

Transportation Impact Assessment

Proposed Business Park
21 Gurley Road
Waterford, Connecticut

Prepared for:

CLA Engineers
Norwich, CT

March 2022

Prepared by:

 **Vanasse &
Associates inc**
Transportation Engineers & Planners

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EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has prepared this Transportation Impact Assessment (TIA) in order to determine the traffic impacts associated with the development of a proposed business park at 21 Gurley Road in Waterford, Connecticut. This study reviews access requirements, safety considerations, and identifies and analyzes existing traffic conditions and future traffic conditions with the proposed project. This study was prepared in accordance with state and industry guidelines for the preparation of Traffic Impact Assessments (TIAs).

As proposed the Project will entail the construction of seven (7) separate buildings that will accommodate a mix of office and warehouse space, totaling approximately 80,880± square feet (sf). The Project will provide a total of 271 parking spaces. As documented in this assessment:

- Project-related traffic increases are projected to amount to 508 new vehicle trips (254 entering and 254 exiting) on a typical weekday, including 68 new vehicle trips (59 entering and 9 exiting) during the weekday morning peak hour and 65 new vehicle trips (12 entering and 53 exiting) during the weekday evening peak hour.
- A review of the motor vehicle crash history for the study area reveals a low crash history for all study area intersections, with approximately two (2) motor vehicle crashes per year reported within the entire study area
- Project-related traffic increases are not expected to result in a notable impact to area traffic operations, with all unsignalized movements projected to operate at LOS B or better during peak hours, and no notable impact to signalized traffic operations at the intersection of Boston Post Road (Route 1) with Oil Mill Road.

RECOMMENDATIONS

Site Access Design

In order to ensure that safe and efficient access and egress are provided to and from the project site it is recommended that the proposed driveways onto both Gurley Road and Oil Mill Road provide a minimum of 24 feet of total width to accommodate a minimum 12-foot entering lane and a 12-foot exiting lane, separated by a painted centerline to delineate entering and exiting traffic flows. The proposed driveway approaches to Gurley Road and Oil Mill Road should be placed under STOP-sign (MUTCD R1-1) control, with a painted STOP-bar provided on the driveway approaches to Gurley Road and Oil Mill Road.

It is also recommended that all existing and proposed vegetation be regularly maintained to ensure adequate sight distance is provided from the proposed driveway locations. Specifically, all existing and proposed vegetation should be three feet or less in height to ensure that adequate sight lines are provided to and from the driveway location. All proposed signage should also be located to ensure adequate sight lines are maintained. With these measures in place, safe and efficient access and egress will be provided to and from the project site with minimal impact to area traffic operations.

SUMMARY

As documented in this report, project-related traffic increases are not projected to result in a notable impact to area traffic operations during the peak hours of roadway activity. With implementation of the above recommendations, safe and efficient site access will be provided and the proposed project can be built with minimal impact on the roadway system.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has prepared this Transportation Impact Assessment (TIA) in order to determine the traffic impacts associated with the development of a proposed business park at 21 Gurley Road in Waterford, Connecticut. This study reviews access requirements, safety considerations, and identifies and analyzes existing traffic conditions and future traffic conditions with the proposed project. This study was prepared in accordance with state and industry guidelines for the preparation of Traffic Impact Assessments (TIAs).

PROJECT DESCRIPTION

As proposed the Project will entail the construction of seven (7) separate buildings that will accommodate a mix of office and warehouse space, totaling approximately 80,880± square feet (sf). Specifically, the project will include the following buildings:

- Building 1: 10,800 sf
- Building 2: 12,800 sf
- Building 3: 10,400 sf
- Building 4: 6,880 sf
- Building 5: 14,400 sf
- Building 6: 10,400 sf
- Building 7: 15,200 sf

Access to Building 1 is proposed via a new driveway onto Oil Mill Road, north of Gurley Road. The remaining buildings would be accessed via two new driveways onto Gurley Road. A total of 271 parking spaces is proposed for the development as a whole. Figure 1 depicts the site location in relation to the local roadway network.

STUDY METHODOLOGY

This study was prepared in accordance with ConnDOT standards for the preparation of Traffic Impact Assessments (TIAs); and was conducted in three distinct stages.

The first stage involved an assessment of existing traffic conditions in the study area. A comprehensive field inventory of existing traffic conditions on the study area roadways was conducted in October of 2021. The field investigation consisted of an inventory of existing

