the Sharon Road (CT- 41) site frontage.



We hope this traffic study is useful to you and the town of Salisbury in assessing the traffic aspects of this proposed development. If you have any questions or need any further information, please do not hesitate to contact us.

Regards,

SLR International Corporation



David G. Sullivan, PE
U.S. Manager of Traffic & Transportation Planning
dsullivan@slrconsulting.com



Cameron N. Natusch
Staff Transportation Planner
cnatusch@slrconsulting.com

Attachments

Figures

- Figure 1 – Site Location and Surrounding Roadway Area
- Figure 2 – 2024 Existing Traffic Volumes
- Figure 3 – Site Traffic Distribution
- Figure 4 – Site-Generated Trips
- Figure 5 – 2026 Background Traffic Scenario
- Figure 6 – 2026 Combined Traffic Scenario

Appendix

- LOS Designation Descriptions
- Traffic Counts
- *Synchro* Analysis Reports
- Wedding Venue Trip Generation
- Background Development Trip Generation

141.22100.00001.s1324.ltr.docx



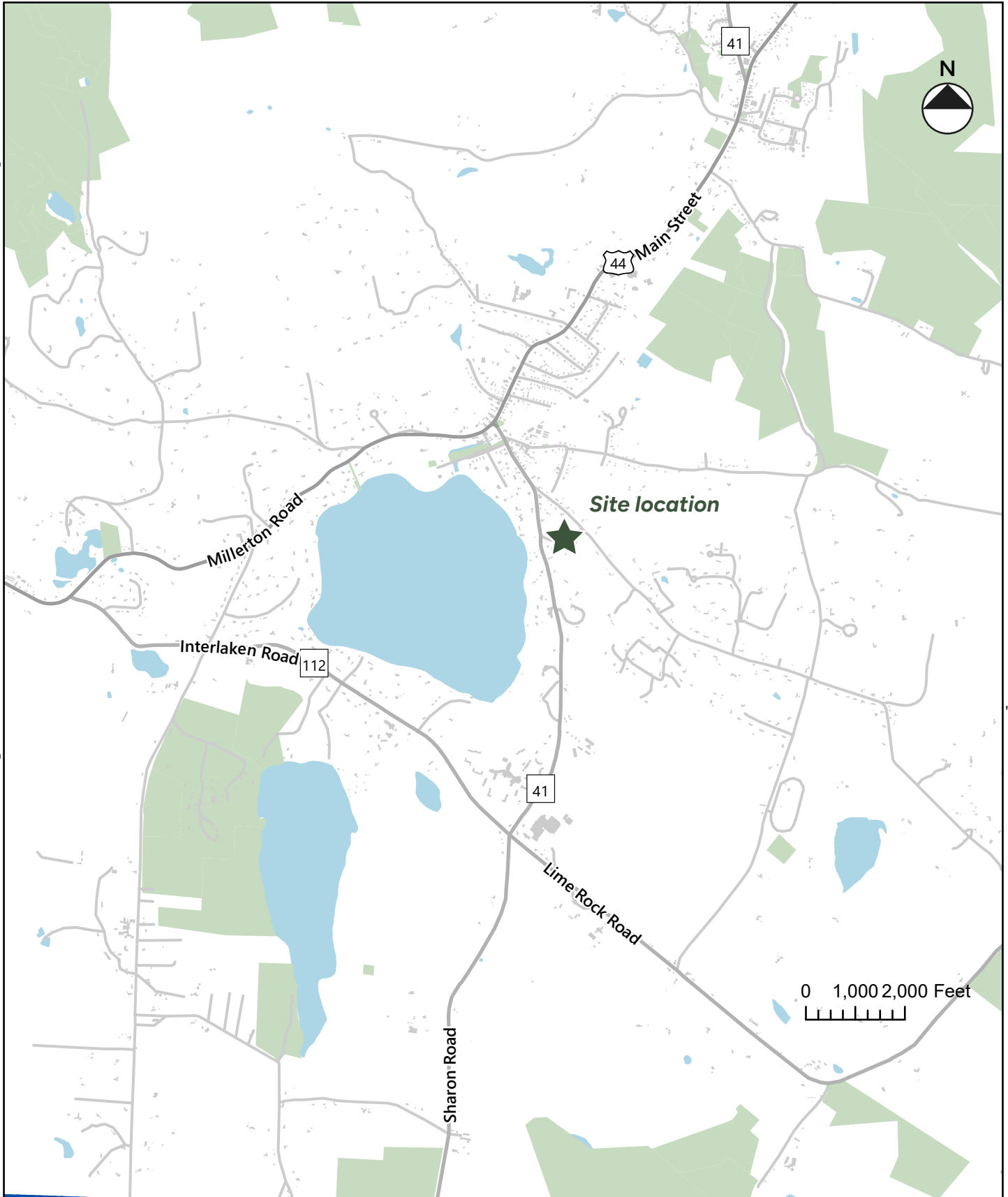


Figure 1
Site Location and Surrounding Roadway Network



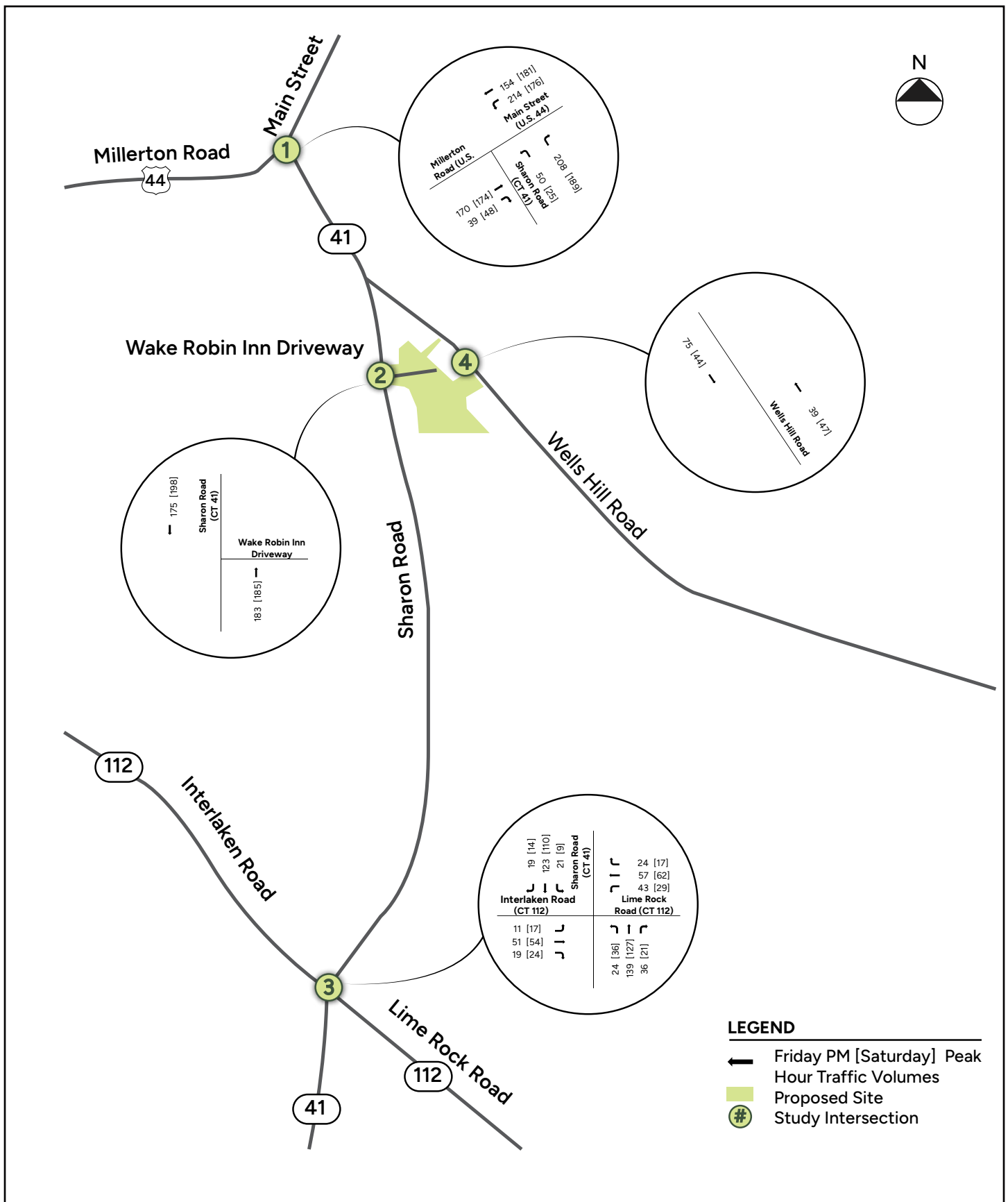


Figure 2
2024 Existing Traffic Volumes



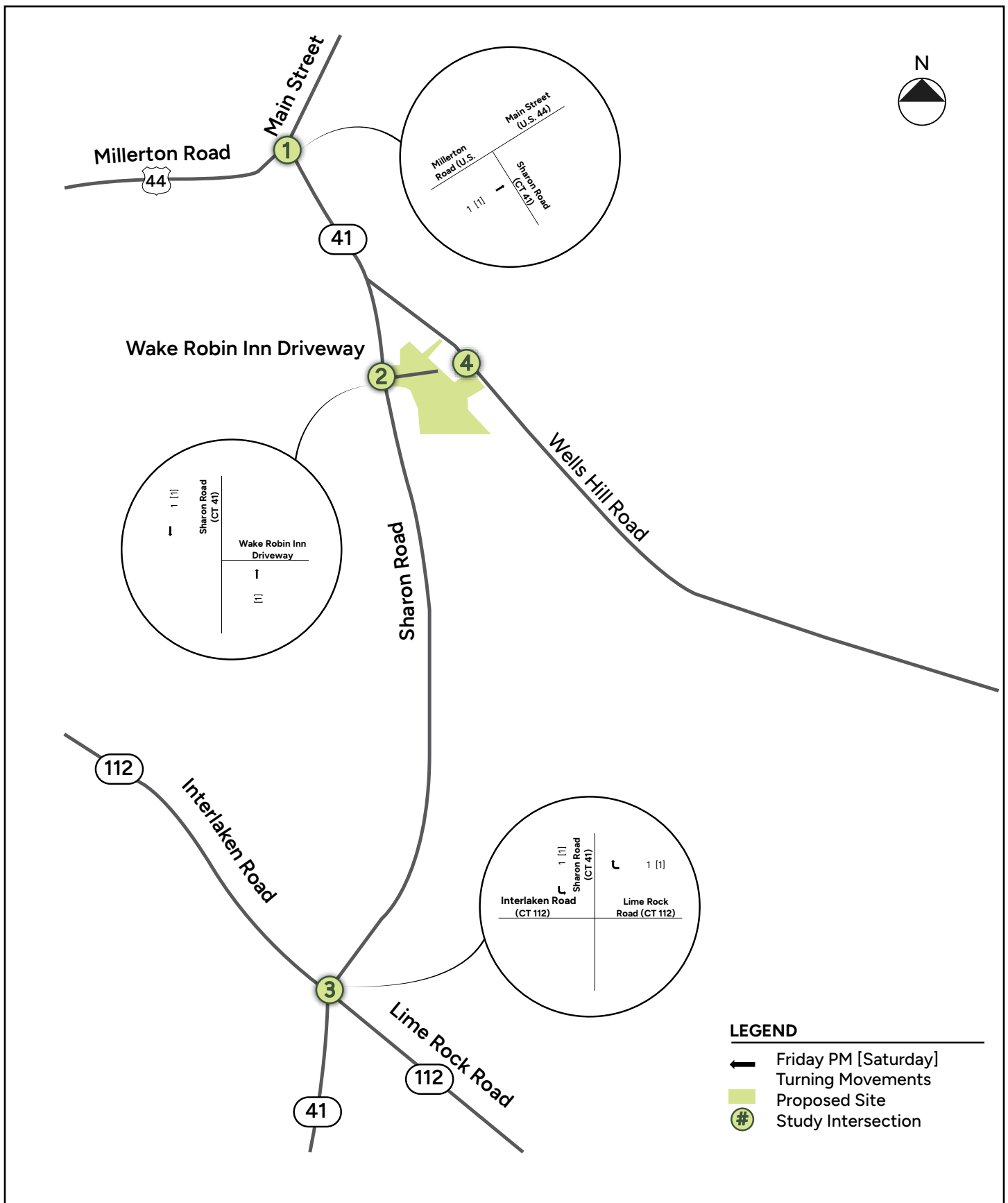


Figure 3
Background Development Affordable Housing at 11 Holley Street



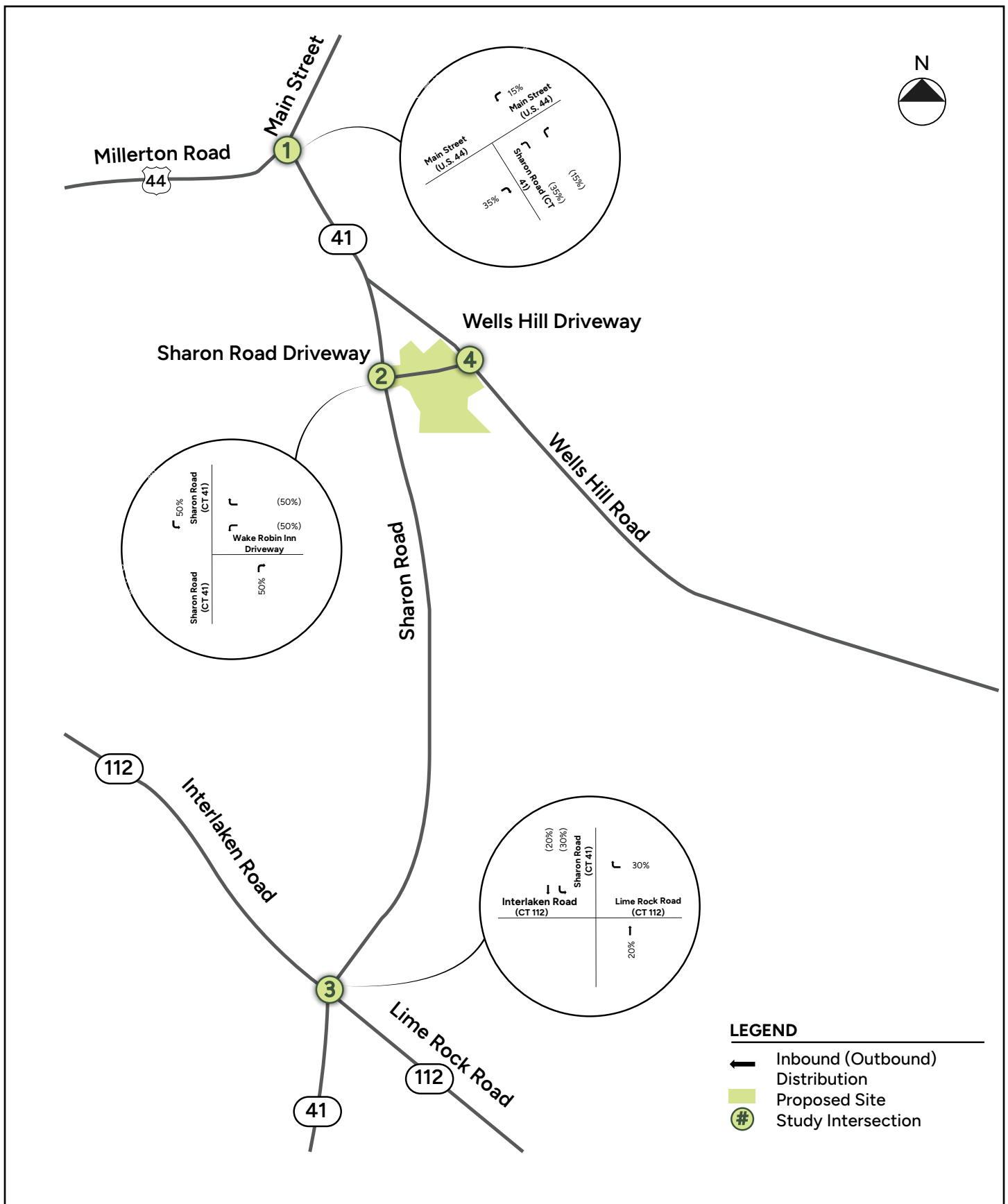


Figure 4
Site Traffic Distribution



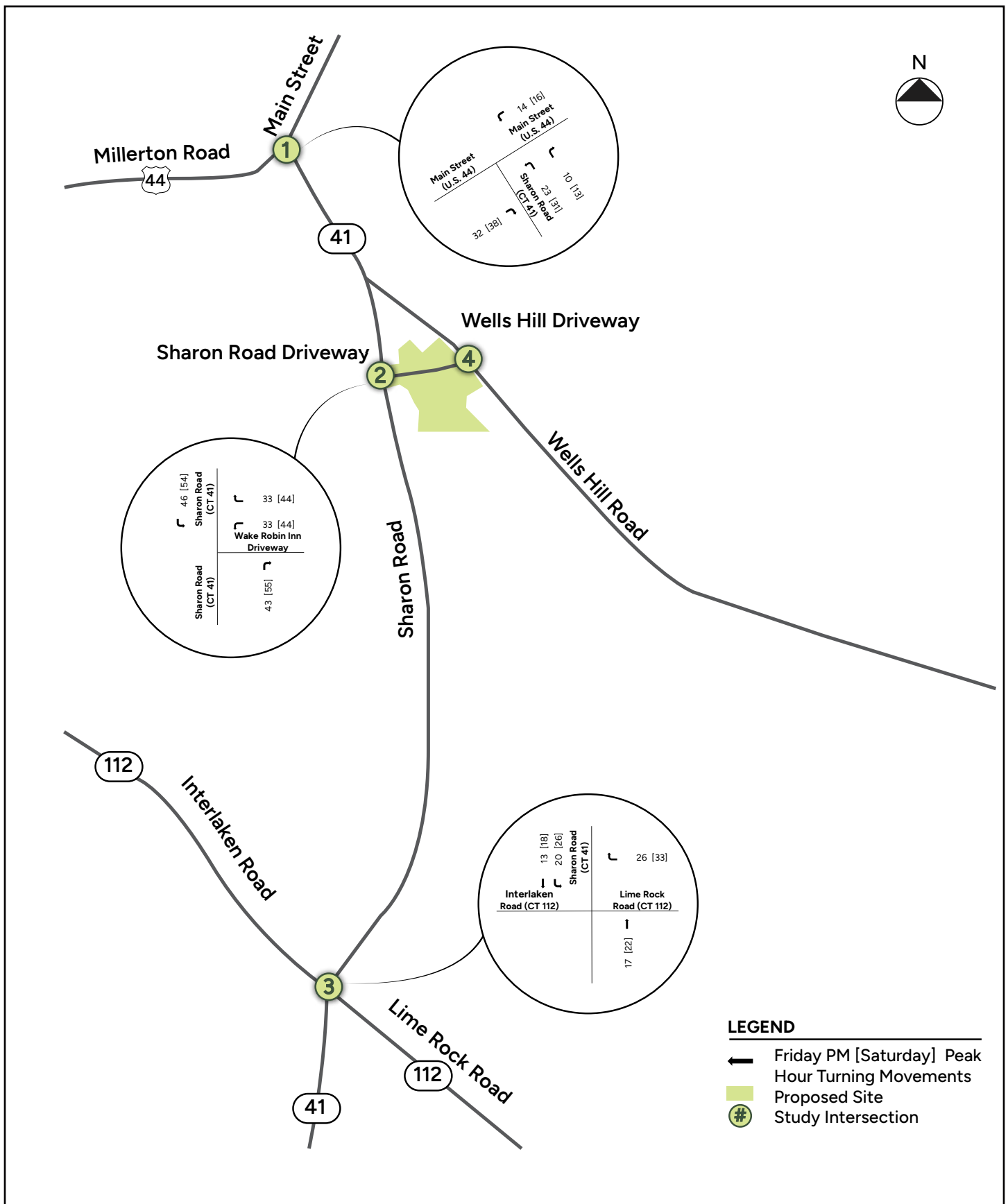


Figure 5
Site Generated Trips



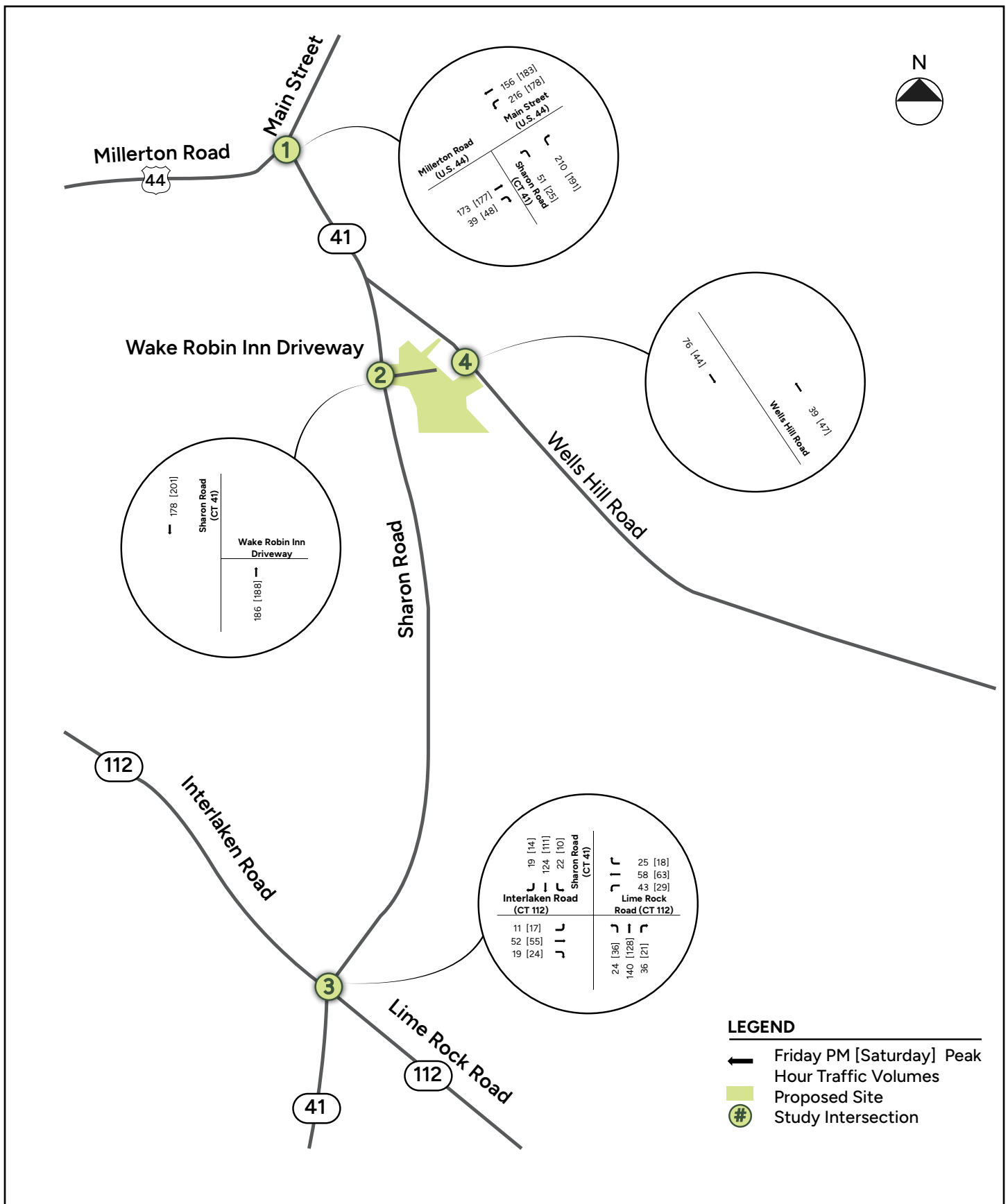


Figure 6
2026 Background Traffic



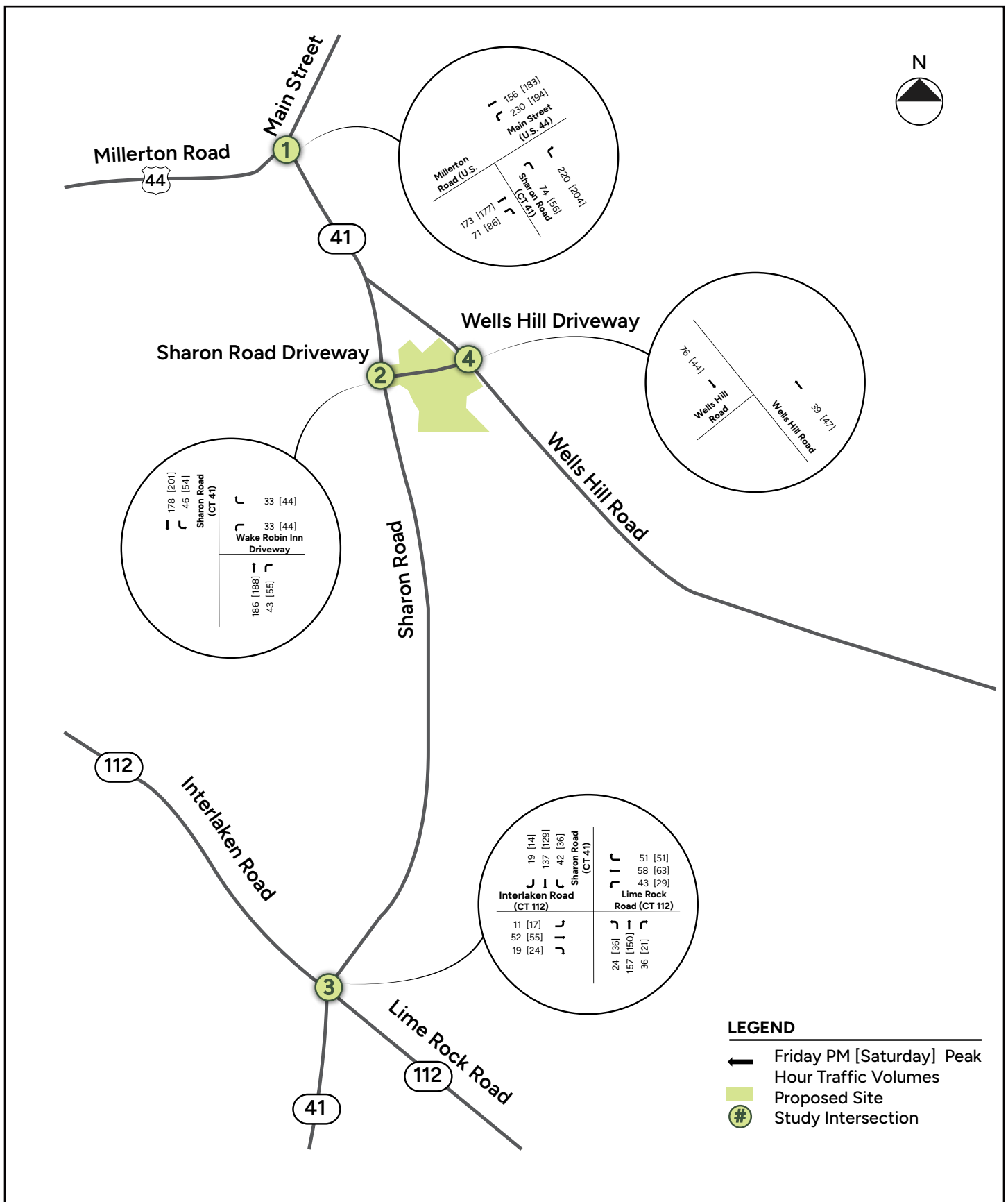


Figure 7
2026 Combined Traffic



APPENDIX

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS (MOTORIZED VEHICLE MODE)

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-min analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group. The criteria are given below.

LEVEL-OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS MOTORIZED VEHICLE MODE		
LOS By Volume-to-Capacity Ratio¹		CONTROL DELAY (s/veh)
v/c ≤ 1.0	v/c > 1.0	
A	F	≤ 10
B	F	> 10 AND ≤ 20
C	F	> 20 AND ≤ 35
D	F	> 35 AND ≤ 55
E	F	> 55 AND ≤ 80
F	F	> 80

¹ For approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Specific descriptions of each LOS for signalized intersections are provided below:

Level of Service A describes operations with a control delay of 10 s/veh and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of Service B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

Level of Service C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of Service D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of Service E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of Service F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Reference: *Highway Capacity Manual 6, Transportation Research Board, 2016.*

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS ALL-WAY STOP-CONTROL (AWSC)

The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different levels of performance from distinct types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same LOS. The level-of-service criteria are given below.

LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS	
LOS¹	CONTROL DELAY (s/veh)
A	≤ 10
B	> 10 AND ≤ 15
C	> 15 AND ≤ 25
D	> 25 AND ≤ 35
E	> 35 AND ≤ 50
F	> 50

¹ For approaches and intersection-wide assessment, LOS is defined solely by control delay.

Note: LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay.

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

LEVEL OF SERVICE FOR TWO-WAY STOP SIGN CONTROLLED INTERSECTIONS

The level of service for a TWSC (two-way stop controlled) intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS criteria are given in the Table. LOS criteria are given below:

LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS	
LOS¹	CONTROL DELAY (s/veh)
A	≤ 10
B	> 10 AND ≤ 15
C	> 15 AND ≤ 25
D	> 25 AND ≤ 35
E	> 35 AND ≤ 50
F	> 50

Note: LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole. LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Locations 1, 2 and 3
June 21st, 2024
Salisbury, CT



Reliable Traffic Counts, LLC
Vehicle/Data Collection Service

11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtvdc@aol.com

Main St. Milleton Rd Rte. 44 at Sharon Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:00 TO 5:00 P.M.

File Name : 1524-1FRIDAY
Site Code : 00000001
Start Date : 6/21/2024
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

Start Time	MAIN ST RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					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	44	61	0	105	65	0	7	1	73	12	50	0	0	62	0	0	0	0	0	240
04:15 PM	0	38	58	0	96	52	0	10	0	62	15	57	0	0	72	0	0	0	0	0	230
04:30 PM	1	35	46	0	82	45	0	12	0	57	9	26	0	0	35	0	0	0	0	0	174
04:45 PM	0	37	49	0	86	46	0	10	0	56	3	37	0	0	40	0	0	0	0	0	182
Total	1	154	214	0	369	208	0	39	1	248	39	170	0	0	209	0	0	0	0	0	826
05:00 PM	0	42	49	0	91	39	5	11	1	56	11	39	0	0	50	0	0	0	0	0	197
05:15 PM	0	27	41	0	68	41	0	7	0	48	13	37	0	0	50	0	0	0	1	1	167
05:30 PM	0	33	32	0	65	29	0	4	0	33	14	35	0	0	49	0	0	0	0	0	147
05:45 PM	0	31	31	0	62	29	0	7	1	37	7	31	0	0	38	0	0	0	0	0	137
Total	0	133	153	0	286	138	5	29	2	174	45	142	0	0	187	0	0	0	1	1	648
Grand Total	1	287	367	0	655	346	5	68	3	422	84	312	0	0	396	0	0	0	1	1	1474
Approch %	0.2	43.8	56	0		82	1.2	16.1	0.7		21.2	78.8	0	0		0	0	0	100		
Total %	0.1	19.5	24.9	0	44.4	23.5	0.3	4.6	0.2	28.6	5.7	21.2	0	0	26.9	0	0	0	0.1	0.1	
CARS	1	282	366	0	649	343	5	68	3	419	84	311	0	0	395	0	0	0	1	1	1464
% CARS	100	98.3	99.7	0	99.1	99.1	100	100	100	99.3	100	99.7	0	0	99.7	0	0	0	100	100	99.3
TRUCKS	0	5	1	0	6	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	10