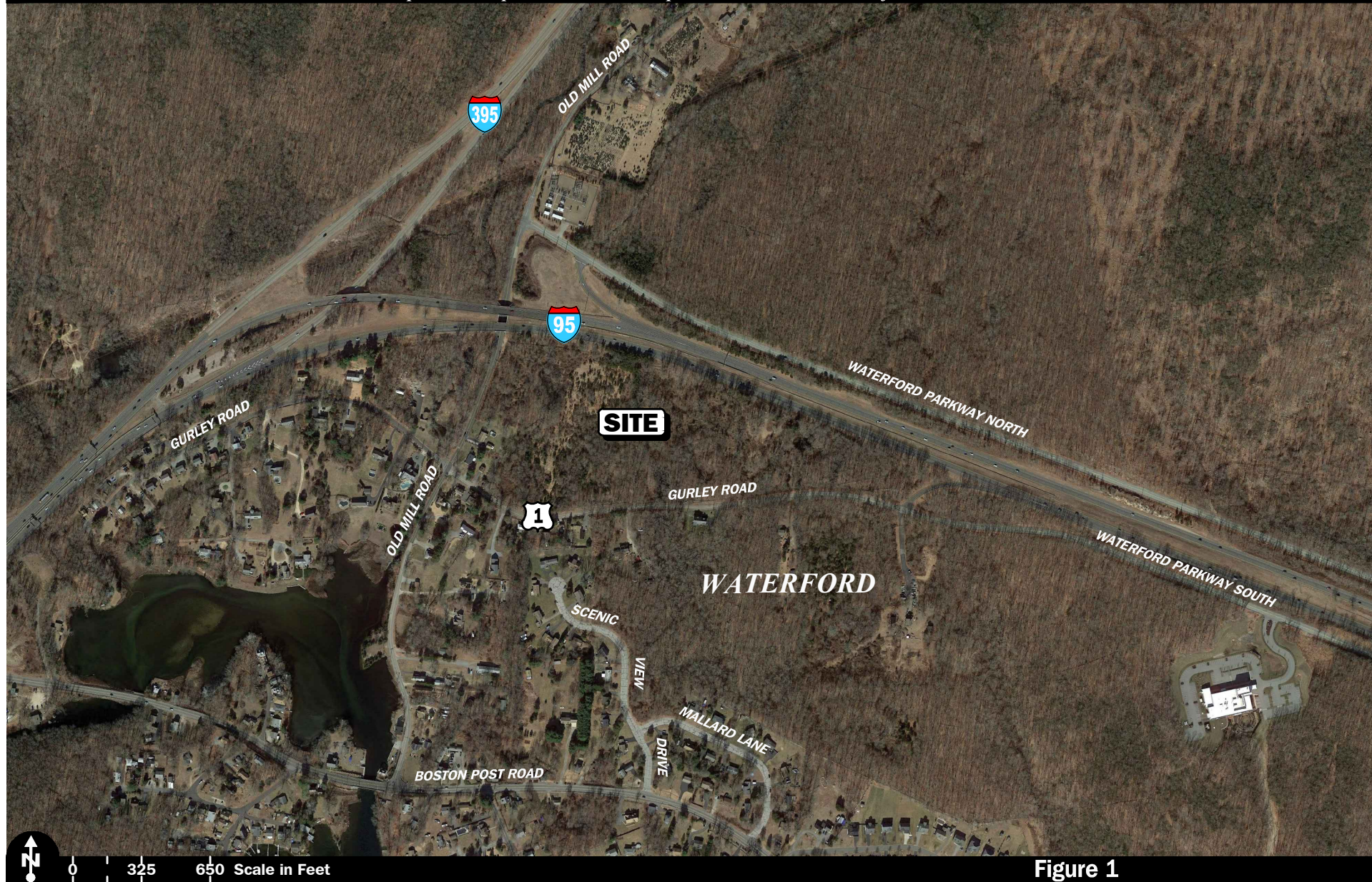


Figure 1

Site Location Map

roadway geometrics, operating characteristics and land use information within the study area, as well as a review of available traffic volumes and motor vehicle crash data provided by the Town of Waterford Police Department.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the project were assessed along with future traffic demands due to expected traffic growth independent of the project. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

EXISTING CONDITIONS

A comprehensive field inventory of traffic conditions on the study area roadways was conducted in October of 2021. The field investigation consisted of an inventory of existing roadway geometrics, and operating characteristics, as well as posted speed limits, prevailing travel speeds and land use information within the study area.

The study area for the TIA was selected to contain segments of the Gurley Road and Oil Mill Road corridors, the major roadways providing access to the project site, including the following intersections:

- Boston Post Road at Oil Mill Road
- Gurley Road at Oil Mill Road
- Gurley Road at Interstate 95 (I-95) northbound on-ramp
- Oil Mill Road at Waterford Parkway North
- Waterford Parkway North at I-95 southbound off-ramp
- Gurley Road at western site driveway (proposed)
- Gurley Road at eastern site driveway (proposed)
- Oil Mill Road at site driveway (proposed)

The study area intersections are depicted on Figure 2.

GEOMETRY

Roadways

Gurley Road

Gurley Road is a local roadway under the jurisdiction of the Town of Waterford that traverses the study area in a general east-west orientation, between its western dead-end terminus and Waterford Parkway South. Within the study area Gurley Road provides a single lane of travel in each direction, separated by a painted double-yellow centerline. Sidewalk is not provided along the corridor within the study area. Land use along the corridor consists primarily of residential uses and areas of open space.

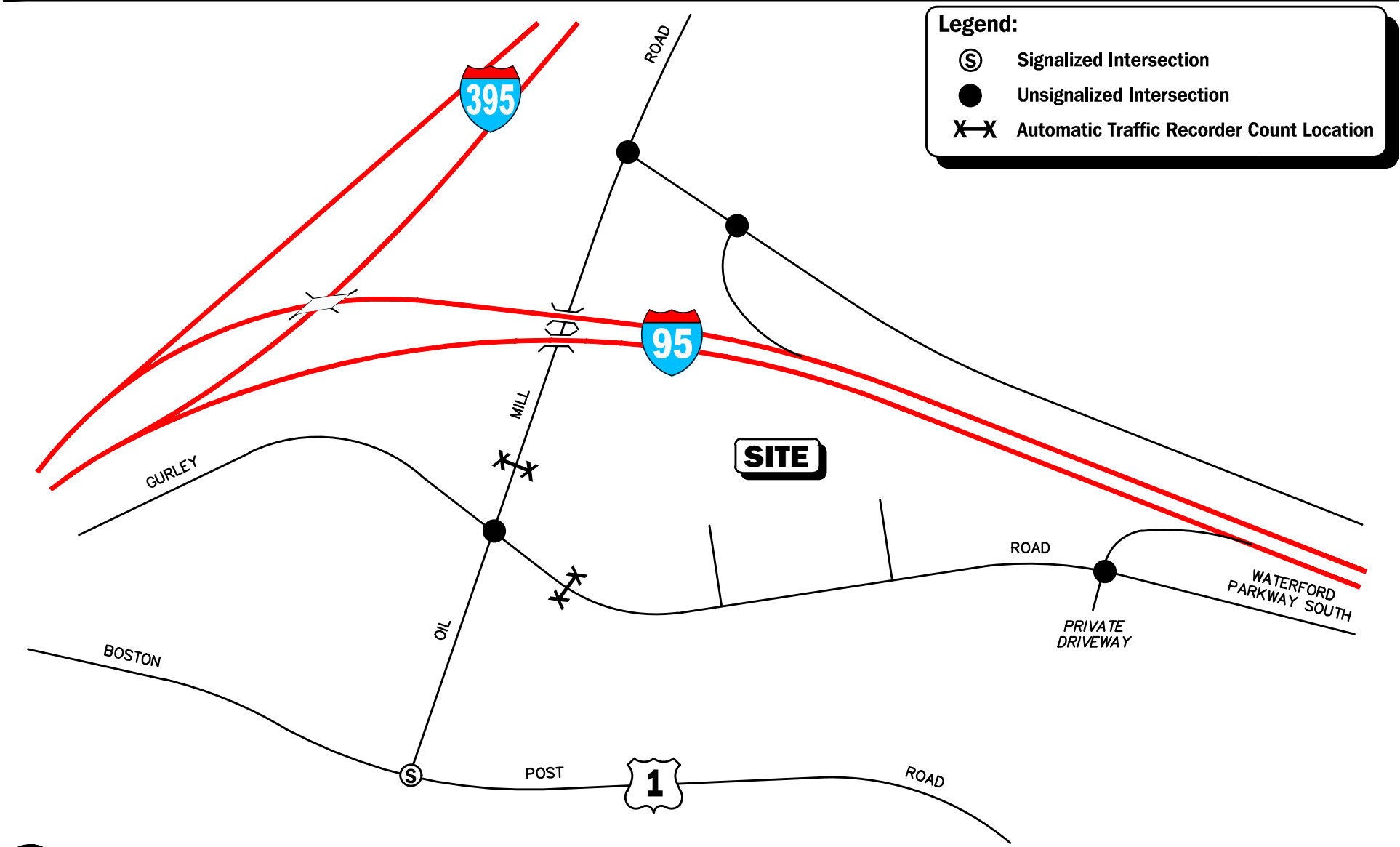


Figure 2
Traffic Count Locations



Not To Scale

Oil Mill Road

Oil Mill Road is a local roadway under the jurisdiction of the Town of Waterford that traverses the study area in a general north-south orientation, between its southern terminus at Boston Post Road and its northern terminus at Buttertown Road and Way Hill Road. Within the study area Oil Mill Road provides a single lane of travel in each direction, separated by a painted double-yellow centerline. Sidewalk is not provided along the corridor within the study area. Land use along the corridor consists primarily of residential uses and areas of open space.

Intersections

Boston Post Road at Oil Mill Road

Oil Mill Road intersects Boston Post Road from the north to form a three-way intersection that operates under traffic signal control. The Boston Post Road eastbound and westbound approaches to this intersection provide a single general purpose travel lane, with a marked shoulder provided. The Oil Mill Road southbound approach provides a single general purpose travel lane. Formal pedestrian accommodations, including sidewalk and signalized pedestrian crosswalks are not currently provided at this location. Land use in the vicinity of this intersection consists primarily of residential uses.

Gurley Road at Oil Mill Road

Gurley Road intersects Oil Mill Road from the east and west to form a four-way intersection that operates under four-way STOP-sign control. All four approaches to this intersection provide a single general purpose travel lane that operates under STOP-sign control. Formal pedestrian accommodations, including sidewalk, are not currently provided at this location. Land use in the vicinity of this intersection consists primarily of residential uses.

Oil Mill Road at Waterford Parkway North

Waterford Parkway North intersects Oil Mill Road from the east to form a three-way intersection that operates under STOP-sign control. All three approaches to this intersection provide a single general purpose travel lane, with the Waterford Parkway North westbound approach operating under STOP-sign control. Formal pedestrian accommodations, including sidewalk, are not currently provided at this location. Land use in the vicinity of this intersection consists primarily of residential uses.

Waterford Parkway North at I-95 Southbound Off-Ramp

The I-95 southbound off-ramp intersects Waterford Parkway North from the south to form a three-way intersection that operates under STOP-sign control. All three approaches to this intersection provide a single general purpose travel lane, with the I-95 southbound off-ramp northbound approach operating under STOP-sign control. Formal pedestrian accommodations, including sidewalk, are not currently provided at this location. Land use in the vicinity of this intersection consists primarily of areas of open space.

Waterford Parkway South at I-95 Northbound On-Ramp

The I-95 northbound on-ramp intersects Waterford Parkway South from the north to form a three-way intersection. All three approaches to this intersection provide a single general purpose travel lane, with the I-95 northbound on-ramp providing an one-way on-ramp from Waterford Parkway South. Formal pedestrian accommodations, including sidewalk, are not currently provided at this

location. Land use in the vicinity of this intersection consists primarily of areas of open space.

EXISTING TRAFFIC VOLUMES

In order to establish existing traffic-volume demands within the study area, traffic counts were conducted in the study area in October 2021. Specifically, weekday daily counts were conducted by way of an automatic traffic recorder on Gurley Road, east of Oil Mill Road, and along Oil Mill Road, north of Gurley Road. Additionally, peak period turning movement counts were conducted during the weekday morning (7:00 to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak periods, which represents the peak hours of commuter related traffic.

Seasonal Adjustment

In accordance with ConnDOT traffic impact assessment guidelines, traffic volumes collected in October 2021 were adjusted to reflect peak month conditions. Specifically, based on expansion factors published by ConnDOT, June traffic volumes represent peak month conditions, and are approximately 8 percent higher than October traffic conditions. As such, collected volumes were adjusted upwards accordingly to reflect peak month conditions.

The 2021 Existing weekday morning and weekday evening peak-month peak-hour traffic volumes are depicted on Figure 3 and Figure 4, and are summarized in Table 1.

Table 1
2020 EXISTING PEAK-MONTH TRAFFIC VOLUMES

Location	AWT ^a	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		VPH ^b	K Factor ^c	Directional Distribution ^d	VPH	K Factor	Directional Distribution
Gurley Road, east of Oil Mill Road	600	66	11.0	88% EB	66	11.0	52% EB
Oil Mill Road, north of Gurley Road	1,335	80	6.0	60% SB	159	11.9	68% SB

^aAverage weekday traffic in vehicles per day.

^bVehicles per hour.

^cPercent of daily traffic occurring during the peak hour.

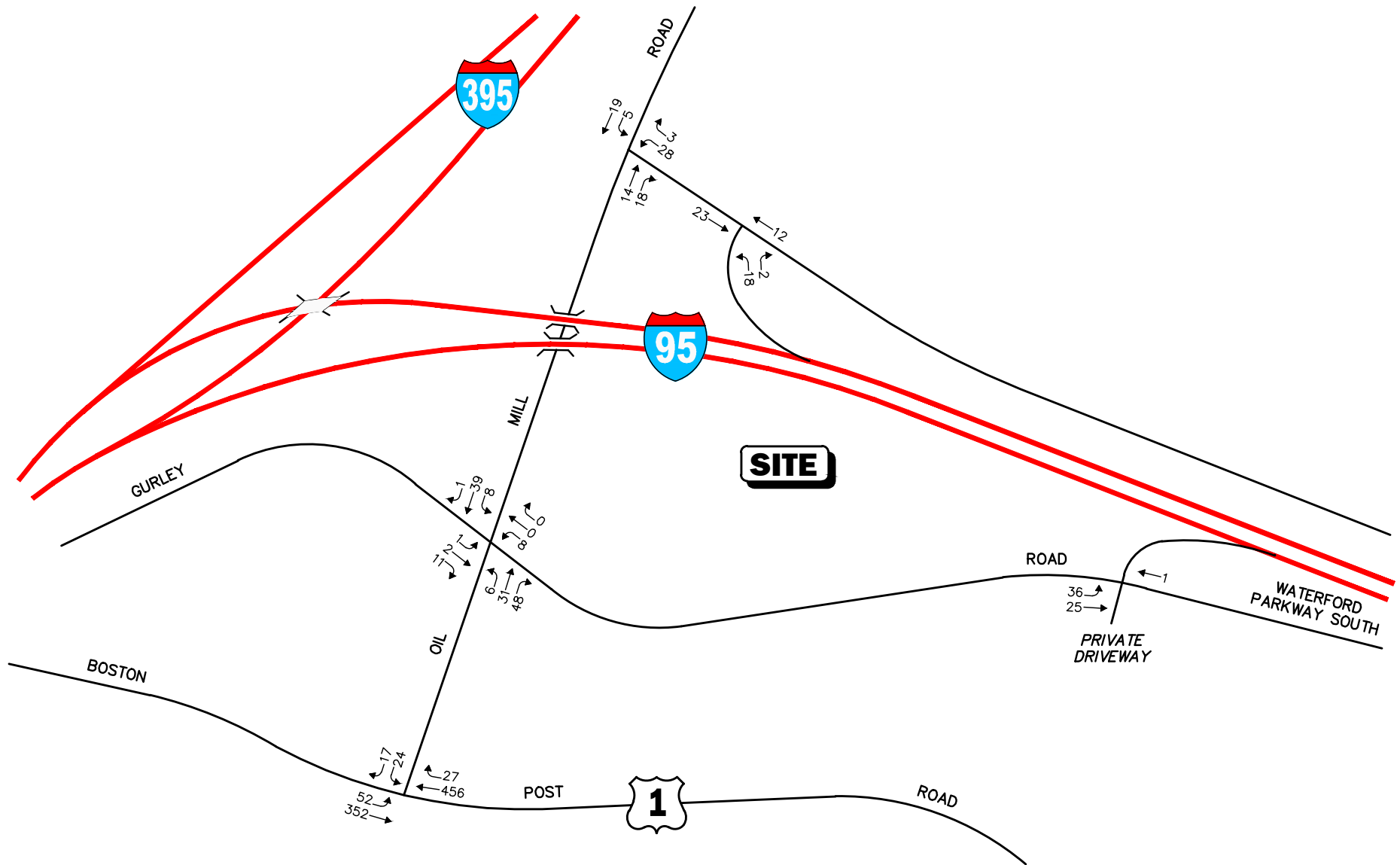
^dPercent travelling in peak direction.