% TRUCKS	0	1.7	0.3	0	0.9	0.9	0	0	0	0.7	0	0.3	0	0	0.3	0	0	0	0	0	0.7
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Main St. Milleton Rd Rte. 44 at Sharon Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

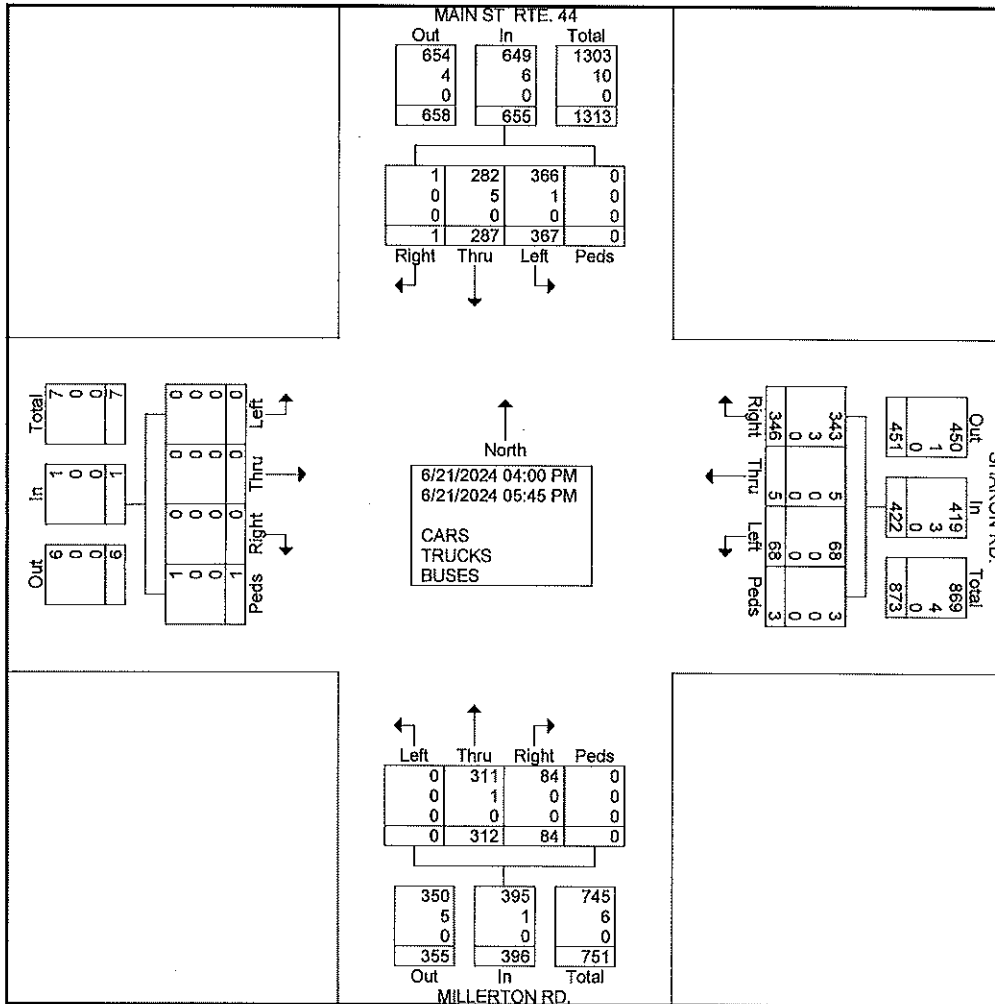
Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:00 TO 5:00 P.M.

File Name : 1524-1FRIDAY
Site Code : 0000001
Start Date : 6/21/2024
Page No : 2



Main St. Milleton Rd Rte. 44 at Sharon Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

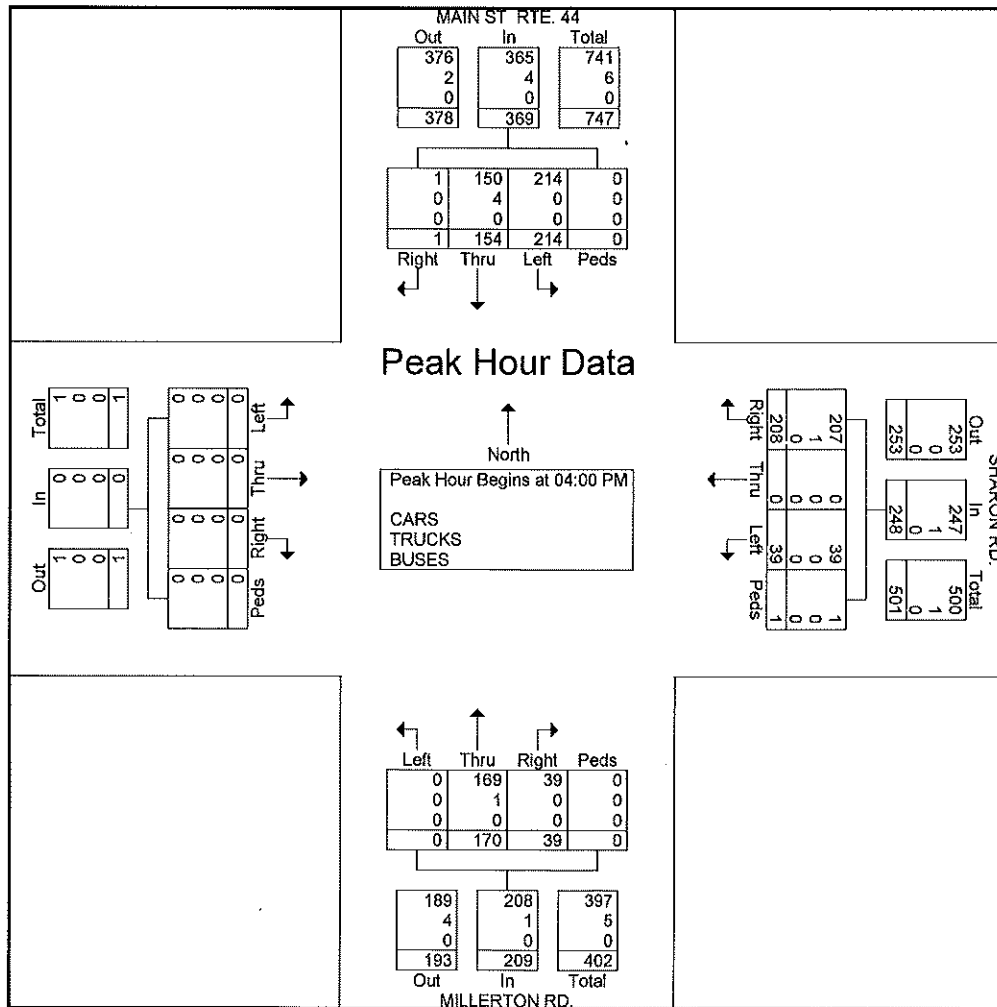
prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:00 TO 5:00 P.M.

File Name : 1524-1FRIDAY
Site Code : 00000001
Start Date : 6/21/2024
Page No : 3

Start Time	MAIN ST RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					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 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	44	61	0	105	65	0	7	1	73	12	50	0	0	62	0	0	0	0	0	240
04:15 PM	0	38	58	0	96	52	0	10	0	62	15	57	0	0	72	0	0	0	0	0	230
04:30 PM	1	35	46	0	82	45	0	12	0	57	9	26	0	0	35	0	0	0	0	0	174
04:45 PM	0	37	49	0	86	46	0	10	0	56	3	37	0	0	40	0	0	0	0	0	182
Total Volume	1	154	214	0	369	208	0	39	1	248	39	170	0	0	209	0	0	0	0	0	826
% App. Total	0.3	41.7	58	0		83.9	0	15.7	0.4		18.7	81.3	0	0		0	0	0	0		
PHF	.250	.875	.877	.000	.879	.800	.000	.813	.250	.849	.650	.746	.000	.000	.726	.000	.000	.000	.000	.000	.860
CARS	1	150	214	0	365	207	0	39	1	247	39	169	0	0	208	0	0	0	0	0	820
% CARS	100	97.4	100	0	98.9	99.5	0	100	100	99.6	100	99.4	0	0	99.5	0	0	0	0	0	99.3
TRUCKS	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
% TRUCKS	0	2.6	0	0	1.1	0.5	0	0	0	0.4	0	0.6	0	0	0.5	0	0	0	0	0	0.7
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Main St. Milleton Rd Rte. 44 at Sharon Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:00 TO 5:00 P.M.

File Name : 1524-1FRIDAY
Site Code : 00000001
Start Date : 6/21/2024
Page No : 4

Groups Printed- CARS

Start Time	MAIN ST RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					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	41	61	0	102	65	0	7	1	73	12	50	0	0	62	0	0	0	0	0	0
04:15 PM	0	38	58	0	96	52	0	10	0	62	15	56	0	0	71	0	0	0	0	0	0
04:30 PM	1	35	46	0	82	44	0	12	0	56	9	26	0	0	35	0	0	0	0	0	0
04:45 PM	0	36	49	0	85	46	0	10	0	56	3	37	0	0	40	0	0	0	0	0	0
Total	1	150	214	0	365	207	0	39	1	247	39	169	0	0	208	0	0	0	0	0	0
05:00 PM	0	42	48	0	90	38	5	11	1	55	11	39	0	0	50	0	0	0	0	0	0
05:15 PM	0	27	41	0	68	40	0	7	0	47	13	37	0	0	50	0	0	0	1	1	1
05:30 PM	0	33	32	0	65	29	0	4	0	33	14	35	0	0	49	0	0	0	0	0	0
05:45 PM	0	30	31	0	61	29	0	7	1	37	7	31	0	0	38	0	0	0	0	0	0
Total	0	132	152	0	284	136	5	29	2	172	45	142	0	0	187	0	0	0	1	1	1
Grand Total	1	282	366	0	649	343	5	68	3	419	84	311	0	0	395	0	0	0	1	1	1464
Apprch %	0.2	43.5	56.4	0		81.9	1.2	16.2	0.7		21.3	78.7	0	0		0	0	0	100		
Total %	0.1	19.3	25	0	44.3	23.4	0.3	4.6	0.2	28.6	5.7	21.2	0	0	27	0	0	0	0.1	0.1	

Main St. Milleton Rd Rte. 44 at Sharon Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS

PEAK HOUR

4:00 TO 5:00 P.M.

File Name : 1524-1FRIDAY

Site Code : 00000001

Start Date : 6/21/2024

Page No : 5

Groups Printed- TRUCKS

Start Time	MAIN ST RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					Inl. 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	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	5	1	0	6	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10
Apprch %	0	83.3	16.7	0		100	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	50	10	0	60	30	0	0	0	30	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	

Main St. Milleton Rd Rte. 44 at Sharon Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:00 TO 5:00 P.M.

File Name : 1524-1FRIDAY
Site Code : 00000001
Start Date : 6/21/2024
Page No : 6

Groups Printed- BUSES

Start Time	MAIN ST RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0			
Total %																						

Sharon Rd. at Interlake Rd. and Lime Rock Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS

PEAK HOUR

4:00 TO 5:00 P.M.

File Name : 1524-3FRIDAY

Site Code : 00000003

Start Date : 6/21/2024

Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

Start Time	SHARON RD. SOUTHBOUND					LIME ROCK RD. WESTBOUND					RTE. 41 NORTHBOUND					INTERLAKE RD. RTE 112 EASTBOUND					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	31	6	0	43	7	16	16	0	39	4	34	11	0	49	8	17	3	0	28	159
04:15 PM	6	35	8	0	49	5	15	9	0	29	15	40	3	0	58	4	13	4	0	21	157
04:30 PM	4	28	1	0	33	6	12	11	0	29	8	29	5	0	42	5	12	3	0	20	124
04:45 PM	3	29	6	0	38	6	14	7	0	27	9	36	5	0	50	2	9	1	0	12	127
Total	19	123	21	0	163	24	57	43	0	124	36	139	24	0	199	19	51	11	0	81	567
05:00 PM	2	28	2	0	32	5	14	9	0	28	5	29	3	0	37	3	18	2	0	23	120
05:15 PM	5	30	3	0	38	5	25	6	0	36	6	37	0	0	43	3	21	2	0	26	143
05:30 PM	4	25	6	0	35	6	15	10	0	31	2	29	6	0	37	6	13	4	0	23	126
05:45 PM	1	17	2	0	20	1	7	5	0	13	5	29	7	0	41	4	7	3	0	14	88
Total	12	100	13	0	125	17	61	30	0	108	18	124	16	0	158	16	59	11	0	86	477
Grand Total	31	223	34	0	288	41	118	73	0	232	54	263	40	0	357	35	110	22	0	167	1044
Apprch %	10.8	77.4	11.8	0		17.7	50.9	31.5	0		15.1	73.7	11.2	0		21	65.9	13.2	0		
Total %	3	21.4	3.3	0	27.6	3.9	11.3	7	0	22.2	5.2	25.2	3.8	0	34.2	3.4	10.5	2.1	0	16	
CARS	31	220	34	0	285	41	110	70	0	221	53	256	40	0	349	34	108	22	0	164	1019
% CARS	100	98.7	100	0	99	100	93.2	95.9	0	95.3	98.1	97.3	100	0	97.8	97.1	98.2	100	0	98.2	97.6
TRUCKS	0	3	0	0	3	0	8	3	0	11	1	7	0	0	8	1	2	0	0	3	25
% TRUCKS	0	1.3	0	0	1	0	6.8	4.1	0	4.7	1.9	2.7	0	0	2.2	2.9	1.8	0	0	1.8	2.4
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sharon Rd. at Interlake Rd. and Lime Rock Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS

PEAK HOUR

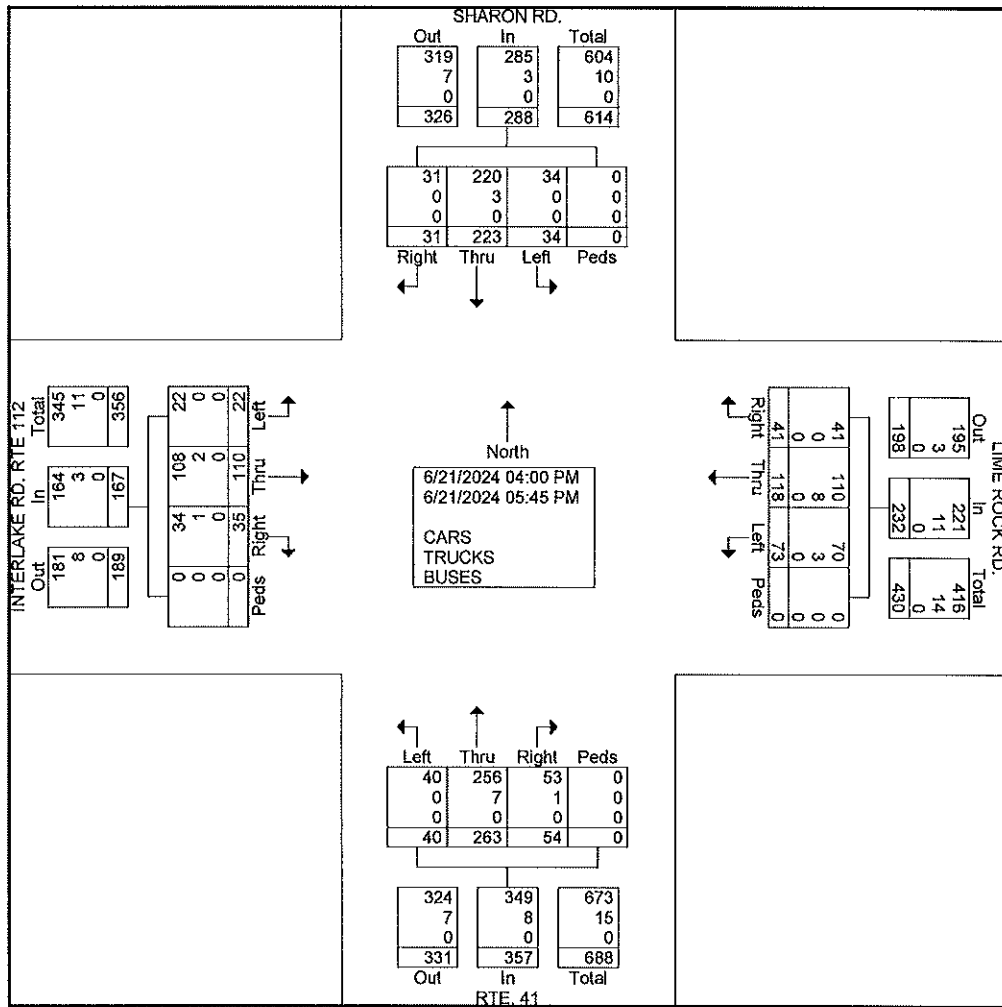
4:00 TO 5:00 P.M.