^eVehicles.

NB = northbound, SB = southbound. EB = eastbound, WB = westbound.

As summarized in Table 1, Gurley Road, in the vicinity of the project site, was found to accommodate approximately 600 vehicles per day (vpd) on a typically weekday under peak-month conditions, with approximately 66 vehicles per hour (vph) during the weekday morning peak hour and approximately 66 vph during the weekday evening peak hour. Traffic flow during the morning peak hour is oriented 88 percent in the eastbound direction, while traffic flows in the evening peak hour are oriented 52 percent in the eastbound direction.

Oil Mill Road, in the vicinity of the project site, was found to accommodate approximately 1,335 vpd on a typically weekday under peak-month conditions, with approximately 80 vph during the

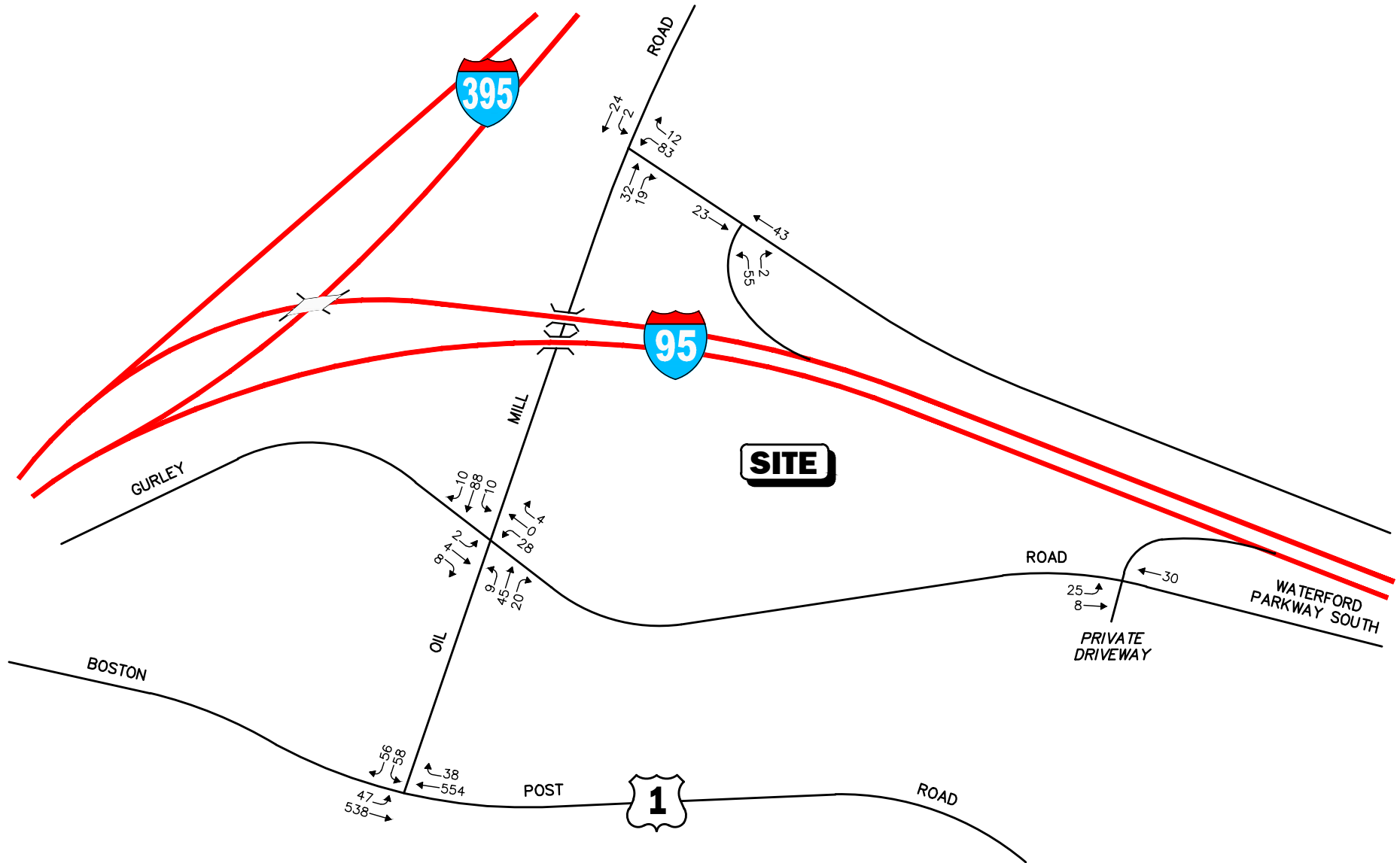


Not To Scale



Figure 3

2021 Existing
Weekday Morning
Peak-Month
Peak-Hour Traffic Volumes



Not To Scale



Figure 4

2021 Existing
Weekday Evening
Peak-Month
Peak-Hour Traffic Volumes

weekday morning peak hour and approximately 159 vph during the weekday evening peak hour. Traffic flow during the morning peak hour is oriented 60 percent in the southbound direction, while traffic flows in the evening peak hour are oriented 68 percent in the southbound direction.

SAFETY ANALYSIS

In order to evaluate the safety characteristics of intersections that are expected to accommodate the majority of Project-related traffic, motor vehicle crash data were obtained from the Town of Waterford Police Department, and reviewed to document crash trends at locations proximate to the site. The findings of the safety analysis are summarized as follows:

Motor Vehicle Crash Data

Motor vehicle crash information for the study area intersections was provided by the Connecticut Department of Transportation for the most recent three-year period available (2016 through 2018) in order to examine motor vehicle crash trends occurring within the study area. The data provided is summarized by intersection and presented in Table 2.

Table 2
MOTOR VEHICLE CRASH DATA SUMMARY^a

	Boston Post Road at Oil Mill Road	Oil Mill Road at Gurley Road	Waterford Parkway North at I-95 Southbound Off-Ramp	Oil Mill Road at Waterford Parkway North
Traffic Control Type: ^b	S	U	U	U
<i>Year:</i>				
2019	5	0	0	1
2020	1	1	0	0
2021	0	1	1	0
Total	6	2	1	1
Average	2.0	0.7	0.3	0.3
<i>Type:</i>				
Angle	1	1	0	0
Rear-End	2	0	0	0
Head-On	1	1	0	0
Sideswipe	0	0	0	0
Fixed Object	2	0	1	1
Pedestrian/Bicycle	0	0	0	0
Unknown/Other	0	0	0	0
Total	6	1	1	1
<i>Conditions:</i>				
Clear	4	2	0	1
Cloudy	0	0	0	0
Rain	1	0	1	0
Snow/Ice	1	0	0	0
Total	6	2	1	1
<i>Lighting:</i>				
Daylight	5	2	0	0
Dawn/Dusk	1	0	0	0
Dark (Road Lit)	0	0	1	1
Dark (Road Unlit)	0	0	0	0
Unknown	0	0	0	0
Total	6	2	1	1
<i>Severity:</i>				
Property Damage Only	6	2	0	0
Personal Injury	0	0	1	1
Fatality	0	0	0	0
Total	6	2	1	1

^aSource: Town of Waterford Police Department.

^bTraffic Control Type: S = Signalized Intersection; U = Unsignalized Intersection.

As summarized in Table 2, the intersection of Boston Post Road with Oil Mill Road experienced a total of 6 motor vehicle collisions over the three-year review period, the majority of involved rear-end collisions, or collisions with fixed objects that resulted in property damage only. The remaining study area intersections experienced on average less than one motor vehicle collision per year. No fatalities were reported within the study area over the three-year review period.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2023, which reflects the anticipated opening year of the proposed facility, consistent with State traffic study guidelines. Independent of the proposed project, traffic volumes on the roadway network in the year 2023 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated project-generated traffic volumes superimposed upon this 2023 No-Build traffic network reflect the 2023 Build conditions with the project.

General Background Traffic Growth

In order to account for potential future traffic growth external to the study area and presently unforeseen development, traffic volumes were adjusted by applying a one-percent per year compounded growth rate to the 2021 Existing peak hour traffic volumes.

NO-BUILD TRAFFIC VOLUMES

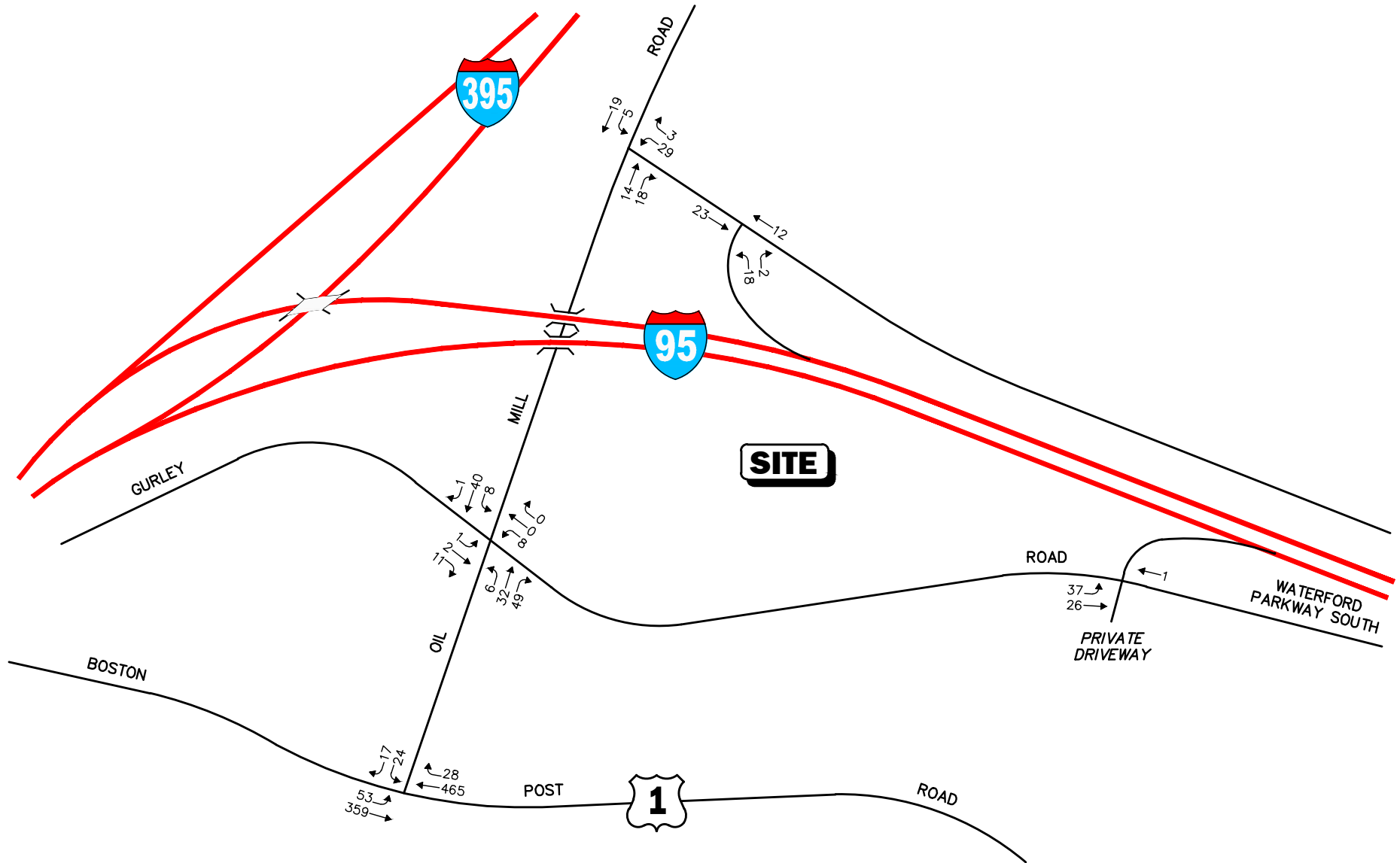
The 2023 No-Build condition traffic-volume networks were developed by applying the background traffic growth rate to the 2021 peak month peak hour traffic volumes. The resulting 2023 No-Build weekday morning and weekday evening peak-month peak-hour traffic-volume networks are shown on Figure 5 and Figure 6, respectively.

PROJECT-GENERATED TRAFFIC

Project completion year (2023 Build) traffic volumes for the study area roadways were determined by estimating site-generated traffic volumes and assigning these volumes on the study roadways. The following sections describe the procedures used to develop the project completion year Build condition traffic-volume networks.

As previously noted, the Project will entail the construction of seven (7) separate buildings totaling approximately 80,880± sf. Based on consultation with the proponent, it is expected that approximately half of this space would accommodate office space, with the remaining square footage utilized as warehouse space. In order to develop the traffic characteristics of the Project, trip-generation statistics published by the Institute of Transportation Engineers (ITE)¹ for uses

¹*Trip Generation*, Eleventh Edition; Institute of Transportation Engineers; Washington, DC; September 2021.