File Name : 1524-3FRIDAY

Site Code : 00000003

Start Date : 6/21/2024

Page No : 2



Sharon Rd. at Interlake Rd. and Lime Rock Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

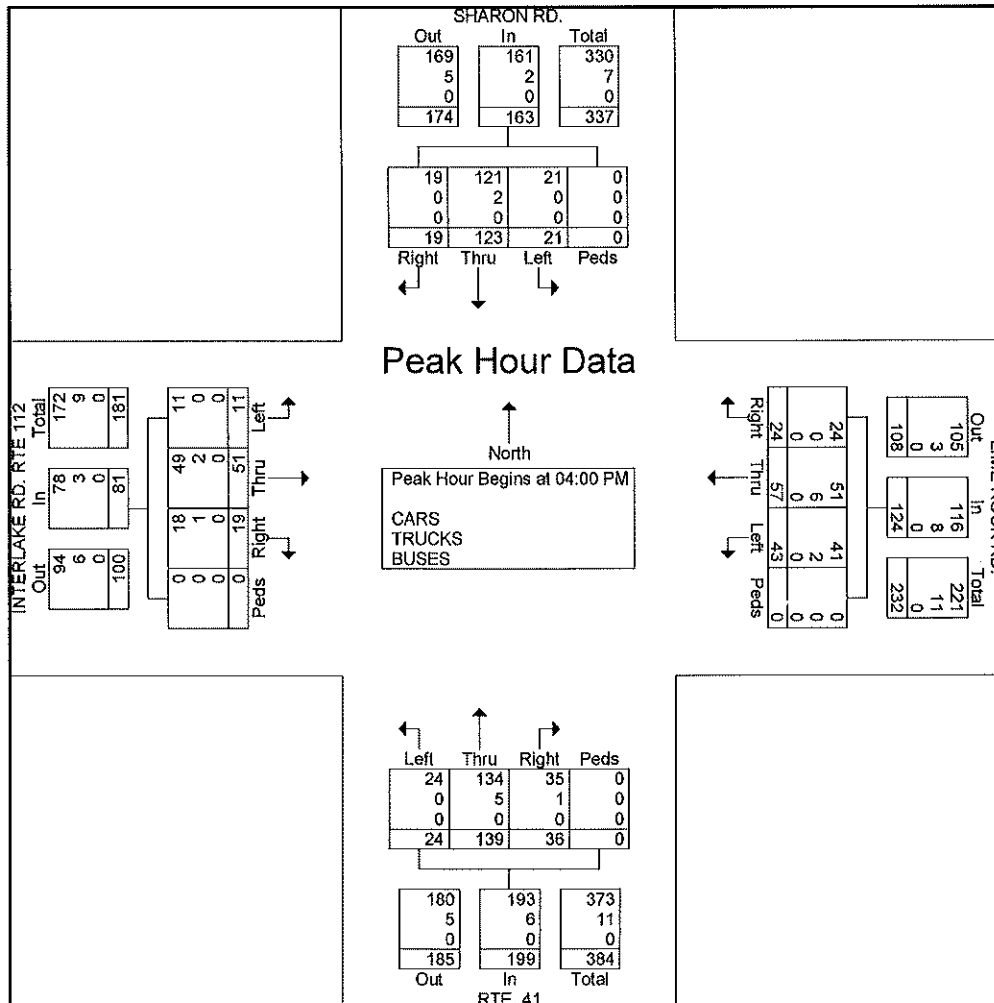
prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:00 TO 5:00 P.M.

File Name : 1524-3FRIDAY
Site Code : 00000003
Start Date : 6/21/2024
Page No : 3

Start Time	SHARON RD. SOUTHBOUND					LIME ROCK RD. WESTBOUND					RTE. 41 NORTHBOUND					INTERLAKE RD. RTE 112 EASTBOUND					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	31	6	0	43	7	16	16	0	39	4	34	11	0	49	8	17	3	0	28	159
04:15 PM	6	35	8	0	49	5	15	9	0	29	15	40	3	0	58	4	13	4	0	21	157
04:30 PM	4	28	1	0	33	6	12	11	0	29	8	29	5	0	42	5	12	3	0	20	124
04:45 PM	3	29	6	0	38	6	14	7	0	27	9	36	5	0	50	2	9	1	0	12	127
Total Volume	19	123	21	0	163	24	57	43	0	124	36	139	24	0	199	19	51	11	0	81	567
% App. Total	11.7	75.5	12.9	0		19.4	46	34.7	0		18.1	69.8	12.1	0		23.6	63	13.6	0		
PHF	.792	.879	.656	.000	.832	.857	.891	.672	.000	.795	.600	.869	.545	.000	.858	.594	.750	.688	.000	.723	.892
CARS	19	121	21	0	161	24	51	41	0	116	35	134	24	0	193	18	49	11	0	78	548
% CARS	100	98.4	100	0	98.8	100	89.5	95.3	0	93.5	97.2	96.4	100	0	97.0	94.7	96.1	100	0	96.3	96.6
TRUCKS	0	2	0	0	2	0	6	2	0	8	1	5	0	0	6	1	2	0	0	3	19
% TRUCKS	0	1.6	0	0	1.2	0	10.5	4.7	0	6.5	2.8	3.6	0	0	3.0	5.3	3.9	0	0	3.7	3.4
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Sharon Rd. at Interlake Rd. and Lime Rock Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:00 TO 5:00 P.M.

File Name : 1524-3FRIDAY
Site Code : 00000003
Start Date : 6/21/2024
Page No : 4

Groups Printed- CARS

Start Time	SHARON RD. SOUTHBOUND					LIME ROCK RD. WESTBOUND					RTE. 41 NORTHBOUND					INTERLAKE RD. RTE 112 EASTBOUND					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	31	6	0	43	7	14	15	0	36	3	34	11	0	48	8	17	3	0	28	155
04:15 PM	6	33	8	0	47	5	14	9	0	28	15	39	3	0	57	4	13	4	0	21	153
04:30 PM	4	28	1	0	33	6	10	11	0	27	8	27	5	0	40	4	10	3	0	17	117
04:45 PM	3	29	6	0	38	6	13	6	0	25	9	34	5	0	48	2	9	1	0	12	123
Total	19	121	21	0	161	24	51	41	0	116	35	134	24	0	193	18	49	11	0	78	548
05:00 PM	2	28	2	0	32	5	14	9	0	28	5	27	3	0	35	3	18	2	0	23	118
05:15 PM	5	29	3	0	37	5	24	6	0	35	6	37	0	0	43	3	21	2	0	26	141
05:30 PM	4	25	6	0	35	6	14	9	0	29	2	29	6	0	37	6	13	4	0	23	124
05:45 PM	1	17	2	0	20	1	7	5	0	13	5	29	7	0	41	4	7	3	0	14	88
Total	12	99	13	0	124	17	59	29	0	105	18	122	16	0	156	16	59	11	0	86	471
Grand Total	31	220	34	0	285	41	110	70	0	221	53	256	40	0	349	34	108	22	0	164	1019
Apprch %	10.9	77.2	11.9	0		18.6	49.8	31.7	0		15.2	73.4	11.5	0		20.7	65.9	13.4	0		
Total %	3	21.6	3.3	0	28	4	10.8	6.9	0	21.7	5.2	25.1	3.9	0	34.2	3.3	10.6	2.2	0	16.1	

Sharon Rd. at Interlake Rd. and Lime Rock Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:00 TO 5:00 P.M.

File Name : 1524-3FRIDAY
Site Code : 00000003
Start Date : 6/21/2024
Page No : 5

Groups Printed- TRUCKS

Start Time	SHARON RD. SOUTHBOUND					LIME ROCK RD. WESTBOUND					RTE. 41 NORTHBOUND					INTERLAKE RD. RTE 112 EASTBOUND					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	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	4
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	1	2	0	0	3	7
04:45 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	4
Total	0	2	0	0	2	0	6	2	0	8	1	5	0	0	6	1	2	0	0	3	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	6
Grand Total	0	3	0	0	3	0	8	3	0	11	1	7	0	0	8	1	2	0	0	3	25
Apprch %	0	100	0	0		0	72.7	27.3	0		12.5	87.5	0	0		33.3	66.7	0	0		
Total %	0	12	0	0	12	0	32	12	0	44	4	28	0	0	32	4	8	0	0	12	

Sharon Rd. at Interlake Rd. and Lime Rock Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS

PEAK HOUR

4:00 TO 5:00 P.M.

File Name : 1524-3FRIDAY

Site Code : 00000003

Start Date : 6/21/2024

Page No : 6

Groups Printed- BUSES

Start Time	SHARON RD. SOUTHBOUND					LIME ROCK RD. WESTBOUND					RTE. 41 NORTHBOUND					INTERLAKE RD. RTE 112 EASTBOUND					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Mid-day TRAFFIC COUNTS (12:00 to 2:00 p.m.)
Locations 1,2 and 3
June 22nd, 2024
Salisbury, CT



Reliable Traffic Counts, LLC
Vehicle/Data Collection Service

11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcfdc@aol.com

Main St. Millerton Rd. Rte 44 at Sharon Rd.

Mid-day TRAFFIC COUNTS (12:00 TO 2:00 P.M.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:30 TO 1:30 P.M.

File Name : 1424-1SATURDAY
Site Code : 00000001
Start Date : 6/22/2024
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

Start Time	MAIN ST. RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					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	
12:00 PM	3	52	57	0	112	48	0	12	0	60	15	46	0	0	61	0	0	0	0	0	233
12:15 PM	0	42	38	0	80	45	0	7	0	52	11	38	0	0	49	0	0	0	0	0	181
12:30 PM	0	48	48	0	96	42	0	7	0	49	8	46	0	1	55	0	0	0	0	0	200
12:45 PM	0	39	31	0	70	47	0	3	0	50	15	51	0	0	66	0	0	0	0	0	186
Total	3	181	174	0	358	182	0	29	0	211	49	181	0	1	231	0	0	0	0	0	800
01:00 PM	0	52	59	0	111	55	0	8	0	63	14	39	0	0	53	0	0	0	0	0	227
01:15 PM	0	41	43	0	84	42	0	9	0	51	10	46	0	1	57	0	0	0	0	0	192
01:30 PM	0	42	53	0	95	33	0	14	0	47	13	42	0	0	55	0	0	0	1	1	198
01:45 PM	0	45	41	0	86	42	0	14	0	56	12	30	0	0	42	0	0	0	0	0	184
Total	0	180	196	0	376	172	0	45	0	217	49	157	0	1	207	0	0	0	1	1	801
Grand Total	3	361	370	0	734	354	0	74	0	428	98	338	0	2	438	0	0	0	1	1	1601
Apprch %	0.4	49.2	50.4	0		82.7	0	17.3	0		22.4	77.2	0	0.5		0	0	0	100		
Total %	0.2	22.5	23.1	0	45.8	22.1	0	4.6	0	26.7	6.1	21.1	0	0.1	27.4	0	0	0	0.1	0.1	
CARS	3	359	369	0	731	352	0	74	0	426	98	337	0	2	437	0	0	0	1	1	1595
% CARS	100	99.4	99.7	0	99.6	99.4	0	100	0	99.5	100	99.7	0	100	99.8	0	0	0	100	100	99.6
TRUCKS	0	2	1	0	3	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	6
% TRUCKS	0	0.6	0.3	0	0.4	0.6	0	0	0	0.5	0	0.3	0	0	0.2	0	0	0	0	0	0.4
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Main St. Millerton Rd. Rte 44 at Sharon Rd.

Mid-day TRAFFIC COUNTS (12:00 TO 2:00 P.M.)

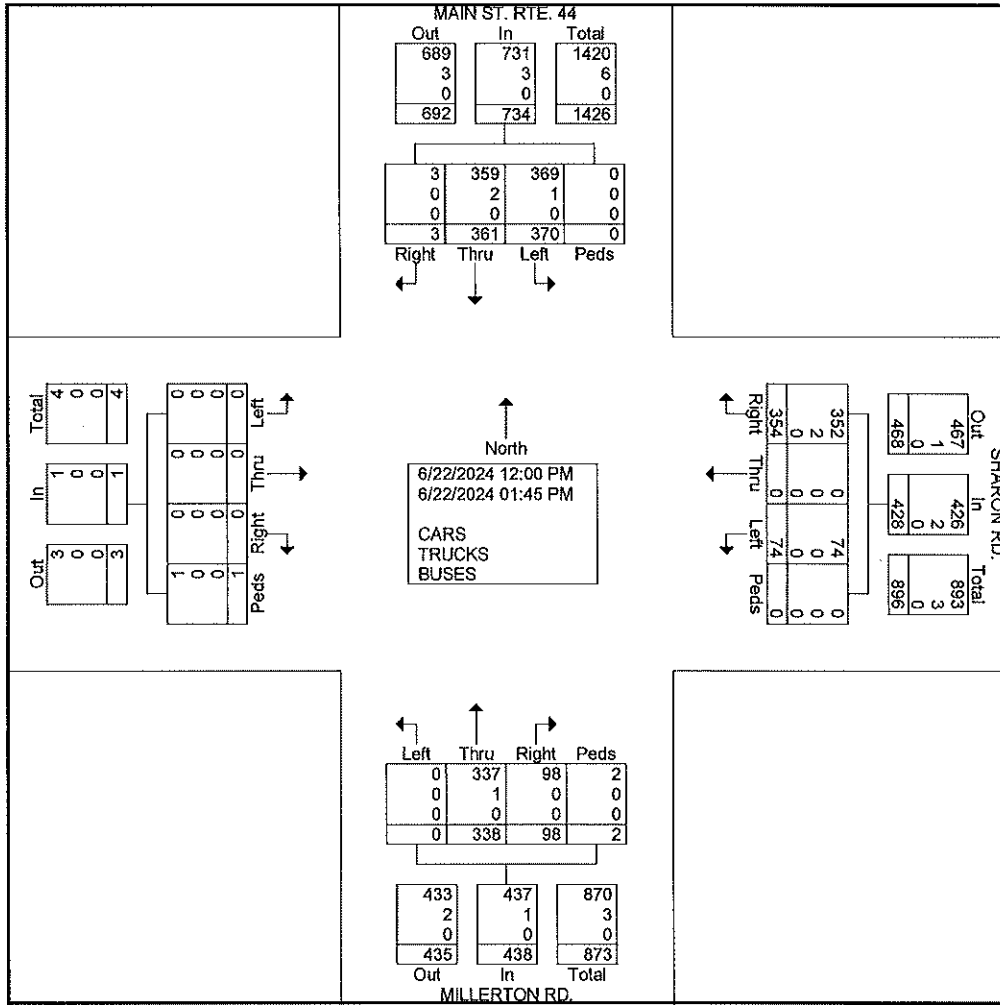
Salisbury, CT

preparde by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:30 TO 1:30 P.M.

File Name : 1424-1SATURDAY
Site Code : 00000001
Start Date : 6/22/2024
Page No : 2



Main St. Millerton Rd. Rte 44 at Sharon Rd.

Mid-day TRAFFIC COUNTS (12:00 TO 2:00 P.M.)

Salisbury, CT

preparde by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:30 TO 1:30 P.M.

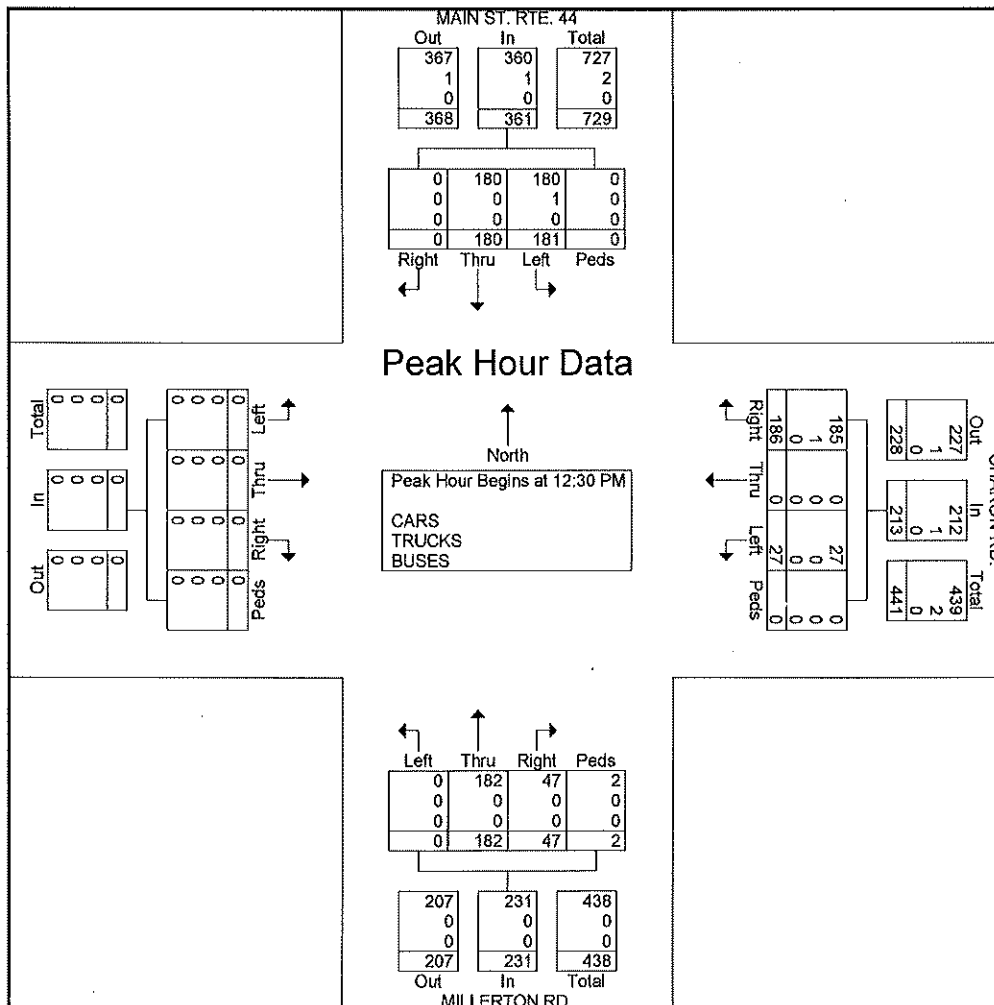
File Name : 1424-1SATURDAY

Site Code : 00000001

Start Date : 6/22/2024

Page No : 3

Start Time	MAIN ST. RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					Inl. 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 12:30 PM to 01:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 12:30 PM																						
12:30 PM	0	48	48	0	96	42	0	7	0	49	8	46	0	1	55	0	0	0	0	0	0	200
12:45 PM	0	39	31	0	70	47	0	3	0	50	15	51	0	0	66	0	0	0	0	0	0	186
01:00 PM	0	52	59	0	111	55	0	8	0	63	14	39	0	0	53	0	0	0	0	0	0	227
01:15 PM	0	41	43	0	84	42	0	9	0	51	10	46	0	1	57	0	0	0	0	0	0	192
Total Volume	0	180	181	0	361	186	0	27	0	213	47	182	0	2	231	0	0	0	0	0	0	805
% App. Total	0	49.9	50.1	0		87.3	0	12.7	0		20.3	78.8	0	0.9		0	0	0	0	0	0	
PHF	.000	.865	.767	.000	.813	.845	.000	.750	.000	.845	.783	.892	.000	.500	.875	.000	.000	.000	.000	.000	.000	.887
CARS	0	180	180	0	360	185	0	27	0	212	47	182	0	2	231	0	0	0	0	0	0	803
% CARS	0	100	99.4	0	99.7	99.5	0	100	0	99.5	100	100	0	100	100	0	0	0	0	0	0	99.8
TRUCKS	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	0	0	0.6	0	0.3	0.5	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0.2
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Main St. Millerton Rd. Rte 44 at Sharon Rd.

Mid-day TRAFFIC COUNTS (12:00 TO 2:00 P.M.)

Salisbury, CT

preparde by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS

PEAK HOUR

12:30 TO 1:30 P.M.

File Name : 1424-1SATURDAY

Site Code : 00000001

Start Date : 6/22/2024

Page No : 4

Groups Printed- CARS

Start Time	MAIN ST. RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					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	
12:00 PM	3	51	57	0	111	47	0	12	0	59	15	46	0	0	61	0	0	0	0	0	231
12:15 PM	0	41	38	0	79	45	0	7	0	52	11	37	0	0	48	0	0	0	0	0	179
12:30 PM	0	48	47	0	95	41	0	7	0	48	8	46	0	1	55	0	0	0	0	0	198
12:45 PM	0	39	31	0	70	47	0	3	0	50	15	51	0	0	66	0	0	0	0	0	186
Total	3	179	173	0	355	180	0	29	0	209	49	180	0	1	230	0	0	0	0	0	794
01:00 PM	0	52	59	0	111	55	0	8	0	63	14	39	0	0	53	0	0	0	0	0	227
01:15 PM	0	41	43	0	84	42	0	9	0	51	10	46	0	1	57	0	0	0	0	0	192
01:30 PM	0	42	53	0	95	33	0	14	0	47	13	42	0	0	55	0	0	0	1	1	198
01:45 PM	0	45	41	0	86	42	0	14	0	56	12	30	0	0	42	0	0	0	0	0	184
Total	0	180	196	0	376	172	0	45	0	217	49	157	0	1	207	0	0	0	1	1	801
Grand Total	3	359	369	0	731	352	0	74	0	426	98	337	0	2	437	0	0	0	1	1	1595
Apprch %	0.4	49.1	50.5	0		82.6	0	17.4	0		22.4	77.1	0	0.5		0	0	0	100		
Total %	0.2	22.5	23.1	0	45.8	22.1	0	4.6	0	26.7	6.1	21.1	0	0.1	27.4	0	0	0	0.1	0.1	

Main St. Millerton Rd. Rte 44 at Sharon Rd.

Mid-day TRAFFIC COUNTS (12:00 TO 2:00 P.M.)

Salisbury, CT

preparde by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:30 TO 1:30 P.M.

File Name : 1424-1SATURDAY

Site Code : 00000001

Start Date : 6/22/2024

Page No : 5

Groups Printed- TRUCKS

Start Time	MAIN ST. RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					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	
12:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
12:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	1	0	3	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	6
Apprch %	0	66.7	33.3	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	33.3	16.7	0	50	33.3	0	0	0	33.3	0	16.7	0	0	16.7	0	0	0	0	0	

Main St. Millerton Rd. Rte 44 at Sharon Rd.

Mid-day TRAFFIC COUNTS (12:00 TO 2:00 P.M.)

Salisbury, CT

preparde by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:30 TO 1:30 P.M.

File Name : 1424-1SATURDAY
Site Code : 00000001
Start Date : 6/22/2024
Page No : 6

Groups Printed- BUSES

Start Time	MAIN ST. RTE. 44 SOUTHBOUND					SHARON RD. WESTBOUND					MILLERTON RD. NORTHBOUND					EASTBOUND					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						
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							
Total %																										

Sharon Rd. at Interlake Rd. and Lime Rock Rd.

Mid-day TRAFFIC COUNTS (12:00 to 2:00 p.m.)

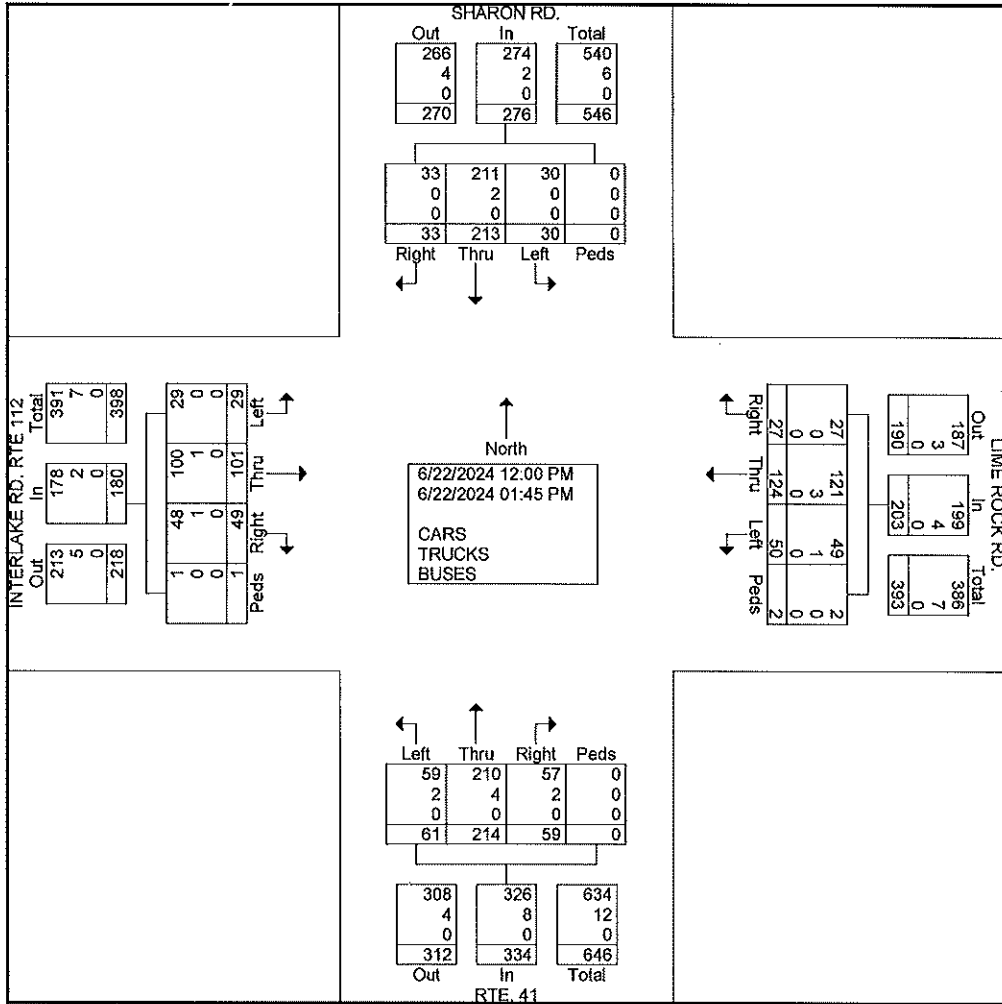
Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:15 TO 1:15 P.M.

File Name : 1524-3SATURDAY
Site Code : 00000003
Start Date : 6/22/2024
Page No : 2



Sharon Rd. at Interlake Rd. and Lime Rock Rd.

Mid-day TRAFFIC COUNTS (12:00 to 2:00 p.m.)

Salisbury, CT

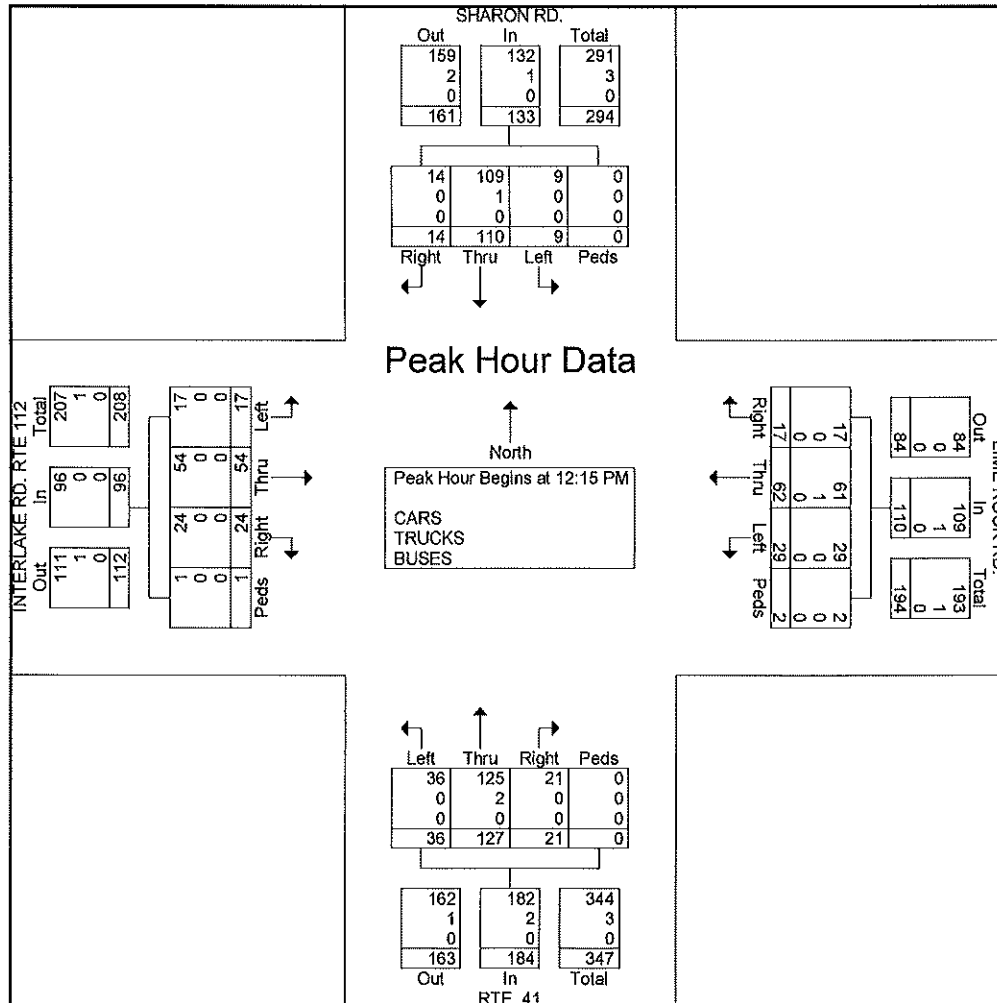
prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:15 TO 1:15 P.M.

File Name : 1524-3SATURDAY
Site Code : 00000003
Start Date : 6/22/2024
Page No : 3

Start Time	SHARON RD. SOUTHBOUND					LIME ROCK RD. WESTBOUND					RTE. 41 NORTHBOUND					INTERLAKE RD. RTE 112 EASTBOUND					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 12:15 PM to 01:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	7	21	2	0	30	5	21	12	2	40	5	22	10	0	37	10	12	8	0	30	137
12:30 PM	3	29	3	0	35	3	8	3	0	14	7	34	7	0	48	6	8	1	0	15	112
12:45 PM	2	24	2	0	28	4	20	10	0	34	4	26	11	0	41	5	15	5	1	26	129
01:00 PM	2	36	2	0	40	5	13	4	0	22	5	45	8	0	58	3	19	3	0	25	145
Total Volume	14	110	9	0	133	17	62	29	2	110	21	127	36	0	184	24	54	17	1	96	523
% App. Total	10.5	82.7	6.8	0		15.5	56.4	26.4	1.8		11.4	69	19.6	0		25	56.2	17.7	1		
PHF	.500	.764	.750	.000	.831	.850	.738	.604	.250	.688	.750	.706	.818	.000	.793	.600	.711	.531	.250	.800	.902
CARS	14	109	9	0	132	17	61	29	2	109	21	125	36	0	182	24	54	17	1	96	519
% CARS	100	99.1	100	0	99.2	100	98.4	100	100	99.1	100	98.4	100	0	98.9	100	100	100	100	100	99.2
TRUCKS	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
% TRUCKS	0	0.9	0	0	0.8	0	1.6	0	0	0.9	0	1.6	0	0	1.1	0	0	0	0	0	0.8
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Sharon Rd. at Interlake Rd. and Lime Rock Rd.

Mid-day TRAFFIC COUNTS (12:00 to 2:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:15 TO 1:15 P.M.

File Name : 1524-3SATURDAY
Site Code : 00000003
Start Date : 6/22/2024
Page No : 4

Groups Printed- CARS

Start Time	SHARON RD. SOUTHBOUND					LIME ROCK RD. WESTBOUND					RTE. 41 NORTHBOUND					INTERLAKE RD. RTE 112 EASTBOUND					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	
12:00 PM	8	21	9	0	38	4	8	1	0	13	11	28	10	0	49	6	20	2	0	28	128
12:15 PM	7	21	2	0	30	5	21	12	2	40	5	22	10	0	37	10	12	8	0	30	137
12:30 PM	3	29	3	0	35	3	8	3	0	14	7	33	7	0	47	6	8	1	0	15	111
12:45 PM	2	23	2	0	27	4	20	10	0	34	4	26	11	0	41	5	15	5	1	26	128
Total	20	94	16	0	130	16	57	26	2	101	27	109	38	0	174	27	55	16	1	99	504
01:00 PM	2	36	2	0	40	5	12	4	0	21	5	44	8	0	57	3	19	3	0	25	143
01:15 PM	3	25	5	0	33	3	15	7	0	25	8	20	3	0	31	6	5	3	0	14	103
01:30 PM	6	31	5	0	42	2	18	6	0	26	7	15	7	0	29	4	11	4	0	19	116
01:45 PM	2	25	2	0	29	1	19	6	0	26	10	22	3	0	35	8	10	3	0	21	111
Total	13	117	14	0	144	11	64	23	0	98	30	101	21	0	152	21	45	13	0	79	473
Grand Total	33	211	30	0	274	27	121	49	2	199	57	210	59	0	326	48	100	29	1	178	977
Apprch %	12	77	10.9	0		13.6	60.8	24.6	1		17.5	64.4	18.1	0		27	56.2	16.3	0.6		
Total %	3.4	21.6	3.1	0	28	2.8	12.4	5	0.2	20.4	5.8	21.5	6	0	33.4	4.9	10.2	3	0.1	18.2	

Sharon Rd. at Interlake Rd. and Lime Rock Rd.

Mid-day TRAFFIC COUNTS (12:00 to 2:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:15 TO 1:15 P.M.

File Name : 1524-3SATURDAY
Site Code : 00000003
Start Date : 6/22/2024
Page No : 5

Groups Printed- TRUCKS

Start Time	SHARON RD. SOUTHBOUND					LIME ROCK RD. WESTBOUND					RTE. 41 NORTHBOUND					INTERLAKE RD. RTE 112 EASTBOUND					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	
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	6
01:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	3
01:30 PM	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	3	1	0	4	1	1	1	0	3	1	1	0	0	2	10
Grand Total	0	2	0	0	2	0	3	1	0	4	2	4	2	0	8	1	1	0	0	2	16
Apprch %	0	100	0	0		0	75	25	0		25	50	25	0		50	50	0	0		
Total %	0	12.5	0	0	12.5	0	18.8	6.2	0	25	12.5	25	12.5	0	50	6.2	6.2	0	0	12.5	

Sharon Rd. at Interlake Rd. and Lime Rock Rd.

Mid-day TRAFFIC COUNTS (12:00 to 2:00 p.m.)

Salisbury, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:15 TO 1:15 P.M.

File Name : 1524-3SATURDAY
Site Code : 00000003
Start Date : 6/22/2024
Page No : 6

Groups Printed- BUSES

Start Time	SHARON RD. SOUTHBOUND					LIME ROCK RD. WESTBOUND					RTE. 41 NORTHBOUND					INTERLAKE RD. RTE 112 EASTBOUND					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	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

6/10/2024	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	11	3	12	7	12	9	12	6
1:00	*	*	*	*	*	*	*	*	5	5	8	6	7	4	7	5
2:00	*	*	*	*	*	*	*	*	2	0	2	2	5	1	3	1
3:00	*	*	*	*	*	*	*	*	2	2	0	2	1	1	1	2
4:00	*	*	*	*	*	*	*	*	5	3	3	4	2	2	3	3
5:00	*	*	*	*	*	*	*	*	14	20	9	10	11	10	11	13
6:00	*	*	*	*	*	*	*	*	52	73	33	36	21	23	35	44
7:00	*	*	*	*	*	*	*	*	95	110	76	71	36	45	69	75
8:00	*	*	*	*	*	*	*	*	125	133	112	101	64	80	100	105
9:00	*	*	*	*	*	*	*	*	152	139	143	116	94	93	130	116
10:00	*	*	*	*	*	*	*	*	132	143	146	135	122	118	133	132
11:00	*	*	*	*	*	*	*	*	164	152	156	176	142	186	154	171
12:00 PM	*	*	*	*	*	*	*	*	194	157	181	219	143	131	173	169
1:00	*	*	*	*	*	*	*	*	178	161	165	148	120	143	154	151
2:00	*	*	*	*	*	*	*	*	176	153	163	154	118	161	152	156
3:00	*	*	*	*	*	*	*	*	188	189	150	165	99	136	146	163
4:00	*	*	*	*	*	*	*	*	183	175	139	176	94	142	139	164
5:00	*	*	*	*	*	*	*	*	187	167	143	155	83	136	138	153
6:00	*	*	*	*	*	*	*	*	174	109	105	114	95	123	125	115
7:00	*	*	*	*	*	*	*	*	99	108	60	85	86	85	82	93
8:00	*	*	*	*	*	*	*	*	93	89	67	68	62	63	74	73
9:00	*	*	*	*	*	*	*	*	64	41	50	44	32	35	49	40
10:00	*	*	*	*	*	*	*	*	54	45	53	25	20	15	42	28
11:00	*	*	*	*	*	*	*	*	24	14	55	21	6	7	28	14
Total	0	0	0	0	0	0	0	0	2373	2191	2031	2040	1475	1749	1960	1992
Day	0		0		0		0		4564		4071		3224		3952	
AM Peak									11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Volume									164	152	156	176	142	186	154	171
PM Peak									12:00 PM	3:00	12:00 PM	12:00 PM	12:00 PM	2:00	12:00 PM	12:00 PM
Volume									194	189	181	219	143	161	173	169
Comb Total	0		0		0		0		4564		4071		3224		3952	
ADT	ADT: 3,953		AADT: 3,953													

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: NB

6/14/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	5	3	0	1	0	0	1	0	0	0	0	0	0	11
1:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	3	0	1	1	0	0	0	0	0	0	0	0	0	5
5:00	0	5	6	0	1	0	0	2	0	0	0	0	0	0	14
6:00	0	27	8	1	13	0	0	1	2	0	0	0	0	0	52
7:00	1	44	21	0	19	2	1	3	3	0	0	0	0	1	95
8:00	1	72	26	1	16	3	3	1	2	0	0	0	0	0	125
9:00	1	92	28	5	17	2	2	1	2	0	0	0	0	2	152
10:00	0	88	23	2	14	0	1	2	2	0	0	0	0	0	132
11:00	0	100	32	3	20	0	4	3	2	0	0	0	0	0	164
12:00 PM	6	114	45	1	19	3	2	2	1	0	0	0	0	1	194
1:00	1	116	35	1	21	1	2	1	0	0	0	0	0	0	178
2:00	0	125	33	2	11	0	3	0	2	0	0	0	0	0	176
3:00	0	137	33	1	13	0	1	3	0	0	0	0	0	0	188
4:00	0	130	34	1	14	0	1	2	1	0	0	0	0	0	183
5:00	0	126	37	0	15	0	2	5	2	0	0	0	0	0	187
6:00	0	131	37	0	4	0	0	2	0	0	0	0	0	0	174
7:00	0	67	25	1	5	0	0	1	0	0	0	0	0	0	99
8:00	0	79	10	0	3	0	0	1	0	0	0	0	0	0	93
9:00	0	44	20	0	0	0	0	0	0	0	0	0	0	0	64
10:00	0	47	3	2	2	0	0	0	0	0	0	0	0	0	54
11:00	0	16	5	1	2	0	0	0	0	0	0	0	0	0	24
Total	11	1574	467	23	211	11	22	31	19	0	0	0	0	4	2373
Percent	0.5%	66.3%	19.7%	1.0%	8.9%	0.5%	0.9%	1.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	12:00 AM	11:00	11:00	9:00	11:00	8:00	11:00	7:00	7:00					9:00	11:00
PM Peak	12:00 PM	3:00	12:00 PM	2:00	1:00	12:00 PM	2:00	5:00	2:00	*	*	*	*	12:00 PM	12:00 PM
	6	137	45	2	21	3	3	5	2	*	*	*	*	1	194

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: NB

6/15/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	6	4	0	2	0	0	0	0	0	0	0	0	0	12
1:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
5:00	0	3	3	0	3	0	0	0	0	0	0	0	0	0	9
6:00	0	25	4	0	4	0	0	0	0	0	0	0	0	0	33
7:00	0	48	15	1	9	1	0	1	1	0	0	0	0	0	76
8:00	1	71	27	1	11	0	0	0	0	1	0	0	0	0	112
9:00	1	110	20	0	10	1	0	1	0	0	0	0	0	0	143
10:00	2	108	25	0	9	0	1	1	0	0	0	0	0	0	146
11:00	3	114	29	1	6	0	0	1	0	0	0	0	0	2	156
12:00 PM	8	125	28	2	11	0	0	1	0	0	0	0	0	6	181
1:00	1	122	32	0	8	1	0	1	0	0	0	0	0	0	165
2:00	1	131	22	1	8	0	0	0	0	0	0	0	0	0	163
3:00	6	104	31	2	6	0	0	0	1	0	0	0	0	0	150
4:00	2	96	29	0	6	1	0	3	0	0	0	0	0	2	139
5:00	3	106	28	0	4	0	0	2	0	0	0	0	0	0	143
6:00	0	90	13	0	1	0	0	1	0	0	0	0	0	0	105
7:00	0	45	11	0	4	0	0	0	0	0	0	0	0	0	60
8:00	1	61	5	0	0	0	0	0	0	0	0	0	0	0	67
9:00	0	41	8	0	1	0	0	0	0	0	0	0	0	0	50
10:00	0	45	6	2	0	0	0	0	0	0	0	0	0	0	53
11:00	0	40	10	2	3	0	0	0	0	0	0	0	0	0	55
Total	29	1501	351	12	108	4	1	12	2	1	0	0	0	10	2031
Percent	1.4%	73.9%	17.3%	0.6%	5.3%	0.2%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	11:00	11:00	11:00	7:00	8:00	7:00	10:00	7:00	7:00	8:00				11:00	11:00
	3	114	29	1	11	1	1	1	1	1	*	*	*	2	156
PM Peak	12:00	2:00	1:00	12:00	12:00	1:00		4:00	3:00					12:00	12:00
	PM			PM	PM									PM	PM
	8	131	32	2	11	1	*	3	1	*	*	*	*	6	181

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: NB

6/16/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	4	5	1	2	0	0	0	0	0	0	0	0	0	12
1:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
2:00	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
6:00	0	16	3	0	2	0	0	0	0	0	0	0	0	0	21
7:00	1	21	11	0	3	0	0	0	0	0	0	0	0	0	36
8:00	1	46	11	0	5	0	0	1	0	0	0	0	0	0	64
9:00	1	72	16	0	4	0	0	1	0	0	0	0	0	0	94
10:00	1	88	26	0	7	0	0	0	0	0	0	0	0	0	122
11:00	7	104	22	0	6	0	0	1	0	0	0	0	0	2	142
12:00 PM	8	106	20	1	6	0	0	1	0	0	0	0	0	1	143
1:00	8	77	26	0	7	0	0	1	0	0	0	0	0	1	120
2:00	4	85	22	0	6	0	0	1	0	0	0	0	0	0	118
3:00	2	73	20	0	2	0	0	2	0	0	0	0	0	0	99
4:00	0	72	18	0	2	0	0	1	0	0	0	0	0	1	94
5:00	1	64	11	0	6	0	0	1	0	0	0	0	0	0	83
6:00	0	78	12	0	5	0	0	0	0	0	0	0	0	0	95
7:00	1	66	14	0	5	0	0	0	0	0	0	0	0	0	86
8:00	1	53	8	0	0	0	0	0	0	0	0	0	0	0	62
9:00	0	26	4	0	2	0	0	0	0	0	0	0	0	0	32
10:00	0	12	6	0	1	0	0	0	1	0	0	0	0	0	20
11:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	36	1086	259	2	76	0	0	10	1	0	0	0	0	5	1475
Percent	2.4%	73.6%	17.6%	0.1%	5.2%	0.0%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	
AM Peak	11:00	11:00	10:00	12:00 AM	10:00			8:00						11:00	11:00
PM Peak	7	104	26	1	7	*	*	1	*	*	*	*	*	2	142
	12:00 PM	12:00 PM	1:00	12:00 PM	1:00			3:00	10:00					12:00 PM	12:00 PM
	8	106	26	1	7	*	*	2	1	*	*	*	*	1	143
Grand Total	76	4161	1077	37	395	15	23	53	22	1	0	0	0	19	5879
Percent	1.3%	70.8%	18.3%	0.6%	6.7%	0.3%	0.4%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.3%	