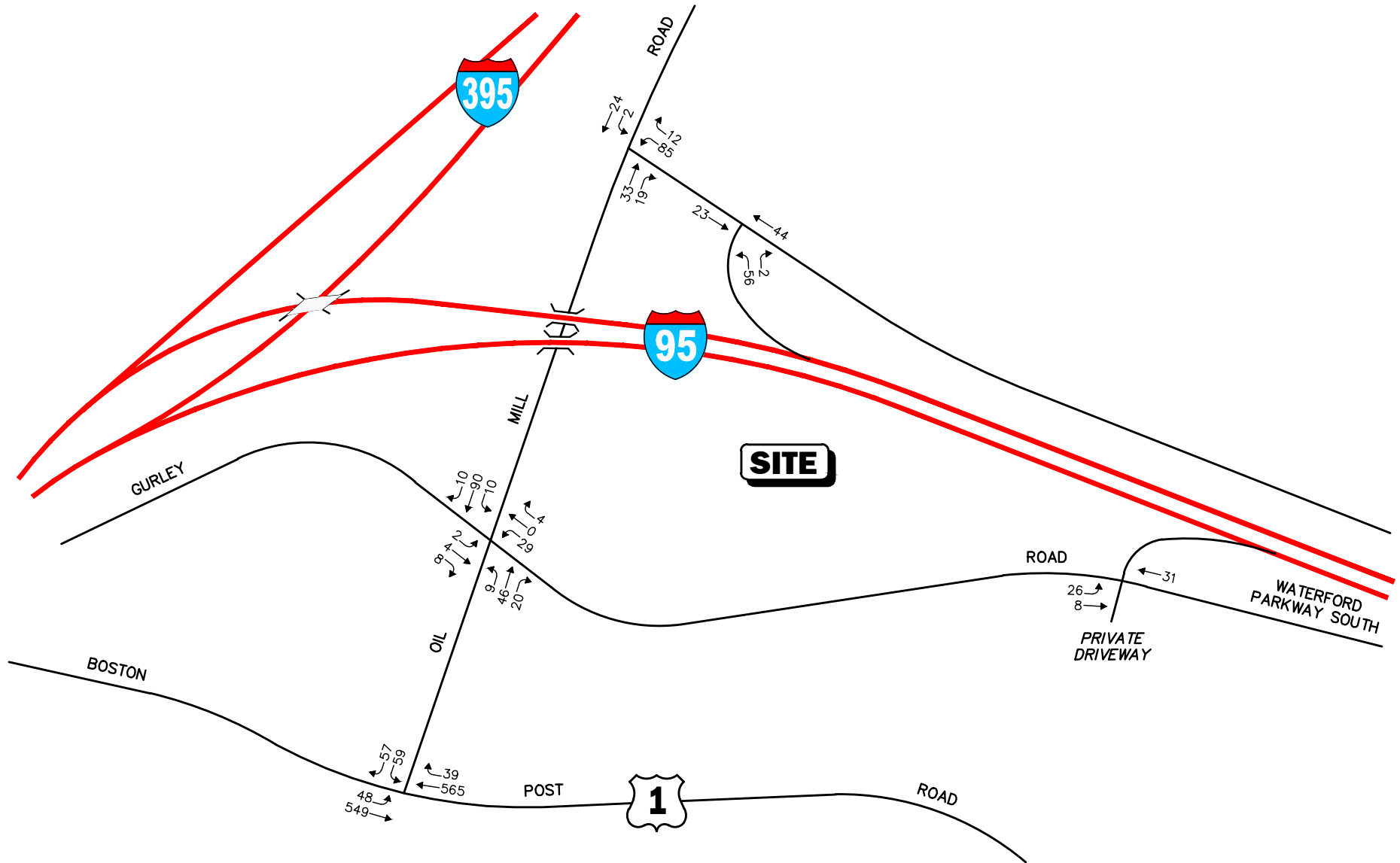


Not To Scale



Figure 5

2023 No-Build
Weekday Morning
Peak-Month
Peak-Hour Traffic Volumes



Not To Scale



Figure 6

2023 No-Build
Weekday Evening
Peak-Month
Peak-Hour Traffic Volumes

similar to the proposed project were reviewed. Specifically, trip generation estimates are based on data published for ITE Land Use Code (LUC) 150 – Warehousing, and LUC 710 – General Office Space, the most appropriate categories for the proposed development.

The trip generation characteristics of the project are summarized in Table 3.

Table 3
TRIP GENERATION SUMMARY

Time Period/Direction	Office Trips ^a	Warehouse Trips ^b	Total Trips
<i>Weekday Daily:</i>	438	70	508
<i>Weekday Morning:</i>			
Entering	54	5	59
Exiting	<u>7</u>	<u>2</u>	<u>9</u>
Total	61	7	68
<i>Weekday Evening:</i>			
Entering	10	2	12
Exiting	<u>48</u>	<u>5</u>	<u>53</u>
Total	58	7	65

Source: *ITE Trip Generation Manual*, 11th Edition, September 2021

^aBased on LUC 710 – General Office Space, applied to 40,440 sf.

^bBased on LUC 150 – Warehousing, applied to 40,440 sf.

As summarized in Table 5, the proposed development is projected to generate 508 new vehicle trips (254 entering and 254 exiting) on a typical weekday, including 68 new vehicle trips (59 entering and 9 exiting) during the weekday morning peak hour and 65 new vehicle trips (12 entering and 53 exiting) during the weekday evening peak hour.

Trip Distribution and Assignment

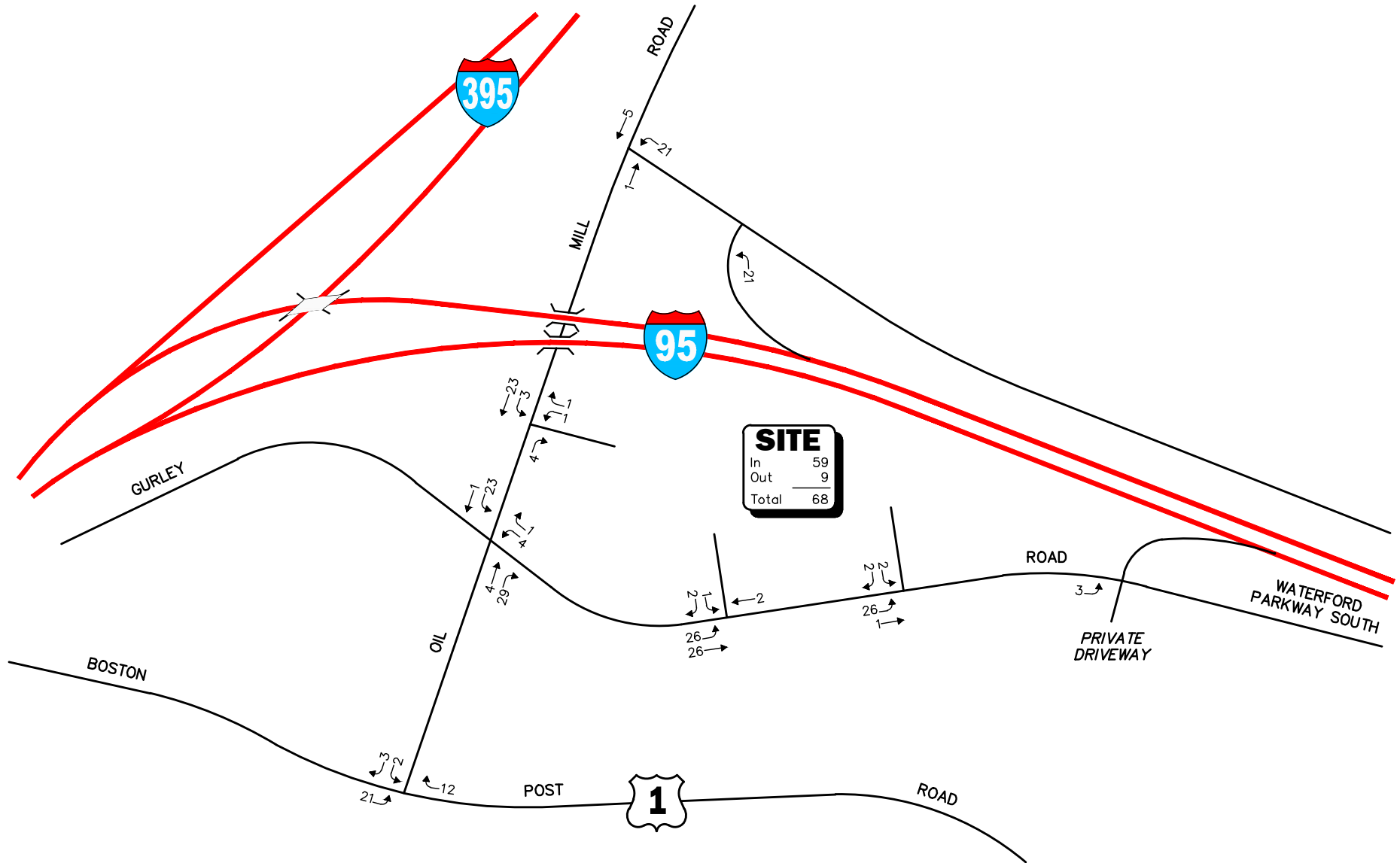
The trip distribution patterns for the Project were based on observed traffic patterns within the study area and anticipated commuter routes that will be utilized to arrive and depart the Project. In general 35 percent of project-related traffic is expected to arrive from Boston Post Road, west of the site; 35 percent to and from I-95, north of the site; 20 percent to and from Boston Post Road, east of the site; and 10 percent to and from Oil Mill Road, north of the site. The trip distribution patterns for the project are summarized in Table 4.