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: SB

6/14/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	3
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	11	7	0	1	1	0	0	0	0	0	0	0	0	20
6:00	0	46	23	0	2	1	0	1	0	0	0	0	0	0	73
7:00	2	66	26	3	6	2	0	1	4	0	0	0	0	0	110
8:00	1	83	30	2	9	2	5	1	0	0	0	0	0	0	133
9:00	0	95	28	2	5	6	1	0	1	0	0	0	0	1	139
10:00	0	99	28	0	7	5	0	1	3	0	0	0	0	0	143
11:00	0	102	34	3	6	2	0	3	1	1	0	0	0	0	152
12:00 PM	0	102	35	3	9	3	4	0	1	0	0	0	0	0	157
1:00	0	109	35	2	4	5	1	2	2	0	0	0	0	1	161
2:00	1	120	26	0	3	1	0	1	1	0	0	0	0	0	153
3:00	1	141	37	1	6	2	0	0	1	0	0	0	0	0	189
4:00	0	129	29	1	14	1	0	1	0	0	0	0	0	0	175
5:00	0	127	22	1	10	2	0	2	2	0	0	0	0	1	167
6:00	0	90	15	1	2	0	0	1	0	0	0	0	0	0	109
7:00	0	90	15	0	1	0	0	1	1	0	0	0	0	0	108
8:00	0	75	13	0	1	0	0	0	0	0	0	0	0	0	89
9:00	0	36	5	0	0	0	0	0	0	0	0	0	0	0	41
10:00	0	38	5	1	1	0	0	0	0	0	0	0	0	0	45
11:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
Total	5	1577	419	20	88	33	11	15	19	1	0	0	0	3	2191
Percent	0.2%	72.0%	19.1%	0.9%	4.0%	1.5%	0.5%	0.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	7:00	11:00	11:00	7:00	8:00	9:00	8:00	11:00	7:00	11:00				9:00	11:00
	2	102	34	3	9	6	5	3	4	1	*	*	*	1	152
PM Peak	2:00	3:00	3:00	12:00 PM	4:00	1:00	12:00 PM	1:00	1:00					1:00	3:00
	1	141	37	3	14	5	4	2	2	*	*	*	*	1	189

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: SB

6/15/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
6:00	1	21	13	0	1	0	0	0	0	0	0	0	0	0	36
7:00	0	49	20	0	1	1	0	0	0	0	0	0	0	0	71
8:00	0	80	18	1	2	0	0	0	0	0	0	0	0	0	101
9:00	1	95	17	0	1	0	0	0	2	0	0	0	0	0	116
10:00	0	109	22	0	3	0	0	0	1	0	0	0	0	0	135
11:00	2	143	22	1	5	0	0	1	1	0	0	0	0	1	176
12:00 PM	21	164	24	0	4	0	0	0	0	0	0	0	0	6	219
1:00	3	118	24	0	2	0	1	0	0	0	0	0	0	0	148
2:00	5	120	23	0	4	0	0	1	0	0	0	0	0	1	154
3:00	11	130	21	2	1	0	0	0	0	0	0	0	0	0	165
4:00	4	143	27	0	1	0	0	0	0	0	0	0	0	1	176
5:00	2	135	17	0	1	0	0	0	0	0	0	0	0	0	155
6:00	2	99	12	0	1	0	0	0	0	0	0	0	0	0	114
7:00	0	70	12	0	2	0	0	1	0	0	0	0	0	0	85
8:00	1	59	5	1	2	0	0	0	0	0	0	0	0	0	68
9:00	0	43	0	1	0	0	0	0	0	0	0	0	0	0	44
10:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
11:00	0	17	3	1	0	0	0	0	0	0	0	0	0	0	21
Total	53	1646	284	7	32	1	1	3	4	0	0	0	0	9	2040
Percent	2.6%	80.7%	13.9%	0.3%	1.6%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	11:00	11:00	10:00	8:00	11:00	7:00		11:00	9:00					11:00	11:00
	2	143	22	1	5	1	*	1	2	*	*	*	*	1	176
PM Peak	12:00	12:00	4:00	3:00	12:00		1:00	2:00						12:00	12:00
	PM	PM			PM									PM	PM
	21	164	27	2	4	*	1	1	*	*	*	*	*	6	219

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: SB

6/16/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	7	0	1	1	0	0	0	0	0	0	0	0	0	9
1:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	5	4	0	0	0	0	1	0	0	0	0	0	0	10
6:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
7:00	0	35	6	0	4	0	0	0	0	0	0	0	0	0	45
8:00	7	51	18	0	3	0	1	0	0	0	0	0	0	0	80
9:00	4	71	16	0	1	0	0	0	0	0	0	0	0	1	93
10:00	1	104	13	0	0	0	0	0	0	0	0	0	0	0	118
11:00	1	162	17	0	3	0	0	1	1	0	0	0	0	1	186
12:00 PM	6	109	12	0	4	0	0	0	0	0	0	0	0	0	131
1:00	4	111	21	0	4	0	0	2	0	0	0	0	0	1	143
2:00	22	118	15	1	1	0	0	0	0	0	0	0	0	4	161
3:00	7	116	9	0	2	0	0	1	0	0	0	0	0	1	136
4:00	6	120	12	0	1	0	0	2	0	0	0	0	0	1	142
5:00	1	114	17	0	3	0	0	1	0	0	0	0	0	0	136
6:00	0	107	12	0	3	0	0	1	0	0	0	0	0	0	123
7:00	1	74	9	0	1	0	0	0	0	0	0	0	0	0	85
8:00	0	60	3	0	0	0	0	0	0	0	0	0	0	0	63
9:00	0	33	2	0	0	0	0	0	0	0	0	0	0	0	35
10:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
11:00	0	3	3	0	0	0	0	0	1	0	0	0	0	0	7
Total	60	1441	193	2	32	0	1	9	2	0	0	0	0	9	1749
Percent	3.4%	82.4%	11.0%	0.1%	1.8%	0.0%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	8:00	11:00	8:00	12:00 AM	7:00		8:00	5:00	11:00					9:00	11:00
PM Peak	7	162	18	1	4	*	1	1	1	*	*	*	*	1	186
	2:00	4:00	1:00	2:00	12:00 PM			1:00	11:00					2:00	2:00
	22	120	21	1	4	*	*	2	1	*	*	*	*	4	161
Grand Total	118	4664	896	29	152	34	13	27	25	1	0	0	0	21	5980
Percent	2.0%	78.0%	15.0%	0.5%	2.5%	0.6%	0.2%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.4%	

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: Combined

6/14/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	6	4	0	1	0	0	1	1	0	0	0	0	0	14
1:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
4:00	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
5:00	0	16	13	0	2	1	0	2	0	0	0	0	0	0	34
6:00	0	73	31	1	15	1	0	2	2	0	0	0	0	0	125
7:00	3	110	47	3	25	4	1	4	7	0	0	0	0	1	205
8:00	2	155	56	3	25	5	8	2	2	0	0	0	0	0	258
9:00	1	187	56	7	22	8	3	1	3	0	0	0	0	3	291
10:00	0	187	51	2	21	5	1	3	5	0	0	0	0	0	275
11:00	0	202	66	6	26	2	4	6	3	1	0	0	0	0	316
12:00 PM	6	216	80	4	28	6	6	2	2	0	0	0	0	1	351
1:00	1	225	70	3	25	6	3	3	2	0	0	0	0	1	339
2:00	1	245	59	2	14	1	3	1	3	0	0	0	0	0	329
3:00	1	278	70	2	19	2	1	3	1	0	0	0	0	0	377
4:00	0	259	63	2	28	1	1	3	1	0	0	0	0	0	358
5:00	0	253	59	1	25	2	2	7	4	0	0	0	0	1	354
6:00	0	221	52	1	6	0	0	3	0	0	0	0	0	0	283
7:00	0	157	40	1	6	0	0	2	1	0	0	0	0	0	207
8:00	0	154	23	0	4	0	0	1	0	0	0	0	0	0	182
9:00	0	80	25	0	0	0	0	0	0	0	0	0	0	0	105
10:00	0	85	8	3	3	0	0	0	0	0	0	0	0	0	99
11:00	0	25	9	1	3	0	0	0	0	0	0	0	0	0	38
Total	16	3151	886	43	299	44	33	46	38	1	0	0	0	7	4564
Percent	0.4%	69.0%	19.4%	0.9%	6.6%	1.0%	0.7%	1.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	7:00	11:00	11:00	9:00	11:00	9:00	8:00	11:00	7:00	11:00				9:00	11:00
	3	202	66	7	26	8	8	6	7	1	*	*	*	3	316
PM Peak	12:00	3:00	12:00	12:00	12:00	12:00	12:00	5:00	5:00					12:00	3:00
	PM	PM	PM	PM	PM	PM	PM							PM	
	6	278	80	4	28	6	6	7	4	*	*	*	*	1	377

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: Combined

6/15/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	11	5	0	3	0	0	0	0	0	0	0	0	0	19
1:00	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
5:00	0	11	5	0	3	0	0	0	0	0	0	0	0	0	19
6:00	1	46	17	0	5	0	0	0	0	0	0	0	0	0	69
7:00	0	97	35	1	10	2	0	1	1	0	0	0	0	0	147
8:00	1	151	45	2	13	0	0	0	0	1	0	0	0	0	213
9:00	2	205	37	0	11	1	0	1	2	0	0	0	0	0	259
10:00	2	217	47	0	12	0	1	1	1	0	0	0	0	0	281
11:00	5	257	51	2	11	0	0	2	1	0	0	0	0	3	332
12:00 PM	29	289	52	2	15	0	0	1	0	0	0	0	0	12	400
1:00	4	240	56	0	10	1	1	1	0	0	0	0	0	0	313
2:00	6	251	45	1	12	0	0	1	0	0	0	0	0	1	317
3:00	17	234	52	4	7	0	0	0	1	0	0	0	0	0	315
4:00	6	239	56	0	7	1	0	3	0	0	0	0	0	3	315
5:00	5	241	45	0	5	0	0	2	0	0	0	0	0	0	298
6:00	2	189	25	0	2	0	0	1	0	0	0	0	0	0	219
7:00	0	115	23	0	6	0	0	1	0	0	0	0	0	0	145
8:00	2	120	10	1	2	0	0	0	0	0	0	0	0	0	135
9:00	0	84	8	1	1	0	0	0	0	0	0	0	0	0	94
10:00	0	70	6	2	0	0	0	0	0	0	0	0	0	0	78
11:00	0	57	13	3	3	0	0	0	0	0	0	0	0	0	76
Total	82	3147	635	19	140	5	2	15	6	1	0	0	0	19	4071
Percent	2.0%	77.3%	15.6%	0.5%	3.4%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	11:00	11:00	11:00	8:00	8:00	7:00	10:00	11:00	9:00	8:00				11:00	11:00
	5	257	51	2	13	2	1	2	2	1	*	*	*	3	332
PM Peak	12:00	12:00	1:00	3:00	12:00	1:00	1:00	4:00	3:00					12:00	12:00
	PM	PM			PM									PM	PM
	29	289	56	4	15	1	1	3	1	*	*	*	*	12	400

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: Combined

6/16/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	11	5	2	3	0	0	0	0	0	0	0	0	0	21
1:00	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
2:00	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	11	7	0	2	0	0	1	0	0	0	0	0	0	21
6:00	0	35	7	0	2	0	0	0	0	0	0	0	0	0	44
7:00	1	56	17	0	7	0	0	0	0	0	0	0	0	0	81
8:00	8	97	29	0	8	0	1	1	0	0	0	0	0	0	144
9:00	5	143	32	0	5	0	0	1	0	0	0	0	0	1	187
10:00	2	192	39	0	7	0	0	0	0	0	0	0	0	0	240
11:00	8	266	39	0	9	0	0	2	1	0	0	0	0	3	328
12:00 PM	14	215	32	1	10	0	0	1	0	0	0	0	0	1	274
1:00	12	188	47	0	11	0	0	3	0	0	0	0	0	2	263
2:00	26	203	37	1	7	0	0	1	0	0	0	0	0	4	279
3:00	9	189	29	0	4	0	0	3	0	0	0	0	0	1	235
4:00	6	192	30	0	3	0	0	3	0	0	0	0	0	2	236
5:00	2	178	28	0	9	0	0	2	0	0	0	0	0	0	219
6:00	0	185	24	0	8	0	0	1	0	0	0	0	0	0	218
7:00	2	140	23	0	6	0	0	0	0	0	0	0	0	0	171
8:00	1	113	11	0	0	0	0	0	0	0	0	0	0	0	125
9:00	0	59	6	0	2	0	0	0	0	0	0	0	0	0	67
10:00	0	27	6	0	1	0	0	0	1	0	0	0	0	0	35
11:00	0	9	3	0	0	0	0	0	1	0	0	0	0	0	13
Total	96	2527	452	4	108	0	1	19	3	0	0	0	0	14	3224
Percent	3.0%	78.4%	14.0%	0.1%	3.3%	0.0%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	8:00	11:00	10:00	12:00 AM	11:00			8:00	11:00	11:00				11:00	11:00
PM Peak	8	266	39	2	9	*	1	2	1	*	*	*	*	3	328
	2:00	12:00 PM	1:00	12:00 PM	1:00			1:00	10:00					2:00	2:00
	26	215	47	1	11	*	*	3	1	*	*	*	*	4	279
Grand Total	194	8825	1973	66	547	49	36	80	47	2	0	0	0	40	11859
Percent	1.6%	74.4%	16.6%	0.6%	4.6%	0.4%	0.3%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.3%	

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: NB

6/14/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	5	1	3	2	0	0	0	0	0	0	0	0	0	11
1:00	0	0	4	1	0	0	0	0	0	0	0	0	0	5
2:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
4:00	1	2	0	2	0	0	0	0	0	0	0	0	0	5
5:00	0	2	3	7	2	0	0	0	0	0	0	0	0	14
6:00	1	15	16	12	8	0	0	0	0	0	0	0	0	52
7:00	7	26	40	20	2	0	0	0	0	0	0	0	0	95
8:00	8	35	59	16	7	0	0	0	0	0	0	0	0	125
9:00	11	30	78	29	4	0	0	0	0	0	0	0	0	152
10:00	21	42	51	12	5	1	0	0	0	0	0	0	0	132
11:00	11	75	56	21	1	0	0	0	0	0	0	0	0	164
12:00 PM	25	55	67	41	5	0	0	1	0	0	0	0	0	194
1:00	13	53	84	23	3	1	0	1	0	0	0	0	0	178
2:00	22	56	70	24	4	0	0	0	0	0	0	0	0	176
3:00	22	53	87	20	2	4	0	0	0	0	0	0	0	188
4:00	17	66	83	16	1	0	0	0	0	0	0	0	0	183
5:00	12	48	92	31	4	0	0	0	0	0	0	0	0	187
6:00	19	44	79	24	7	1	0	0	0	0	0	0	0	174
7:00	16	21	43	15	3	1	0	0	0	0	0	0	0	99
8:00	25	30	30	8	0	0	0	0	0	0	0	0	0	93
9:00	16	27	15	3	2	1	0	0	0	0	0	0	0	64
10:00	17	18	17	1	0	1	0	0	0	0	0	0	0	54
11:00	6	7	8	2	0	0	1	0	0	0	0	0	0	24
Total	275	707	986	331	61	10	1	2	0	0	0	0	0	2373

New Line	Percentile	15th	50th	85th	95th
	Speed	35	40	44	47
	Mean Speed (Average)	40.6			
	10 MPH Pace Speed	36-45			
	Number in Pace	1693			
	Percent in Pace	71.0%			
	Number > 45 MPH	405			
	Percent > 45 MPH	17.1%			

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: NB

6/15/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	1	4	4	1	1	1	0	0	0	0	0	0	0	12
1:00	3	3	1	1	0	0	0	0	0	0	0	0	0	8
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	1	0	1	0	0	0	0	0	0	0	0	0	3
5:00	0	1	4	2	2	0	0	0	0	0	0	0	0	9
6:00	0	9	9	9	4	2	0	0	0	0	0	0	0	33
7:00	6	22	37	9	2	0	0	0	0	0	0	0	0	76
8:00	6	30	46	21	9	0	0	0	0	0	0	0	0	112
9:00	10	38	56	33	5	1	0	0	0	0	0	0	0	143
10:00	3	52	65	22	3	1	0	0	0	0	0	0	0	146
11:00	9	44	64	34	5	0	0	0	0	0	0	0	0	156
12:00 PM	1	53	79	40	4	3	0	0	0	0	0	0	1	181
1:00	6	35	76	43	4	0	1	0	0	0	0	0	0	165
2:00	13	45	74	25	6	0	0	0	0	0	0	0	0	163
3:00	11	53	61	21	4	0	0	0	0	0	0	0	0	150
4:00	22	50	57	8	1	0	1	0	0	0	0	0	0	139
5:00	16	51	50	21	4	1	0	0	0	0	0	0	0	143
6:00	10	39	39	15	2	0	0	0	0	0	0	0	0	105
7:00	10	24	19	5	1	1	0	0	0	0	0	0	0	60
8:00	12	15	19	18	3	0	0	0	0	0	0	0	0	67
9:00	11	24	10	3	1	1	0	0	0	0	0	0	0	50
10:00	9	15	20	8	1	0	0	0	0	0	0	0	0	53
11:00	13	18	20	4	0	0	0	0	0	0	0	0	0	55
Total	173	628	810	344	62	11	2	0	0	0	0	0	1	2031

New Line	Percentile	15th	50th	85th	95th
	Speed	36	40	45	48
	Mean Speed (Average)	41.5			
	10 MPH Pace Speed	36-45			
	Number in Pace	1438			
	Percent in Pace	71.0%			
	Number > 45 MPH	420			
	Percent > 45 MPH	20.7%			

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: NB

6/16/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	2	2	3	5	0	0	0	0	0	0	0	0	0	12
1:00	1	3	1	2	0	0	0	0	0	0	0	0	0	7
2:00	1	1	3	0	0	0	0	0	0	0	0	0	0	5
3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2
5:00	2	1	6	0	1	0	1	0	0	0	0	0	0	11
6:00	1	6	5	6	2	1	0	0	0	0	0	0	0	21
7:00	3	10	12	9	2	0	0	0	0	0	0	0	0	36
8:00	9	17	27	9	2	0	0	0	0	0	0	0	0	64
9:00	11	27	35	17	4	0	0	0	0	0	0	0	0	94
10:00	7	43	51	16	5	0	0	0	0	0	0	0	0	122
11:00	6	35	71	26	4	0	0	0	0	0	0	0	0	142
12:00 PM	3	31	69	33	7	0	0	0	0	0	0	0	0	143
1:00	11	32	55	17	4	0	1	0	0	0	0	0	0	120
2:00	8	31	45	30	4	0	0	0	0	0	0	0	0	118
3:00	12	28	50	7	2	0	0	0	0	0	0	0	0	99
4:00	6	27	39	18	4	0	0	0	0	0	0	0	0	94
5:00	9	35	32	6	1	0	0	0	0	0	0	0	0	83
6:00	12	38	28	13	4	0	0	0	0	0	0	0	0	95
7:00	12	20	35	16	3	0	0	0	0	0	0	0	0	86
8:00	12	21	15	11	3	0	0	0	0	0	0	0	0	62
9:00	2	10	13	6	1	0	0	0	0	0	0	0	0	32
10:00	4	3	5	2	3	3	0	0	0	0	0	0	0	20
11:00	0	0	5	0	1	0	0	0	0	0	0	0	0	6
Total	136	421	605	250	57	4	2	0	0	0	0	0	0	1475

New Line	Percentile	15th	50th	85th	95th	
	Speed	36	40	45	48	
	Mean Speed (Average)	41.7				
	10 MPH Pace Speed	36-45				
	Number in Pace	1013				
	Percent in Pace	70.0%				
	Number > 45 MPH	313				
	Percent > 45 MPH	21.2%				
	Grand Total	Percentile	15th	50th	85th	95th
		Speed	35	40	45	48
Mean Speed (Average)		41.2				
10 MPH Pace Speed		36-45				
Number in Pace		4152				
Percent in Pace		71.0%				
Number > 45 MPH		1138				
Percent > 45 MPH		19.4%				

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: SB

6/14/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00	0	1	3	1	0	0	0	0	0	0	0	0	0	5
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:00	1	1	0	0	1	0	0	0	0	0	0	0	0	3
5:00	2	5	11	2	0	0	0	0	0	0	0	0	0	20
6:00	1	17	26	20	9	0	0	0	0	0	0	0	0	73
7:00	13	34	39	18	5	1	0	0	0	0	0	0	0	110
8:00	17	42	55	17	2	0	0	0	0	0	0	0	0	133
9:00	15	54	52	17	1	0	0	0	0	0	0	0	0	139
10:00	33	62	37	9	2	0	0	0	0	0	0	0	0	143
11:00	20	59	60	11	2	0	0	0	0	0	0	0	0	152
12:00 PM	19	57	55	23	2	1	0	0	0	0	0	0	0	157
1:00	23	70	53	11	4	0	0	0	0	0	0	0	0	161
2:00	23	52	66	11	1	0	0	0	0	0	0	0	0	153
3:00	17	75	75	19	3	0	0	0	0	0	0	0	0	189
4:00	23	63	64	25	0	0	0	0	0	0	0	0	0	175
5:00	22	58	53	28	6	0	0	0	0	0	0	0	0	167
6:00	19	36	38	16	0	0	0	0	0	0	0	0	0	109
7:00	22	45	24	13	4	0	0	0	0	0	0	0	0	108
8:00	20	30	29	4	5	1	0	0	0	0	0	0	0	89
9:00	17	12	11	0	1	0	0	0	0	0	0	0	0	41
10:00	15	14	11	4	1	0	0	0	0	0	0	0	0	45
11:00	0	5	6	2	0	1	0	0	0	0	0	0	0	14
Total	322	794	771	251	49	4	0	0	0	0	0	0	0	2191

New Line	Percentile	15th	50th	85th	95th
	Speed	34	39	44	47
	Mean Speed (Average)	39.3			
	10 MPH Pace Speed	36-45			
	Number in Pace	1565			
	Percent in Pace	71.0%			
	Number > 45 MPH	304			
	Percent > 45 MPH	13.9%			

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: SB

6/15/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	1	2	2	0	0	1	1	0	0	0	0	0	0	7
1:00	1	3	1	1	0	0	0	0	0	0	0	0	0	6
2:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
5:00	1	0	6	3	0	0	0	0	0	0	0	0	0	10
6:00	4	10	11	8	3	0	0	0	0	0	0	0	0	36
7:00	8	17	36	8	2	0	0	0	0	0	0	0	0	71
8:00	8	38	40	14	0	1	0	0	0	0	0	0	0	101
9:00	19	42	37	15	3	0	0	0	0	0	0	0	0	116
10:00	13	50	52	17	1	1	1	0	0	0	0	0	0	135
11:00	16	66	72	17	4	1	0	0	0	0	0	0	0	176
12:00 PM	30	93	72	19	2	3	0	0	0	0	0	0	0	219
1:00	14	51	57	24	1	1	0	0	0	0	0	0	0	148
2:00	21	57	57	14	3	2	0	0	0	0	0	0	0	154
3:00	22	50	74	15	3	1	0	0	0	0	0	0	0	165
4:00	21	75	62	15	2	1	0	0	0	0	0	0	0	176
5:00	11	76	57	8	3	0	0	0	0	0	0	0	0	155
6:00	11	52	32	14	3	1	1	0	0	0	0	0	0	114
7:00	27	22	28	6	0	2	0	0	0	0	0	0	0	85
8:00	18	31	14	3	1	0	1	0	0	0	0	0	0	68
9:00	8	15	16	3	2	0	0	0	0	0	0	0	0	44
10:00	3	13	7	1	1	0	0	0	0	0	0	0	0	25
11:00	7	6	7	1	0	0	0	0	0	0	0	0	0	21
Total	266	772	743	206	34	15	4	0	0	0	0	0	0	2040