Table 4
TRIP-DISTRIBUTION SUMMARY

Roadway	Direction To/From	To/From Site (Percent)
Boston Post Road	West	35
Interstate 95	North	35
Boston Post Road	East	20
Oil Mill Road	North	10
TOTAL		100

FUTURE TRAFFIC VOLUMES - BUILD CONDITION

The 2023 Build condition networks consist of the 2023 No-Build traffic volumes with the anticipated project-generated traffic added to them. The weekday morning and weekday evening site-generated traffic volumes are depicted on Figure 7 and Figure 8, respectively. The 2023 Build weekday morning and weekday evening peak-hour traffic-volume networks are graphically depicted on Figure 9 and Figure 10.



Not To Scale

Figure 7

**Project-Generated
Weekday Morning
Peak-Hour Traffic Volumes**

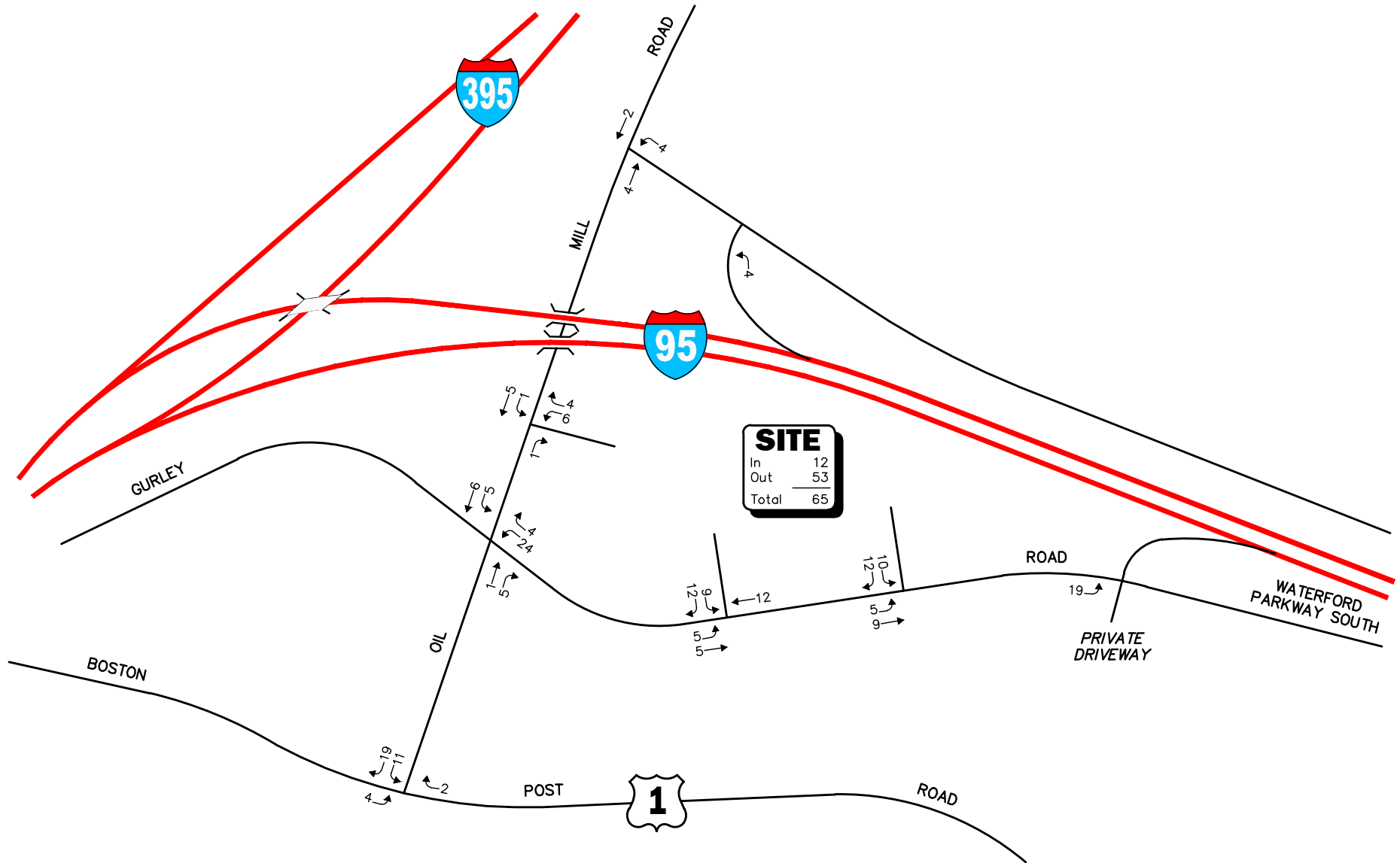
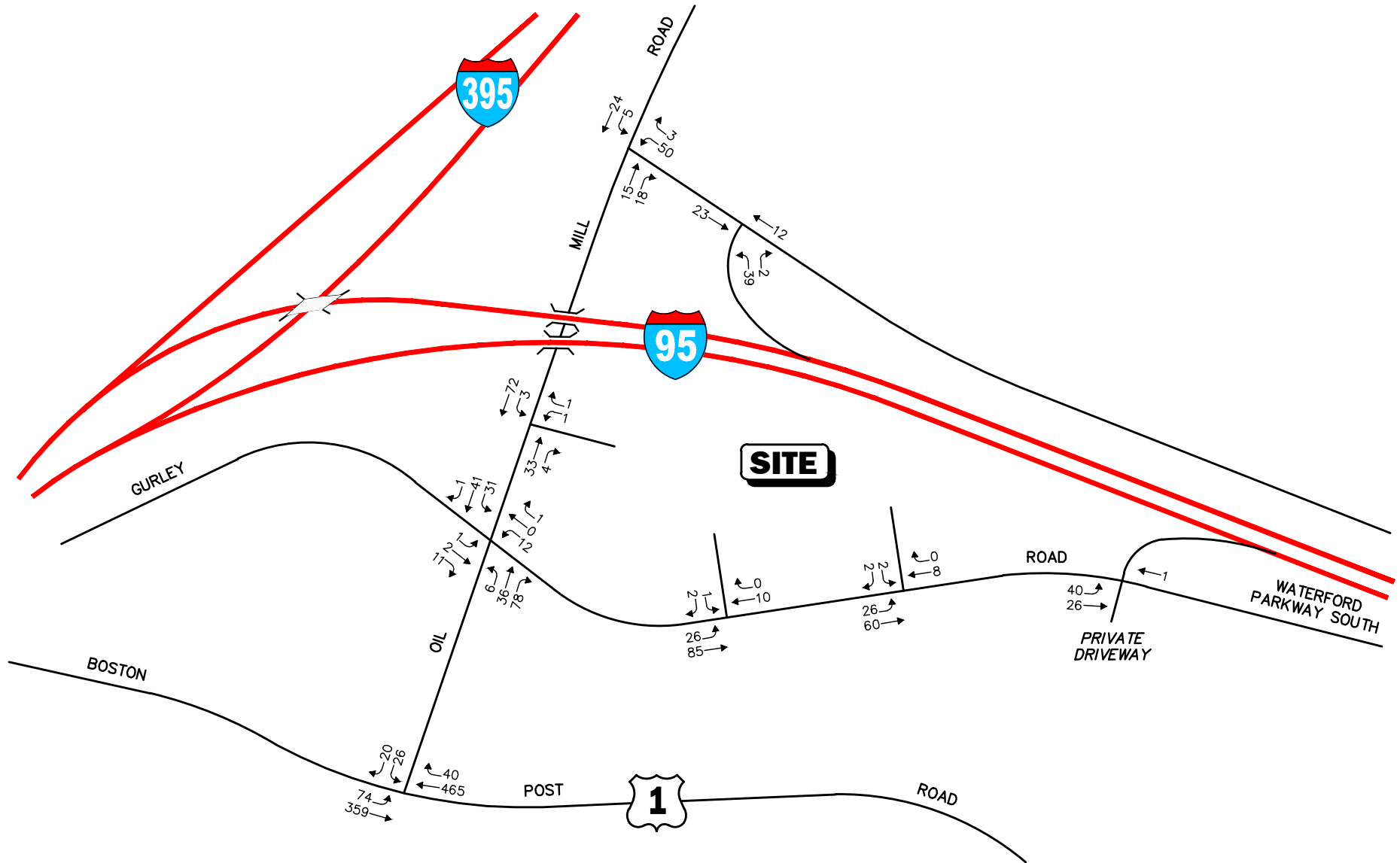