New Line	Percentile	15th	50th	85th	95th
	Speed	34	39	43	47
	Mean Speed (Average)	39.7			
	10 MPH Pace Speed	36-45			
	Number in Pace	1515			
	Percent in Pace	74.0%			
	Number > 45 MPH	259			
	Percent > 45 MPH	12.7%			

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: SB

6/16/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	1	4	3	0	1	0	0	0	0	0	0	0	0	9
1:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00	2	2	3	3	0	0	0	0	0	0	0	0	0	10
6:00	1	5	11	4	0	1	0	1	0	0	0	0	0	23
7:00	3	12	20	10	0	0	0	0	0	0	0	0	0	45
8:00	9	28	28	15	0	0	0	0	0	0	0	0	0	80
9:00	13	43	29	4	4	0	0	0	0	0	0	0	0	93
10:00	19	40	46	7	6	0	0	0	0	0	0	0	0	118
11:00	14	64	86	19	3	0	0	0	0	0	0	0	0	186
12:00 PM	5	49	58	17	1	0	1	0	0	0	0	0	0	131
1:00	4	58	55	24	2	0	0	0	0	0	0	0	0	143
2:00	13	63	59	21	0	4	0	1	0	0	0	0	0	161
3:00	8	39	68	16	5	0	0	0	0	0	0	0	0	136
4:00	14	58	51	17	2	0	0	0	0	0	0	0	0	142
5:00	17	45	59	15	0	0	0	0	0	0	0	0	0	136
6:00	24	48	34	12	4	0	0	1	0	0	0	0	0	123
7:00	10	29	30	13	1	2	0	0	0	0	0	0	0	85
8:00	6	14	31	7	4	1	0	0	0	0	0	0	0	63
9:00	9	14	5	4	3	0	0	0	0	0	0	0	0	35
10:00	0	6	6	0	2	1	0	0	0	0	0	0	0	15
11:00	1	1	3	2	0	0	0	0	0	0	0	0	0	7
Total	177	626	685	210	38	9	1	3	0	0	0	0	0	1749

New Line	Percentile	15th	50th	85th	95th	
	Speed	35	39	44	47	
	Mean Speed (Average)	40.6				
	10 MPH Pace Speed	36-45				
	Number in Pace	1295				
	Percent in Pace	75.0%				
	Number > 45 MPH	261				
	Percent > 45 MPH	14.9%				
	Grand Total	Percentile	15th	50th	85th	95th
		Speed	34	39	44	47
Mean Speed (Average)		39.8				
10 MPH Pace Speed		36-45				
Number in Pace		4387				
Percent in Pace		73.0%				
Number > 45 MPH		824				
Percent > 45 MPH	13.8%					

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: Combined

6/14/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	5	3	4	2	0	0	0	0	0	0	0	0	0	14
1:00	0	1	7	2	0	0	0	0	0	0	0	0	0	10
2:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:00	0	0	3	1	0	0	0	0	0	0	0	0	0	4
4:00	2	3	0	2	1	0	0	0	0	0	0	0	0	8
5:00	2	7	14	9	2	0	0	0	0	0	0	0	0	34
6:00	2	32	42	32	17	0	0	0	0	0	0	0	0	125
7:00	20	60	79	38	7	1	0	0	0	0	0	0	0	205
8:00	25	77	114	33	9	0	0	0	0	0	0	0	0	258
9:00	26	84	130	46	5	0	0	0	0	0	0	0	0	291
10:00	54	104	88	21	7	1	0	0	0	0	0	0	0	275
11:00	31	134	116	32	3	0	0	0	0	0	0	0	0	316
12:00 PM	44	112	122	64	7	1	0	1	0	0	0	0	0	351
1:00	36	123	137	34	7	1	0	1	0	0	0	0	0	339
2:00	45	108	136	35	5	0	0	0	0	0	0	0	0	329
3:00	39	128	162	39	5	4	0	0	0	0	0	0	0	377
4:00	40	129	147	41	1	0	0	0	0	0	0	0	0	358
5:00	34	106	145	59	10	0	0	0	0	0	0	0	0	354
6:00	38	80	117	40	7	1	0	0	0	0	0	0	0	283
7:00	38	66	67	28	7	1	0	0	0	0	0	0	0	207
8:00	45	60	59	12	5	1	0	0	0	0	0	0	0	182
9:00	33	39	26	3	3	1	0	0	0	0	0	0	0	105
10:00	32	32	28	5	1	1	0	0	0	0	0	0	0	99
11:00	6	12	14	4	0	1	1	0	0	0	0	0	0	38
Total	597	1501	1757	582	110	14	1	2	0	0	0	0	0	4564

New Line	Percentile	15th	50th	85th	95th
	Speed	34	39	44	47
	Mean Speed (Average)	40.0			
	10 MPH Pace Speed	36-45			
	Number in Pace	3258			
	Percent in Pace	71.0%			
	Number > 45 MPH	709			
	Percent > 45 MPH	15.5%			

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: Combined

6/15/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	2	6	6	1	1	2	1	0	0	0	0	0	0	19
1:00	4	6	2	2	0	0	0	0	0	0	0	0	0	14
2:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	2	3	1	1	0	0	0	0	0	0	0	0	0	7
5:00	1	1	10	5	2	0	0	0	0	0	0	0	0	19
6:00	4	19	20	17	7	2	0	0	0	0	0	0	0	69
7:00	14	39	73	17	4	0	0	0	0	0	0	0	0	147
8:00	14	68	86	35	9	1	0	0	0	0	0	0	0	213
9:00	29	80	93	48	8	1	0	0	0	0	0	0	0	259
10:00	16	102	117	39	4	2	1	0	0	0	0	0	0	281
11:00	25	110	136	51	9	1	0	0	0	0	0	0	0	332
12:00 PM	31	146	151	59	6	6	0	0	0	0	0	0	1	400
1:00	20	86	133	67	5	1	1	0	0	0	0	0	0	313
2:00	34	102	131	39	9	2	0	0	0	0	0	0	0	317
3:00	33	103	135	36	7	1	0	0	0	0	0	0	0	315
4:00	43	125	119	23	3	1	1	0	0	0	0	0	0	315
5:00	27	127	107	29	7	1	0	0	0	0	0	0	0	298
6:00	21	91	71	29	5	1	1	0	0	0	0	0	0	219
7:00	37	46	47	11	1	3	0	0	0	0	0	0	0	145
8:00	30	46	33	21	4	0	1	0	0	0	0	0	0	135
9:00	19	39	26	6	3	1	0	0	0	0	0	0	0	94
10:00	12	28	27	9	2	0	0	0	0	0	0	0	0	78
11:00	20	24	27	5	0	0	0	0	0	0	0	0	0	76
Total	439	1400	1553	550	96	26	6	0	0	0	0	0	1	4071

New Line	Percentile	15th	50th	85th	95th
	Speed	35	40	44	48
	Mean Speed (Average)	40.6			
	10 MPH Pace Speed	36-45			
	Number in Pace	2953			
	Percent in Pace	73.0%			
	Number > 45 MPH	679			
	Percent > 45 MPH	16.7%			

NE TRAFFIC COUNTS

City: Lakeville, CT
 Location 1: Sharon Rd
 Location 2: S/O Well Hills Rd
 Tech: YVM
 Latitude: 41.957152
 Longitude: -73.436926

Direction: Combined

6/16/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	3	6	6	5	1	0	0	0	0	0	0	0	0	21
1:00	4	4	1	2	0	0	0	0	0	0	0	0	0	11
2:00	1	2	3	0	0	0	0	0	0	0	0	0	0	6
3:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00	2	1	0	1	0	0	0	0	0	0	0	0	0	4
5:00	4	3	9	3	1	0	1	0	0	0	0	0	0	21
6:00	2	11	16	10	2	2	0	1	0	0	0	0	0	44
7:00	6	22	32	19	2	0	0	0	0	0	0	0	0	81
8:00	18	45	55	24	2	0	0	0	0	0	0	0	0	144
9:00	24	70	64	21	8	0	0	0	0	0	0	0	0	187
10:00	26	83	97	23	11	0	0	0	0	0	0	0	0	240
11:00	20	99	157	45	7	0	0	0	0	0	0	0	0	328
12:00 PM	8	80	127	50	8	0	1	0	0	0	0	0	0	274
1:00	15	90	110	41	6	0	1	0	0	0	0	0	0	263
2:00	21	94	104	51	4	4	0	1	0	0	0	0	0	279
3:00	20	67	118	23	7	0	0	0	0	0	0	0	0	235
4:00	20	85	90	35	6	0	0	0	0	0	0	0	0	236
5:00	26	80	91	21	1	0	0	0	0	0	0	0	0	219
6:00	36	86	62	25	8	0	0	1	0	0	0	0	0	218
7:00	22	49	65	29	4	2	0	0	0	0	0	0	0	171
8:00	18	35	46	18	7	1	0	0	0	0	0	0	0	125
9:00	11	24	18	10	4	0	0	0	0	0	0	0	0	67
10:00	4	9	11	2	5	4	0	0	0	0	0	0	0	35
11:00	1	1	8	2	1	0	0	0	0	0	0	0	0	13
Total	313	1047	1290	460	95	13	3	3	0	0	0	0	0	3224

New Line	Percentile	15th	50th	85th	95th	
	Speed	35	40	45	48	
	Mean Speed (Average)	41.1				
	10 MPH Pace Speed	36-45				
	Number in Pace	2308				
	Percent in Pace	73.0%				
	Number > 45 MPH	574				
	Percent > 45 MPH	17.8%				
	Grand Total	Percentile	15th	50th	85th	95th
		Speed	35	40	44	48
Mean Speed (Average)		40.5				
10 MPH Pace Speed		36-45				
Number in Pace		8539				
Percent in Pace		72.0%				
Number > 45 MPH		1962				
Percent > 45 MPH	16.5%					

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

6/10/2024	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	1	1	1	1	1	0	1	1
1:00	*	*	*	*	*	*	*	*	1	1	1	0	1	0	1	0
2:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
3:00	*	*	*	*	*	*	*	*	0	0	1	1	1	0	1	0
4:00	*	*	*	*	*	*	*	*	0	1	2	5	2	2	1	3
5:00	*	*	*	*	*	*	*	*	5	4	1	1	1	1	2	2
6:00	*	*	*	*	*	*	*	*	12	26	13	14	2	7	9	16
7:00	*	*	*	*	*	*	*	*	41	42	27	21	9	13	26	25
8:00	*	*	*	*	*	*	*	*	50	61	40	37	18	43	36	47
9:00	*	*	*	*	*	*	*	*	34	62	37	38	17	22	29	41
10:00	*	*	*	*	*	*	*	*	45	53	48	53	48	41	47	49
11:00	*	*	*	*	*	*	*	*	54	49	58	45	32	39	48	44
12:00 PM	*	*	*	*	*	*	*	*	63	62	51	45	36	34	50	47
1:00	*	*	*	*	*	*	*	*	60	59	36	42	39	34	45	45
2:00	*	*	*	*	*	*	*	*	62	47	50	40	26	17	46	35
3:00	*	*	*	*	*	*	*	*	85	61	51	38	34	40	57	46
4:00	*	*	*	*	*	*	*	*	75	39	47	47	27	24	50	37
5:00	*	*	*	*	*	*	*	*	53	56	62	41	19	34	45	44
6:00	*	*	*	*	*	*	*	*	39	40	42	29	33	20	38	30
7:00	*	*	*	*	*	*	*	*	32	23	27	24	21	14	27	20
8:00	*	*	*	*	*	*	*	*	24	35	29	25	23	15	25	25
9:00	*	*	*	*	*	*	*	*	23	15	25	16	8	7	19	13
10:00	*	*	*	*	*	*	*	*	14	8	10	6	6	5	10	6
11:00	*	*	*	*	*	*	*	*	4	3	4	5	4	0	4	3
Total	0	0	0	0	0	0	0	0	777	748	663	574	408	412	617	579
Day	0		0		0		0		1525		1237		820		1196	
AM Peak									11:00	9:00	11:00	10:00	10:00	8:00	11:00	10:00
Volume									54	62	58	53	48	43	48	49
PM Peak									3:00	12:00 PM	5:00	4:00	1:00	3:00	3:00	12:00 PM
Volume									85	62	62	47	39	40	57	47
Comb Total	0		0		0		0		1525		1237		820		1196	
ADT	ADT: 1,194		AADT: 1,194													

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

Direction: EB

6/14/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
6:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
7:00	0	27	8	0	6	0	0	0	0	0	0	0	0	41
8:00	0	30	15	0	4	0	0	1	0	0	0	0	0	50
9:00	0	16	14	0	4	0	0	0	0	0	0	0	0	34
10:00	2	29	9	0	5	0	0	0	0	0	0	0	0	45
11:00	0	36	8	1	7	0	0	2	0	0	0	0	0	54
12:00 PM	0	41	16	0	5	0	0	1	0	0	0	0	0	63
1:00	0	46	9	1	4	0	0	0	0	0	0	0	0	60
2:00	0	37	20	1	2	0	0	1	1	0	0	0	0	62
3:00	0	58	20	0	7	0	0	0	0	0	0	0	0	85
4:00	0	52	19	0	3	0	0	1	0	0	0	0	0	75
5:00	0	38	12	1	2	0	0	0	0	0	0	0	0	53
6:00	0	27	7	0	4	0	0	1	0	0	0	0	0	39
7:00	1	20	7	0	2	0	0	1	1	0	0	0	0	32
8:00	0	16	7	0	1	0	0	0	0	0	0	0	0	24
9:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23
10:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	3	520	181	4	59	0	0	8	2	0	0	0	0	777
Percent	0.4%	66.9%	23.3%	0.5%	7.6%	0.0%	0.0%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	8:00	11:00	11:00			11:00						11:00
	2	36	15	1	7	*	*	2	*	*	*	*	*	54
PM Peak	7:00	3:00	2:00	1:00	3:00			12:00 PM	2:00					3:00
	1	58	20	1	7	*	*	1	1	*	*	*	*	85

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

Direction: EB

6/15/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00	1	8	2	0	2	0	0	0	0	0	0	0	0	13
7:00	0	16	8	1	2	0	0	0	0	0	0	0	0	27
8:00	0	26	10	0	3	0	0	0	0	1	0	0	0	40
9:00	0	26	7	0	4	0	0	0	0	0	0	0	0	37
10:00	0	36	9	0	2	0	0	1	0	0	0	0	0	48
11:00	0	42	13	0	2	0	0	1	0	0	0	0	0	58
12:00 PM	0	42	5	0	3	0	0	1	0	0	0	0	0	51
1:00	0	27	3	0	6	0	0	0	0	0	0	0	0	36
2:00	2	40	6	0	2	0	0	0	0	0	0	0	0	50
3:00	2	43	5	0	1	0	0	0	0	0	0	0	0	51
4:00	2	35	9	0	1	0	0	0	0	0	0	0	0	47
5:00	0	58	4	0	0	0	0	0	0	0	0	0	0	62
6:00	5	29	8	0	0	0	0	0	0	0	0	0	0	42
7:00	0	24	2	0	1	0	0	0	0	0	0	0	0	27
8:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
9:00	0	23	1	0	1	0	0	0	0	0	0	0	0	25
10:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	12	516	100	1	30	0	0	3	0	1	0	0	0	663
Percent	1.8%	77.8%	15.1%	0.2%	4.5%	0.0%	0.0%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	
AM Peak	6:00	11:00	11:00	7:00	9:00			10:00		8:00				11:00
	1	42	13	1	4	*	*	1	*	1	*	*	*	58
PM Peak	6:00	5:00	4:00		1:00			12:00 PM						5:00
	5	58	9	*	6	*	*	1	*	*	*	*	*	62

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.95381
 Longitude: -73.430269

Direction: EB

6/16/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00	1	7	0	0	1	0	0	0	0	0	0	0	0	9
8:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
9:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
10:00	2	39	6	0	1	0	0	0	0	0	0	0	0	48
11:00	0	27	2	0	2	0	0	1	0	0	0	0	0	32
12:00 PM	1	25	6	0	4	0	0	0	0	0	0	0	0	36
1:00	2	31	6	0	0	0	0	0	0	0	0	0	0	39
2:00	1	23	2	0	0	0	0	0	0	0	0	0	0	26
3:00	3	26	4	0	1	0	0	0	0	0	0	0	0	34
4:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
5:00	0	17	1	0	1	0	0	0	0	0	0	0	0	19
6:00	0	30	2	0	1	0	0	0	0	0	0	0	0	33
7:00	1	18	1	0	0	0	0	1	0	0	0	0	0	21
8:00	0	20	2	0	1	0	0	0	0	0	0	0	0	23
9:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
10:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Total	11	341	40	0	14	0	0	2	0	0	0	0	0	408
Percent	2.7%	83.6%	9.8%	0.0%	3.4%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	10:00		11:00			11:00						10:00
	2	39	6	*	2	*	*	1	*	*	*	*	*	48
PM Peak	3:00	1:00	12:00 PM		12:00 PM			7:00						1:00
	3	31	6	*	4	*	*	1	*	*	*	*	*	39
Grand Total	26	1377	321	5	103	0	0	13	2	1	0	0	0	1848
Percent	1.4%	74.5%	17.4%	0.3%	5.6%	0.0%	0.0%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

Direction: WB

6/14/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	2	0	0	2	0	0	0	0	0	0	0	0	4
6:00	1	10	6	0	8	0	0	1	0	0	0	0	0	26
7:00	0	26	8	0	7	0	0	1	0	0	0	0	0	42
8:00	0	35	19	0	6	0	0	1	0	0	0	0	0	61
9:00	1	31	16	0	12	0	0	2	0	0	0	0	0	62
10:00	0	29	11	0	12	0	0	1	0	0	0	0	0	53
11:00	0	26	13	0	9	0	0	0	1	0	0	0	0	49
12:00 PM	0	44	10	0	7	0	0	1	0	0	0	0	0	62
1:00	1	35	14	1	6	0	0	2	0	0	0	0	0	59
2:00	0	34	7	0	2	0	0	3	0	1	0	0	0	47
3:00	0	36	15	0	10	0	0	0	0	0	0	0	0	61
4:00	2	24	6	0	7	0	0	0	0	0	0	0	0	39
5:00	0	37	12	1	4	0	0	1	1	0	0	0	0	56
6:00	0	27	7	0	5	0	0	1	0	0	0	0	0	40
7:00	0	11	8	0	4	0	0	0	0	0	0	0	0	23
8:00	0	24	8	0	3	0	0	0	0	0	0	0	0	35
9:00	0	14	0	0	1	0	0	0	0	0	0	0	0	15
10:00	0	5	1	0	2	0	0	0	0	0	0	0	0	8
11:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Total	5	454	161	2	109	0	0	14	2	1	0	0	0	748
Percent	0.7%	60.7%	21.5%	0.3%	14.6%	0.0%	0.0%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	6:00	8:00	8:00		9:00			9:00	11:00					9:00
	1	35	19	*	12	*	*	2	1	*	*	*	*	62
PM Peak	4:00	12:00 PM	3:00	1:00	3:00			2:00	5:00	2:00				12:00 PM
	2	44	15	1	10	*	*	3	1	1	*	*	*	62

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

Direction: WB

6/15/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14
7:00	0	14	3	0	3	0	0	1	0	0	0	0	0	21
8:00	0	25	9	0	3	0	0	0	0	0	0	0	0	37
9:00	0	28	4	0	3	0	0	2	1	0	0	0	0	38
10:00	2	30	12	0	9	0	0	0	0	0	0	0	0	53
11:00	0	32	10	0	2	0	0	1	0	0	0	0	0	45
12:00 PM	0	25	10	0	9	0	0	1	0	0	0	0	0	45
1:00	1	29	6	0	6	0	0	0	0	0	0	0	0	42
2:00	0	28	9	0	2	0	0	1	0	0	0	0	0	40
3:00	0	29	7	0	2	0	0	0	0	0	0	0	0	38
4:00	2	32	9	0	4	0	0	0	0	0	0	0	0	47
5:00	0	30	9	0	2	0	0	0	0	0	0	0	0	41
6:00	0	17	8	0	3	0	0	1	0	0	0	0	0	29
7:00	0	20	3	0	1	0	0	0	0	0	0	0	0	24
8:00	0	19	5	0	1	0	0	0	0	0	0	0	0	25
9:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
10:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
11:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	5	391	116	0	54	0	0	7	1	0	0	0	0	574
Percent	0.9%	68.1%	20.2%	0.0%	9.4%	0.0%	0.0%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00		10:00			9:00	9:00					10:00
	2	32	12	*	9	*	*	2	1	*	*	*	*	53
PM Peak	4:00	4:00	12:00 PM		12:00 PM			12:00 PM						4:00
	2	32	10	*	9	*	*	1	*	*	*	*	*	47

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.95381
 Longitude: -73.430269

Direction: WB

6/16/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
7:00	0	9	1	0	3	0	0	0	0	0	0	0	0	13
8:00	0	34	5	0	3	0	0	1	0	0	0	0	0	43
9:00	3	14	4	0	1	0	0	0	0	0	0	0	0	22
10:00	0	34	5	0	2	0	0	0	0	0	0	0	0	41
11:00	2	22	10	0	5	0	0	0	0	0	0	0	0	39
12:00 PM	1	27	3	0	3	0	0	0	0	0	0	0	0	34
1:00	1	25	5	0	3	0	0	0	0	0	0	0	0	34
2:00	1	12	3	0	1	0	0	0	0	0	0	0	0	17
3:00	0	29	7	0	3	0	0	1	0	0	0	0	0	40
4:00	0	17	5	0	2	0	0	0	0	0	0	0	0	24
5:00	0	24	8	0	2	0	0	0	0	0	0	0	0	34
6:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
7:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
8:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
9:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
10:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	302	69	0	31	0	0	2	0	0	0	0	0	412
Percent	1.9%	73.3%	16.7%	0.0%	7.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	9:00	8:00	11:00		11:00			8:00						8:00
	3	34	10	*	5	*	*	1	*	*	*	*	*	43
PM Peak	12:00	3:00	5:00		12:00			3:00						3:00
	PM				PM									
	1	29	8	*	3	*	*	1	*	*	*	*	*	40
Grand Total	18	1147	346	2	194	0	0	23	3	1	0	0	0	1734
Percent	1.0%	66.1%	20.0%	0.1%	11.2%	0.0%	0.0%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.95381
 Longitude: -73.430269

Direction: Combined

6/14/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	4	2	0	3	0	0	0	0	0	0	0	0	9
6:00	1	19	9	0	8	0	0	1	0	0	0	0	0	38
7:00	0	53	16	0	13	0	0	1	0	0	0	0	0	83
8:00	0	65	34	0	10	0	0	2	0	0	0	0	0	111
9:00	1	47	30	0	16	0	0	2	0	0	0	0	0	96
10:00	2	58	20	0	17	0	0	1	0	0	0	0	0	98
11:00	0	62	21	1	16	0	0	2	1	0	0	0	0	103
12:00 PM	0	85	26	0	12	0	0	2	0	0	0	0	0	125
1:00	1	81	23	2	10	0	0	2	0	0	0	0	0	119
2:00	0	71	27	1	4	0	0	4	1	1	0	0	0	109
3:00	0	94	35	0	17	0	0	0	0	0	0	0	0	146
4:00	2	76	25	0	10	0	0	1	0	0	0	0	0	114
5:00	0	75	24	2	6	0	0	1	1	0	0	0	0	109
6:00	0	54	14	0	9	0	0	2	0	0	0	0	0	79
7:00	1	31	15	0	6	0	0	1	1	0	0	0	0	55
8:00	0	40	15	0	4	0	0	0	0	0	0	0	0	59
9:00	0	33	3	0	2	0	0	0	0	0	0	0	0	38
10:00	0	17	2	0	3	0	0	0	0	0	0	0	0	22
11:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Total	8	974	342	6	168	0	0	22	4	1	0	0	0	1525
Percent	0.5%	63.9%	22.4%	0.4%	11.0%	0.0%	0.0%	1.4%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	8:00	8:00	11:00	10:00			8:00	11:00					8:00
	2	65	34	1	17	*	*	2	1	*	*	*	*	111
PM Peak	4:00	3:00	3:00	1:00	3:00			2:00	2:00	2:00				3:00
	2	94	35	2	17	*	*	4	1	1	*	*	*	146

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

Direction: Combined

6/15/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
5:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:00	1	17	6	0	3	0	0	0	0	0	0	0	0	27
7:00	0	30	11	1	5	0	0	1	0	0	0	0	0	48
8:00	0	51	19	0	6	0	0	0	0	1	0	0	0	77
9:00	0	54	11	0	7	0	0	2	1	0	0	0	0	75
10:00	2	66	21	0	11	0	0	1	0	0	0	0	0	101
11:00	0	74	23	0	4	0	0	2	0	0	0	0	0	103
12:00 PM	0	67	15	0	12	0	0	2	0	0	0	0	0	96
1:00	1	56	9	0	12	0	0	0	0	0	0	0	0	78
2:00	2	68	15	0	4	0	0	1	0	0	0	0	0	90
3:00	2	72	12	0	3	0	0	0	0	0	0	0	0	89
4:00	4	67	18	0	5	0	0	0	0	0	0	0	0	94
5:00	0	88	13	0	2	0	0	0	0	0	0	0	0	103
6:00	5	46	16	0	3	0	0	1	0	0	0	0	0	71
7:00	0	44	5	0	2	0	0	0	0	0	0	0	0	51
8:00	0	43	10	0	1	0	0	0	0	0	0	0	0	54
9:00	0	35	4	0	2	0	0	0	0	0	0	0	0	41
10:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
11:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Total	17	907	216	1	84	0	0	10	1	1	0	0	0	1237
Percent	1.4%	73.3%	17.5%	0.1%	6.8%	0.0%	0.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	7:00	10:00			9:00	9:00	8:00				11:00
	2	74	23	1	11	*	*	2	1	1	*	*	*	103
PM Peak	6:00	5:00	4:00		12:00 PM			12:00 PM						5:00
	5	88	18	*	12	*	*	2	*	*	*	*	*	103

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.95381
 Longitude: -73.430269

Direction: Combined

6/16/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
7:00	1	16	1	0	4	0	0	0	0	0	0	0	0	22
8:00	0	51	6	0	3	0	0	1	0	0	0	0	0	61
9:00	3	29	6	0	1	0	0	0	0	0	0	0	0	39
10:00	2	73	11	0	3	0	0	0	0	0	0	0	0	89
11:00	2	49	12	0	7	0	0	1	0	0	0	0	0	71
12:00 PM	2	52	9	0	7	0	0	0	0	0	0	0	0	70
1:00	3	56	11	0	3	0	0	0	0	0	0	0	0	73
2:00	2	35	5	0	1	0	0	0	0	0	0	0	0	43
3:00	3	55	11	0	4	0	0	1	0	0	0	0	0	74
4:00	0	42	7	0	2	0	0	0	0	0	0	0	0	51
5:00	0	41	9	0	3	0	0	0	0	0	0	0	0	53
6:00	0	48	4	0	1	0	0	0	0	0	0	0	0	53
7:00	1	27	6	0	0	0	0	1	0	0	0	0	0	35
8:00	0	32	4	0	2	0	0	0	0	0	0	0	0	38
9:00	0	12	1	0	2	0	0	0	0	0	0	0	0	15
10:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
11:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Total	19	643	109	0	45	0	0	4	0	0	0	0	0	820
Percent	2.3%	78.4%	13.3%	0.0%	5.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	9:00	10:00	11:00		11:00			8:00						10:00
	3	73	12	*	7	*	*	1	*	*	*	*	*	89
PM Peak	1:00	1:00	1:00		12:00 PM			3:00						3:00
	3	56	11	*	7	*	*	1	*	*	*	*	*	74
Grand Total	44	2524	667	7	297	0	0	36	5	2	0	0	0	3582
Percent	1.2%	70.5%	18.6%	0.2%	8.3%	0.0%	0.0%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.95381
 Longitude: -73.430269

Direction: EB

6/14/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	4	0	1	0	0	0	0	0	0	0	0	5
6:00	2	2	3	2	0	3	0	0	0	0	0	0	0	12
7:00	10	10	10	7	3	0	1	0	0	0	0	0	0	41
8:00	9	19	18	4	0	0	0	0	0	0	0	0	0	50
9:00	7	13	11	3	0	0	0	0	0	0	0	0	0	34
10:00	15	16	13	1	0	0	0	0	0	0	0	0	0	45
11:00	8	22	17	3	4	0	0	0	0	0	0	0	0	54
12:00 PM	18	18	19	6	2	0	0	0	0	0	0	0	0	63
1:00	10	22	15	12	1	0	0	0	0	0	0	0	0	60
2:00	15	27	11	7	2	0	0	0	0	0	0	0	0	62
3:00	12	32	29	10	2	0	0	0	0	0	0	0	0	85
4:00	9	30	19	11	4	1	1	0	0	0	0	0	0	75
5:00	9	14	19	9	2	0	0	0	0	0	0	0	0	53
6:00	13	14	6	3	3	0	0	0	0	0	0	0	0	39
7:00	10	7	12	3	0	0	0	0	0	0	0	0	0	32
8:00	7	12	1	2	2	0	0	0	0	0	0	0	0	24
9:00	14	5	3	0	0	1	0	0	0	0	0	0	0	23
10:00	4	5	3	1	1	0	0	0	0	0	0	0	0	14
11:00	2	1	1	0	0	0	0	0	0	0	0	0	0	4
Total	174	270	215	84	27	5	2	0	0	0	0	0	0	777

New Line	Percentile	15th	50th	85th	95th
	Speed	32	38	44	48
	Mean Speed (Average)	39.2			
	10 MPH Pace Speed	36-45			
	Number in Pace	485			
	Percent in Pace	62.0%			
	Number > 45 MPH	118			
	Percent > 45 MPH	15.2%			

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

Direction: EB

6/15/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00	2	7	1	3	0	0	0	0	0	0	0	0	0	13
7:00	5	10	9	3	0	0	0	0	0	0	0	0	0	27
8:00	8	17	10	2	3	0	0	0	0	0	0	0	0	40
9:00	5	14	14	3	1	0	0	0	0	0	0	0	0	37
10:00	7	17	18	4	1	1	0	0	0	0	0	0	0	48
11:00	13	21	13	10	1	0	0	0	0	0	0	0	0	58
12:00 PM	7	16	17	9	2	0	0	0	0	0	0	0	0	51
1:00	6	13	13	0	3	1	0	0	0	0	0	0	0	36
2:00	5	19	18	5	2	0	1	0	0	0	0	0	0	50
3:00	11	19	12	8	0	1	0	0	0	0	0	0	0	51
4:00	9	19	13	5	1	0	0	0	0	0	0	0	0	47
5:00	24	19	9	8	0	2	0	0	0	0	0	0	0	62
6:00	14	13	9	3	1	0	0	2	0	0	0	0	0	42
7:00	6	10	8	3	0	0	0	0	0	0	0	0	0	27
8:00	9	10	6	4	0	0	0	0	0	0	0	0	0	29
9:00	9	10	5	1	0	0	0	0	0	0	0	0	0	25
10:00	6	3	1	0	0	0	0	0	0	0	0	0	0	10
11:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Total	146	240	180	73	16	5	1	2	0	0	0	0	0	663

New Line	Percentile	15th	50th	85th	95th
	Speed	32	38	44	48
	Mean Speed (Average)	39.1			
	10 MPH Pace Speed	36-45			
	Number in Pace	420			
	Percent in Pace	63.0%			
	Number > 45 MPH	97			
	Percent > 45 MPH	14.6%			

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.95381
 Longitude: -73.430269

Direction: EB

6/16/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00	3	4	2	0	0	0	0	0	0	0	0	0	0	9
8:00	3	7	3	4	0	0	1	0	0	0	0	0	0	18
9:00	3	7	2	4	1	0	0	0	0	0	0	0	0	17
10:00	6	18	14	9	0	1	0	0	0	0	0	0	0	48
11:00	5	13	11	2	0	0	0	0	1	0	0	0	0	32
12:00 PM	7	16	11	2	0	0	0	0	0	0	0	0	0	36
1:00	6	14	10	9	0	0	0	0	0	0	0	0	0	39
2:00	10	6	8	1	1	0	0	0	0	0	0	0	0	26
3:00	5	10	9	9	1	0	0	0	0	0	0	0	0	34
4:00	4	13	8	2	0	0	0	0	0	0	0	0	0	27
5:00	5	5	7	1	1	0	0	0	0	0	0	0	0	19
6:00	6	14	10	2	1	0	0	0	0	0	0	0	0	33
7:00	9	5	3	3	1	0	0	0	0	0	0	0	0	21
8:00	7	7	6	2	1	0	0	0	0	0	0	0	0	23
9:00	2	3	3	0	0	0	0	0	0	0	0	0	0	8
10:00	3	2	0	1	0	0	0	0	0	0	0	0	0	6
11:00	0	1	1	2	0	0	0	0	0	0	0	0	0	4
Total	85	148	110	54	8	1	1	0	1	0	0	0	0	408

New Line	Percentile	15th	50th	85th	95th	
	Speed	33	38	44	47	
	Mean Speed (Average)	39.7				
	10 MPH Pace Speed	36-45				
	Number in Pace	254				
	Percent in Pace	64.0%				
	Number > 45 MPH	65				
	Percent > 45 MPH	15.9%				
	Grand Total	Percentile	15th	50th	85th	95th
		Speed	32	38	44	48
Mean Speed (Average)		39.3				
10 MPH Pace Speed		36-45				
Number in Pace		1161				
Percent in Pace		63.0%				
Number > 45 MPH		280				
Percent > 45 MPH		15.2%				

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.95381
 Longitude: -73.430269

Direction: WB

6/14/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	1	1	2	0	0	0	0	0	0	0	0	0	4
6:00	2	7	15	2	0	0	0	0	0	0	0	0	0	26
7:00	7	16	11	7	1	0	0	0	0	0	0	0	0	42
8:00	9	24	20	6	1	1	0	0	0	0	0	0	0	61
9:00	14	18	27	2	1	0	0	0	0	0	0	0	0	62
10:00	11	18	18	5	0	1	0	0	0	0	0	0	0	53
11:00	15	14	13	6	1	0	0	0	0	0	0	0	0	49
12:00 PM	10	22	17	11	1	0	0	1	0	0	0	0	0	62
1:00	8	21	18	8	3	0	1	0	0	0	0	0	0	59
2:00	7	20	16	3	1	0	0	0	0	0	0	0	0	47
3:00	12	27	13	6	2	1	0	0	0	0	0	0	0	61
4:00	11	7	12	8	1	0	0	0	0	0	0	0	0	39
5:00	13	22	13	5	2	1	0	0	0	0	0	0	0	56
6:00	12	13	8	5	2	0	0	0	0	0	0	0	0	40
7:00	5	7	5	5	0	0	1	0	0	0	0	0	0	23
8:00	7	12	10	3	0	3	0	0	0	0	0	0	0	35
9:00	3	7	3	1	0	0	1	0	0	0	0	0	0	15
10:00	3	2	1	0	2	0	0	0	0	0	0	0	0	8
11:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Total	151	259	222	86	19	7	3	1	0	0	0	0	0	748

New Line	Percentile	15th	50th	85th	95th
	Speed	33	38	44	48
	Mean Speed (Average)	39.6			
	10 MPH Pace Speed	36-45			
	Number in Pace	481			
	Percent in Pace	64.0%			
	Number > 45 MPH	116			
	Percent > 45 MPH	15.5%			

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

Direction: WB

6/15/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	1	1	1	2	0	0	0	0	0	0	0	0	0	5
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00	3	4	4	3	0	0	0	0	0	0	0	0	0	14
7:00	5	6	8	1	0	1	0	0	0	0	0	0	0	21
8:00	7	12	14	4	0	0	0	0	0	0	0	0	0	37
9:00	8	17	11	2	0	0	0	0	0	0	0	0	0	38
10:00	9	15	17	9	2	1	0	0	0	0	0	0	0	53
11:00	9	21	10	4	1	0	0	0	0	0	0	0	0	45
12:00 PM	8	17	13	6	0	1	0	0	0	0	0	0	0	45
1:00	7	22	9	3	1	0	0	0	0	0	0	0	0	42
2:00	7	14	12	5	2	0	0	0	0	0	0	0	0	40
3:00	3	22	6	6	1	0	0	0	0	0	0	0	0	38
4:00	9	21	9	6	2	0	0	0	0	0	0	0	0	47
5:00	8	14	17	2	0	0	0	0	0	0	0	0	0	41
6:00	3	8	13	4	1	0	0	0	0	0	0	0	0	29
7:00	5	8	8	3	0	0	0	0	0	0	0	0	0	24
8:00	8	8	6	3	0	0	0	0	0	0	0	0	0	25
9:00	4	7	5	0	0	0	0	0	0	0	0	0	0	16
10:00	0	1	2	3	0	0	0	0	0	0	0	0	0	6
11:00	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	104	219	171	67	10	3	0	0	0	0	0	0	0	574

New Line	Percentile	15th	50th	85th	95th
	Speed	33	38	44	47
	Mean Speed (Average)	39.7			
	10 MPH Pace Speed	36-45			
	Number in Pace	390			
	Percent in Pace	68.0%			
	Number > 45 MPH	80			
	Percent > 45 MPH	13.9%			

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.95381
 Longitude: -73.430269

Direction: WB

6/16/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00	1	2	2	2	0	0	0	0	0	0	0	0	0	7
7:00	3	3	5	2	0	0	0	0	0	0	0	0	0	13
8:00	4	24	14	0	1	0	0	0	0	0	0	0	0	43
9:00	8	10	4	0	0	0	0	0	0	0	0	0	0	22
10:00	6	16	14	3	2	0	0	0	0	0	0	0	0	41
11:00	5	17	13	4	0	0	0	0	0	0	0	0	0	39
12:00 PM	8	8	11	5	1	1	0	0	0	0	0	0	0	34
1:00	8	9	6	9	2	0	0	0	0	0	0	0	0	34
2:00	3	6	8	0	0	0	0	0	0	0	0	0	0	17
3:00	7	12	15	4	2	0	0	0	0	0	0	0	0	40
4:00	3	6	10	4	1	0	0	0	0	0	0	0	0	24
5:00	5	15	11	2	1	0	0	0	0	0	0	0	0	34
6:00	5	6	6	2	1	0	0	0	0	0	0	0	0	20
7:00	3	4	3	2	0	2	0	0	0	0	0	0	0	14
8:00	2	4	6	3	0	0	0	0	0	0	0	0	0	15
9:00	0	4	1	1	1	0	0	0	0	0	0	0	0	7
10:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	77	147	129	44	12	3	0	0	0	0	0	0	0	412

New Line	Percentile	15th	50th	85th	95th	
	Speed	33	38	44	48	
	Mean Speed (Average)	40.0				
	10 MPH Pace Speed	36-45				
	Number in Pace	276				
	Percent in Pace	68.0%				
	Number > 45 MPH	59				
	Percent > 45 MPH	14.3%				
	Grand Total	Percentile	15th	50th	85th	95th
		Speed	33	38	44	48
Mean Speed (Average)		39.7				
10 MPH Pace Speed		36-45				
Number in Pace		1147				
Percent in Pace		66.0%				
Number > 45 MPH		255				
Percent > 45 MPH	14.7%					

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

Direction: Combined

6/14/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	1	5	2	1	0	0	0	0	0	0	0	0	9
6:00	4	9	18	4	0	3	0	0	0	0	0	0	0	38
7:00	17	26	21	14	4	0	1	0	0	0	0	0	0	83
8:00	18	43	38	10	1	1	0	0	0	0	0	0	0	111
9:00	21	31	38	5	1	0	0	0	0	0	0	0	0	96
10:00	26	34	31	6	0	1	0	0	0	0	0	0	0	98
11:00	23	36	30	9	5	0	0	0	0	0	0	0	0	103
12:00 PM	28	40	36	17	3	0	0	1	0	0	0	0	0	125
1:00	18	43	33	20	4	0	1	0	0	0	0	0	0	119
2:00	22	47	27	10	3	0	0	0	0	0	0	0	0	109
3:00	24	59	42	16	4	1	0	0	0	0	0	0	0	146
4:00	20	37	31	19	5	1	1	0	0	0	0	0	0	114
5:00	22	36	32	14	4	1	0	0	0	0	0	0	0	109
6:00	25	27	14	8	5	0	0	0	0	0	0	0	0	79
7:00	15	14	17	8	0	0	1	0	0	0	0	0	0	55
8:00	14	24	11	5	2	3	0	0	0	0	0	0	0	59
9:00	17	12	6	1	0	1	1	0	0	0	0	0	0	38
10:00	7	7	4	1	3	0	0	0	0	0	0	0	0	22
11:00	2	1	2	1	1	0	0	0	0	0	0	0	0	7
Total	325	529	437	170	46	12	5	1	0	0	0	0	0	1525

New Line	Percentile	15th	50th	85th	95th
	Speed	32	38	44	48
	Mean Speed (Average)	39.4			
	10 MPH Pace Speed	36-45			
	Number in Pace	966			
	Percent in Pace	63.0%			
	Number > 45 MPH	234			
	Percent > 45 MPH	15.3%			

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.955381
 Longitude: -73.430269

Direction: Combined

6/15/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:00	1	2	2	2	0	0	0	0	0	0	0	0	0	7
5:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
6:00	5	11	5	6	0	0	0	0	0	0	0	0	0	27
7:00	10	16	17	4	0	1	0	0	0	0	0	0	0	48
8:00	15	29	24	6	3	0	0	0	0	0	0	0	0	77
9:00	13	31	25	5	1	0	0	0	0	0	0	0	0	75
10:00	16	32	35	13	3	2	0	0	0	0	0	0	0	101
11:00	22	42	23	14	2	0	0	0	0	0	0	0	0	103
12:00 PM	15	33	30	15	2	1	0	0	0	0	0	0	0	96
1:00	13	35	22	3	4	1	0	0	0	0	0	0	0	78
2:00	12	33	30	10	4	0	1	0	0	0	0	0	0	90
3:00	14	41	18	14	1	1	0	0	0	0	0	0	0	89
4:00	18	40	22	11	3	0	0	0	0	0	0	0	0	94
5:00	32	33	26	10	0	2	0	0	0	0	0	0	0	103
6:00	17	21	22	7	2	0	0	2	0	0	0	0	0	71
7:00	11	18	16	6	0	0	0	0	0	0	0	0	0	51
8:00	17	18	12	7	0	0	0	0	0	0	0	0	0	54
9:00	13	17	10	1	0	0	0	0	0	0	0	0	0	41
10:00	6	4	3	3	0	0	0	0	0	0	0	0	0	16
11:00	0	2	7	0	0	0	0	0	0	0	0	0	0	9
Total	250	459	351	140	26	8	1	2	0	0	0	0	0	1237

New Line	Percentile	15th	50th	85th	95th
	Speed	33	38	44	48
	Mean Speed (Average)	39.4			
	10 MPH Pace Speed	36-45			
	Number in Pace	810			
	Percent in Pace	65.0%			
	Number > 45 MPH	177			
	Percent > 45 MPH	14.3%			

NE TRAFFIC COUNTS

City: Lakeville
 Location 1: Wells Hill Rd
 Location 2: E/O Sharon Rd
 Tech: YVM
 Latitude: 41.95381
 Longitude: -73.430269












Direction: Combined

6/16/2024 Time	0 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 - 80 MPH	> 80 - 85 MPH	> 85 - 90 MPH	> 90 MPH	Total
12:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	1	2	0	0	1	0	0	0	0	0	0	0	0	4
5:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
6:00	1	3	3	2	0	0	0	0	0	0	0	0	0	9
7:00	6	7	7	2	0	0	0	0	0	0	0	0	0	22
8:00	7	31	17	4	1	0	1	0	0	0	0	0	0	61
9:00	11	17	6	4	1	0	0	0	0	0	0	0	0	39
10:00	12	34	28	12	2	1	0	0	0	0	0	0	0	89
11:00	10	30	24	6	0	0	0	0	1	0	0	0	0	71
12:00 PM	15	24	22	7	1	1	0	0	0	0	0	0	0	70
1:00	14	23	16	18	2	0	0	0	0	0	0	0	0	73
2:00	13	12	16	1	1	0	0	0	0	0	0	0	0	43
3:00	12	22	24	13	3	0	0	0	0	0	0	0	0	74
4:00	7	19	18	6	1	0	0	0	0	0	0	0	0	51
5:00	10	20	18	3	2	0	0	0	0	0	0	0	0	53
6:00	11	20	16	4	2	0	0	0	0	0	0	0	0	53
7:00	12	9	6	5	1	2	0	0	0	0	0	0	0	35
8:00	9	11	12	5	1	0	0	0	0	0	0	0	0	38
9:00	2	7	4	1	1	0	0	0	0	0	0	0	0	15
10:00	8	2	0	1	0	0	0	0	0	0	0	0	0	11
11:00	0	1	1	2	0	0	0	0	0	0	0	0	0	4
Total	162	295	239	98	20	4	1	0	1	0	0	0	0	820

New Line	Percentile	15th	50th	85th	95th	
	Speed	33	38	44	47	
	Mean Speed (Average)	39.9				
	10 MPH Pace Speed	36-45				
	Number in Pace	530				
	Percent in Pace	66.0%				
	Number > 45 MPH	124				
	Percent > 45 MPH	15.1%				
	Grand Total	Percentile	15th	50th	85th	95th
		Speed	33	38	44	48
Mean Speed (Average)		39.5				
10 MPH Pace Speed		36-45				
Number in Pace		2308				
Percent in Pace		65.0%				
Number > 45 MPH		535				
Percent > 45 MPH	14.9%					

Wake Robin Inn
1: Millerton Road/Main Street & Sharon Road

Background PM
Timing Plan: PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	210	173	39	216	156
Future Volume (vph)	51	210	173	39	216	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	162	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				115	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.891			0.850		
Flt Protected	0.990				0.950	
Satd. Flow (prot)	1643	0	1863	1583	1770	1863
Flt Permitted	0.990				0.950	
Satd. Flow (perm)	1643	0	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1474		484			616
Travel Time (s)	33.5		11.0			14.0
Confl. Peds. (#/hr)				1	1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	59	244	201	45	251	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	0	201	45	251	181
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	47.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	7.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	51	210	173	39	216	156
Future Vol, veh/h	51	210	173	39	216	156
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	162	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	244	201	45	251	181

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	885	202	0	0	202	0
Stage 1	202	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	315	839	-	-	1370	-
Stage 1	832	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	257	838	-	-	1369	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	410	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	4.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	581	1369
HCM Lane V/C Ratio	-	-	0.522	0.183
HCM Control Delay (s)	-	-	17.8	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3	0.7

Wake Robin Inn
2: Sharon Road & Wake Robin Inn Driveway

Background PM
Timing Plan: PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	186	0	0	178
Future Volume (vph)	0	0	186	0	0	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		40			40
Link Distance (ft)	681		2144			888
Travel Time (s)	15.5		36.5			15.1
Confl. Peds. (#/hr)				1	1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	211	0	0	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	211	0	0	202
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.2%
Analysis Period (min)	15
	ICU Level of Service A

Wake Robin Inn
2: Sharon Road & Wake Robin Inn Driveway

Background PM
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	186	0	0	178
Future Vol, veh/h	0	0	186	0	0	178
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	211	0	0	202

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	414	212	0	0	212	0
Stage 1	212	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	595	828	-	-	1358	-
Stage 1	823	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	594	827	-	-	1357	-
Mov Cap-2 Maneuver	594	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	832	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1357
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Wake Robin Inn
3: Sharon Road & Interlaken Road/Lime Rock Road

Background PM
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	52	19	43	58	25	24	140	36	22	124	19
Future Volume (vph)	11	52	19	43	58	25	24	140	36	22	124	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.973			0.976			0.985	
Flt Protected		0.993			0.983			0.994			0.993	
Satd. Flow (prot)	0	1792	0	0	1782	0	0	1807	0	0	1822	0
Flt Permitted		0.993			0.983			0.994			0.993	
Satd. Flow (perm)	0	1792	0	0	1782	0	0	1807	0	0	1822	0
Link Speed (mph)		40			30			30			40	
Link Distance (ft)		1356			81			80			1149	
Travel Time (s)		23.1			1.8			1.8			19.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	12	58	21	48	65	28	27	157	40	25	139	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	141	0	0	224	0	0	185	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.4% ICU Level of Service A

Analysis Period (min) 15

Wake Robin Inn
3: Sharon Road & Interlaken Road/Lime Rock Road

Background PM
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	52	19	43	58	25	24	140	36	22	124	19
Future Vol, veh/h	11	52	19	43	58	25	24	140	36	22	124	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	58	21	48	65	28	27	157	40	25	139	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	9.2	9.6	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	13%	34%	13%
Vol Thru, %	70%	63%	46%	75%
Vol Right, %	18%	23%	20%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	82	126	165
LT Vol	24	11	43	22
Through Vol	140	52	58	124
RT Vol	36	19	25	19
Lane Flow Rate	225	92	142	185
Geometry Grp	1	1	1	1
Degree of Util (X)	0.291	0.127	0.195	0.244
Departure Headway (Hd)	4.654	4.973	4.964	4.739
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	769	715	718	753
Service Time	2.707	3.042	3.027	2.796
HCM Lane V/C Ratio	0.293	0.129	0.198	0.246
HCM Control Delay	9.6	8.8	9.2	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.4	0.7	1

Wake Robin Inn
1: Millerton Road/Main Street & Sharon Road

Background Saturday
Timing Plan: Saturday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	191	177	48	178	183
Future Volume (vph)	25	191	177	48	178	183
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	162	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				115	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.880			0.850		
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1629	0	1863	1583	1770	1863
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1629	0	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1474		484			616
Travel Time (s)	33.5		11.0			14.0
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	28	217	201	55	202	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	201	55	202	208
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.4%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	25	191	177	48	178	183
Future Vol, veh/h	25	191	177	48	178	183
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	162	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	217	201	55	202	208

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	814	201	0	0	201	0
Stage 1	201	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	347	840	-	-	1371	-
Stage 1	833	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	296	840	-	-	1371	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	693	1371
HCM Lane V/C Ratio	-	-	0.354	0.148
HCM Control Delay (s)	-	-	13	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.6	0.5

Wake Robin Inn
2: Sharon Road & Wake Robin Inn Driveway

Background Saturday
Timing Plan: Saturday Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	188	0	0	201
Future Volume (vph)	0	0	188	0	0	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		40			40
Link Distance (ft)	681		2144			888
Travel Time (s)	15.5		36.5			15.1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	216	0	0	231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	216	0	0	231
Sign Control	Free		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.9%
ICU Level of Service	A
Analysis Period (min)	15

Wake Robin Inn
3: Sharon Road & Interlaken Road/Lime Rock Road

Background Saturday
Timing Plan: Saturday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	17	55	24	29	63	18	36	128	21	10	111	14
Future Volume (vph)	17	55	24	29	63	18	36	128	21	10	111	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.966			0.978			0.985			0.986	
Flt Protected		0.991			0.987			0.990			0.996	
Satd. Flow (prot)	0	1783	0	0	1798	0	0	1816	0	0	1829	0
Flt Permitted		0.991			0.987			0.990			0.996	
Satd. Flow (perm)	0	1783	0	0	1798	0	0	1816	0	0	1829	0
Link Speed (mph)		40			30			30			40	
Link Distance (ft)		1356			81			80			1149	
Travel Time (s)		23.1			1.8			1.8			19.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	61	27	32	70	20	40	142	23	11	123	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	122	0	0	205	0	0	150	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	55	24	29	63	18	36	128	21	10	111	14
Future Vol, veh/h	17	55	24	29	63	18	36	128	21	10	111	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	61	27	32	70	20	40	142	23	11	123	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.9	9.4	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	18%	26%	7%
Vol Thru, %	69%	57%	57%	82%
Vol Right, %	11%	25%	16%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	185	96	110	135
LT Vol	36	17	29	10
Through Vol	128	55	63	111
RT Vol	21	24	18	14
Lane Flow Rate	206	107	122	150
Geometry Grp	1	1	1	1
Degree of Util (X)	0.265	0.143	0.165	0.195
Departure Headway (Hd)	4.64	4.81	4.856	4.687
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	771	742	736	762
Service Time	2.685	2.863	2.909	2.736
HCM Lane V/C Ratio	0.267	0.144	0.166	0.197
HCM Control Delay	9.4	8.7	8.9	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.5	0.6	0.7

Wake Robin Inn
1: Millerton Road/Main Street & Sharon Road

Combined PM
Timing Plan: PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	220	173	71	230	156
Future Volume (vph)	74	220	173	71	230	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	162	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				115	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.899			0.850		
Flt Protected	0.988				0.950	
Satd. Flow (prot)	1655	0	1863	1583	1770	1863
Flt Permitted	0.988				0.950	
Satd. Flow (perm)	1655	0	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1474		484			616
Travel Time (s)	33.5		11.0			14.0
Confl. Peds. (#/hr)				1	1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	86	256	201	83	267	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	342	0	201	83	267	181
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	9.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	74	220	173	71	230	156
Future Vol, veh/h	74	220	173	71	230	156
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	162	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	256	201	83	267	181

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	917	202	0	0	202	0
Stage 1	202	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	302	839	-	-	1370	-
Stage 1	832	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	838	-	-	1369	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.4	0	4.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	518	1369
HCM Lane V/C Ratio	-	-	0.66	0.195
HCM Control Delay (s)	-	-	24.4	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	4.8	0.7

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	3.0	
Level of Service	A	

Crosswalk

Length (ft)	12	20
Lanes Crossed	1	1
Veh Vol Crossed	173	156
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	8.71
Prob of Delayed X-ing	0.27	0.31
Prob of Blocked Lane	0.27	0.31
Delay for adq Gap	4.15	5.96
Avg Ped Delay (s)	1.10	1.87

Approach

Approach Direction	SB	
Median Present?	No	
Approach Delay(s)	18.9	
Level of Service	C	

Crosswalk

Length (ft)	44	
Lanes Crossed	2	
Veh Vol Crossed	329	
Ped Vol Crossed	0	
Yield Rate(%)	0	
Ped Platooning	No	
Critical Headway (s)	15.57	
Prob of Delayed X-ing	0.76	
Prob of Blocked Lane	0.51	
Delay for adq Gap	24.89	
Avg Ped Delay (s)	18.89	

Wake Robin Inn
2: Sharon Road & Sharon Road Driveway

Combined PM
Timing Plan: PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	33	33	186	43	46	178
Future Volume (vph)	33	33	186	43	46	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932		0.975			
Flt Protected	0.976					0.990
Satd. Flow (prot)	1694	0	1816	0	0	1844
Flt Permitted	0.976					0.990
Satd. Flow (perm)	1694	0	1816	0	0	1844
Link Speed (mph)	30		40			40
Link Distance (ft)	681		2144			888
Travel Time (s)	15.5		36.5			15.1
Confl. Peds. (#/hr)				1	1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	38	38	211	49	52	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	260	0	0	254
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	33	186	43	46	178
Future Vol, veh/h	33	33	186	43	46	178
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	38	211	49	52	202

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	543	237	0	0	261
Stage 1	237	-	-	-	-
Stage 2	306	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	501	802	-	-	1303
Stage 1	802	-	-	-	-
Stage 2	747	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	478	801	-	-	1302
Mov Cap-2 Maneuver	478	-	-	-	-
Stage 1	801	-	-	-	-
Stage 2	713	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	599	1302
HCM Lane V/C Ratio	-	-	0.125	0.04
HCM Control Delay (s)	-	-	11.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	11.7
Level of Service	C

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	364
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.71
Prob of Blocked Lane	0.46
Delay for adq Gap	16.59
Avg Ped Delay (s)	11.73

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	11.7
Level of Service	C

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	364
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.71
Prob of Blocked Lane	0.46
Delay for adq Gap	16.59
Avg Ped Delay (s)	11.73

Wake Robin Inn
 3: Sharon Road & Interlaken Road/Lime Rock Road

Combined PM
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	52	19	43	58	51	24	157	36	42	137	19
Future Volume (vph)	11	52	19	43	58	51	24	157	36	42	137	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.955			0.978			0.987	
Flt Protected		0.993			0.986			0.994			0.990	
Satd. Flow (prot)	0	1792	0	0	1754	0	0	1811	0	0	1820	0
Flt Permitted		0.993			0.986			0.994			0.990	
Satd. Flow (perm)	0	1792	0	0	1754	0	0	1811	0	0	1820	0
Link Speed (mph)		40			30			30			40	
Link Distance (ft)		1356			81			80			1149	
Travel Time (s)		23.1			1.8			1.8			19.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	12	58	21	48	65	57	27	176	40	47	154	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	170	0	0	243	0	0	222	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.1% ICU Level of Service A
Analysis Period (min)	15

Wake Robin Inn
3: Sharon Road & Interlaken Road/Lime Rock Road

Combined PM
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	52	19	43	58	51	24	157	36	42	137	19
Future Vol, veh/h	11	52	19	43	58	51	24	157	36	42	137	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	58	21	48	65	57	27	176	40	47	154	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	9.7	10.2	10.1
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	13%	28%	21%
Vol Thru, %	72%	63%	38%	69%
Vol Right, %	17%	23%	34%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	82	152	198
LT Vol	24	11	43	42
Through Vol	157	52	58	137
RT Vol	36	19	51	19
Lane Flow Rate	244	92	171	222
Geometry Grp	1	1	1	1
Degree of Util (X)	0.325	0.132	0.238	0.302
Departure Headway (Hd)	4.795	5.171	5.022	4.879
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	685	707	730
Service Time	2.869	3.268	3.108	2.955
HCM Lane V/C Ratio	0.328	0.134	0.242	0.304
HCM Control Delay	10.2	9.1	9.7	10.1
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.4	0.5	0.9	1.3

Wake Robin Inn
4: Wells Hill Driveway & Wells Hill Road

Combined PM
Timing Plan: PM Peak Hour



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	0	76	0	0	39
Future Volume (vph)	0	0	76	0	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	281		1277			751
Travel Time (s)	6.4		29.0			17.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	83	0	0	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	83	0	0	42
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	7.3% ICU Level of Service A
Analysis Period (min)	15

Approach

Approach Direction	NW
Median Present?	No
Approach Delay(s)	2.7
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	115
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.32
Prob of Blocked Lane	0.18
Delay for adq Gap	8.37
Avg Ped Delay (s)	2.69

Approach

Approach Direction	SE
Median Present?	No
Approach Delay(s)	2.7
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	115
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.32
Prob of Blocked Lane	0.18
Delay for adq Gap	8.37
Avg Ped Delay (s)	2.69

Wake Robin Inn
 1: Millerton Road/Main Street & Sharon Road

Combined Saturday
 Timing Plan: Saturday Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	56	204	177	86	194	183
Future Volume (vph)	56	204	177	86	194	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	162	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				115	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.894			0.850		
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1647	0	1863	1583	1770	1863
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1647	0	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1474		484			616
Travel Time (s)	33.5		11.0			14.0
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	64	232	201	98	220	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	296	0	201	98	220	208
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	6.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	56	204	177	86	194	183
Future Vol, veh/h	56	204	177	86	194	183
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	162	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	232	201	98	220	208

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	850	201	0	0	201	0
Stage 1	201	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	331	840	-	-	1371	-
Stage 1	833	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	278	840	-	-	1371	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.3	0	4.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	585	1371
HCM Lane V/C Ratio	-	-	0.505	0.161
HCM Control Delay (s)	-	-	17.3	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.8	0.6

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	3.4	
Level of Service	A	

Crosswalk

Length (ft)	12	20
Lanes Crossed	1	1
Veh Vol Crossed	177	183
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	8.71
Prob of Delayed X-ing	0.27	0.36
Prob of Blocked Lane	0.27	0.36
Delay for adq Gap	4.18	6.29
Avg Ped Delay (s)	1.13	2.25

Approach

Approach Direction	SB	
Median Present?	No	
Approach Delay(s)	21.9	
Level of Service	D	

Crosswalk

Length (ft)	44	
Lanes Crossed	2	
Veh Vol Crossed	360	
Ped Vol Crossed	0	
Yield Rate(%)	0	
Ped Platooning	No	
Critical Headway (s)	15.57	
Prob of Delayed X-ing	0.79	
Prob of Blocked Lane	0.54	
Delay for adq Gap	27.72	
Avg Ped Delay (s)	21.88	

Wake Robin Inn
2: Sharon Road & Sharon Road Driveway

Combined Saturday
Timing Plan: Saturday Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	44	188	55	54	201
Future Volume (vph)	44	44	188	55	54	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.970			
Flt Protected	0.976					0.990
Satd. Flow (prot)	1694	0	1807	0	0	1844
Flt Permitted	0.976					0.990
Satd. Flow (perm)	1694	0	1807	0	0	1844
Link Speed (mph)	30		40			40
Link Distance (ft)	681		2144			888
Travel Time (s)	15.5		36.5			15.1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	51	51	216	63	62	231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	0	279	0	0	293
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	44	188	55	54	201
Future Vol, veh/h	44	44	188	55	54	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	51	216	63	62	231

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	603	248	0	0	279
Stage 1	248	-	-	-	-
Stage 2	355	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	462	791	-	-	1284
Stage 1	793	-	-	-	-
Stage 2	710	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	437	791	-	-	1284
Mov Cap-2 Maneuver	437	-	-	-	-
Stage 1	793	-	-	-	-
Stage 2	671	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	563	1284
HCM Lane V/C Ratio	-	-	0.18	0.048
HCM Control Delay (s)	-	-	12.8	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	13.0
Level of Service	C

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	389
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.73
Prob of Blocked Lane	0.48
Delay for adq Gap	17.75
Avg Ped Delay (s)	12.97

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	13.0
Level of Service	C

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	389
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.73
Prob of Blocked Lane	0.48
Delay for adq Gap	17.75
Avg Ped Delay (s)	12.97

Wake Robin Inn
3: Sharon Road & Interlaken Road/Lime Rock Road

Combined Saturday
Timing Plan: Saturday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	17	55	24	29	63	51	36	150	21	36	129	14
Future Volume (vph)	17	55	24	29	63	51	36	150	21	36	129	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.966			0.952			0.986			0.989	
Flt Protected		0.991			0.990			0.991			0.990	
Satd. Flow (prot)	0	1783	0	0	1756	0	0	1820	0	0	1824	0
Flt Permitted		0.991			0.990			0.991			0.990	
Satd. Flow (perm)	0	1783	0	0	1756	0	0	1820	0	0	1824	0
Link Speed (mph)		40			30			30			40	
Link Distance (ft)		1356			81			80			1149	
Travel Time (s)		23.1			1.8			1.8			19.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	61	27	32	70	57	40	167	23	40	143	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	159	0	0	230	0	0	199	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.3%
ICU Level of Service	A
Analysis Period (min)	15

Wake Robin Inn
3: Sharon Road & Interlaken Road/Lime Rock Road

Combined Saturday
Timing Plan: Saturday Peak Hour

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	55	24	29	63	51	36	150	21	36	129	14
Future Vol, veh/h	17	55	24	29	63	51	36	150	21	36	129	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	61	27	32	70	57	40	167	23	40	143	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	9.4	10	9.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	18%	20%	20%
Vol Thru, %	72%	57%	44%	72%
Vol Right, %	10%	25%	36%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	96	143	179
LT Vol	36	17	29	36
Through Vol	150	55	63	129
RT Vol	21	24	51	14
Lane Flow Rate	230	107	159	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.307	0.15	0.218	0.269
Departure Headway (Hd)	4.812	5.06	4.929	4.868
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	702	721	732
Service Time	2.882	3.144	3.005	2.941
HCM Lane V/C Ratio	0.31	0.152	0.221	0.272
HCM Control Delay	10	9	9.4	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.5	0.8	1.1

Wake Robin Inn
4: Wells Hill Driveway & Wells Hill Road

Combined Saturday
Timing Plan: Saturday Peak Hour



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	0	44	0	0	47
Future Volume (vph)	0	0	44	0	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	281		1277			751
Travel Time (s)	6.4		29.0			17.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	48	0	0	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	48	0	0	51
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	6.7% ICU Level of Service A
Analysis Period (min)	15

Approach

Approach Direction	NW
Median Present?	No
Approach Delay(s)	2.1
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	91
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.26
Prob of Blocked Lane	0.14
Delay for adq Gap	7.83
Avg Ped Delay (s)	2.07

Approach

Approach Direction	SE
Median Present?	No
Approach Delay(s)	2.1
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	91
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.26
Prob of Blocked Lane	0.14
Delay for adq Gap	7.83
Avg Ped Delay (s)	2.07

RE: Trip Generation Question--Banquet Hall

Sojka, Gary J <Gary.Sojka@ct.gov>

Fri 6/18/2021 11:42 AM

[REDACTED]
[REDACTED]
[REDACTED]
Fiona,

If you know the seating capacity you can use that as the independent variable. Then use a vehicle occupancy rate (VOC) of 2.5 and use 80% for the hours you stated below.

Commuter Peak – 4:00-5:00 PM

PM Peak hour of generator – 7:00 -8:00 PM

Sat – 12:00-1:00 PM

As an example if there are 500 seats then trip gen would be $500/2.5 \times 80 = 160$ vph.

You can use the same directional distribution (in/out) as LUC 931 Quality Restaurant

Gary J. Sojka

Transportation Supervising Planner

Connecticut Department of Transportation

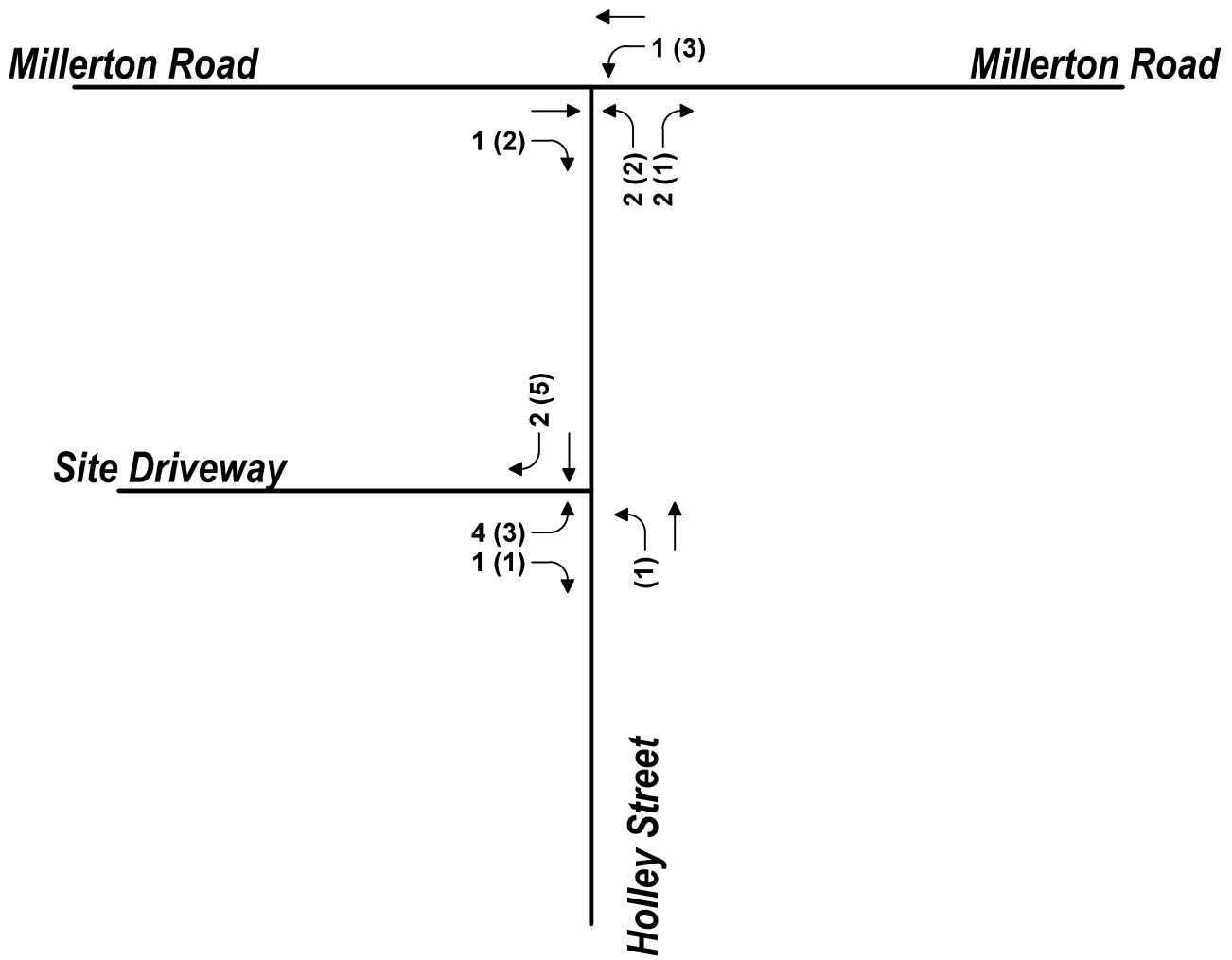
Bureau of Policy and Planning

2800 Berlin Turnpike

Newington, CT 06111

Email: gary.sojka@ct.gov

telephone: (860) 594-2025



Weekday Morning Peak Hour
(Weekday Afternoon Peak Hour)



Not to Scale



Site-Generated Trips
Peak Hour Traffic Volumes
Proposed Apartment Building
11 Holley Street, Salisbury, CT

Figure 5