Figure 8

**Project-Generated
Weekday Evening
Peak-Hour Traffic Volumes**

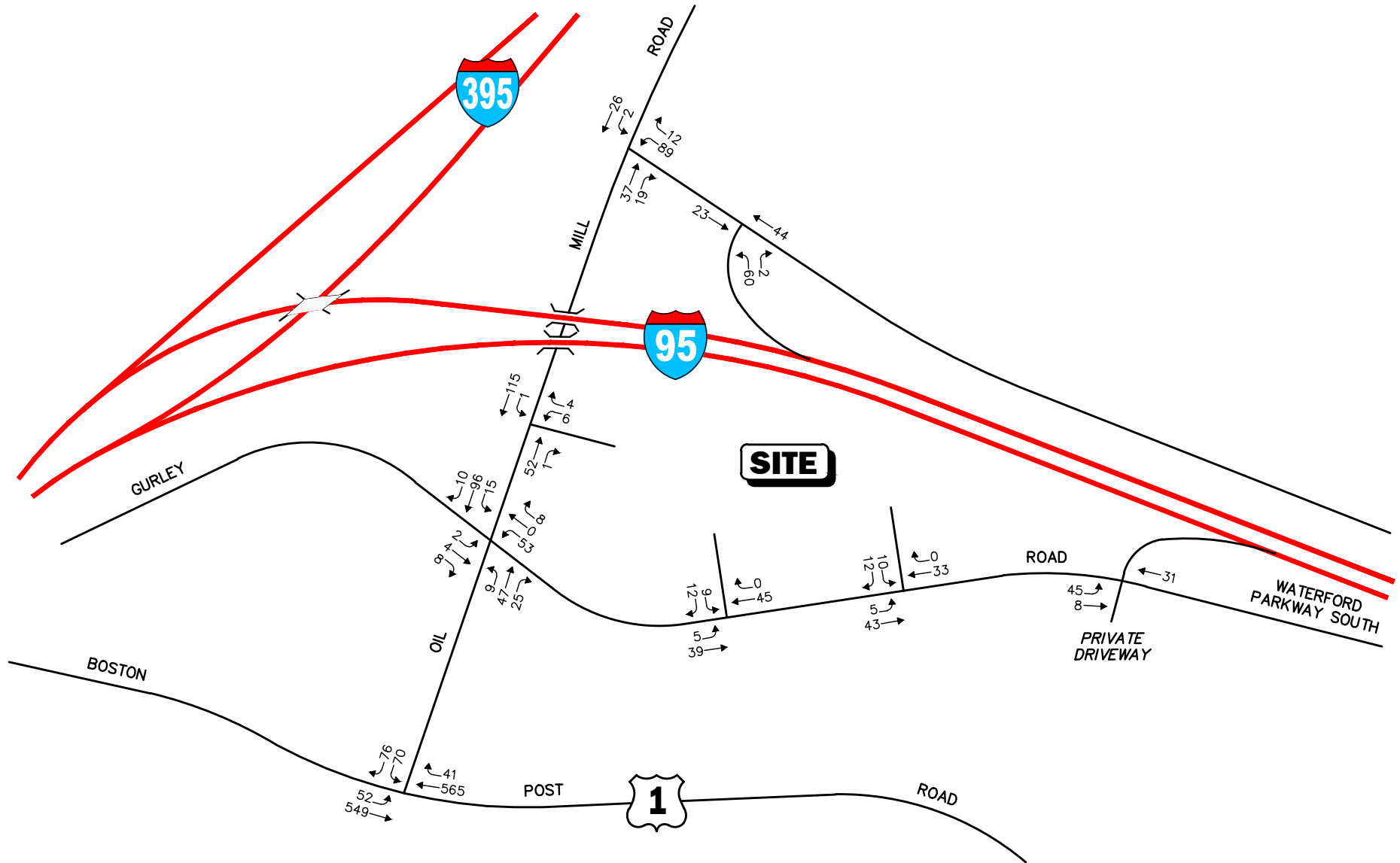


Not To Scale



Figure 9

2023 Build
Weekday Morning
Peak-Month
Peak-Hour Traffic Volumes



Not To Scale



Figure 10

2023 Build
Weekday Evening
Peak-Month
Peak-Hour Traffic Volumes

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build and Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.² The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

²The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

Signalized Intersections

The six levels of service for signalized intersections may be described as follows:

- *LOS A* describes operations with very low control delay; most vehicles do not stop at all.
- *LOS B* describes operations with relatively low control delay. However, more vehicles stop than *LOS A*.
- *LOS C* describes operations with higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- *LOS D* describes operations with control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.
- *LOS E* describes operations with high control delay values. Individual cycle failures are frequent occurrences.
- *LOS F* describes operations with high control delay values that often occur with over-saturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the 2010 *Highway Capacity Manual*. For signalized intersections, this method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on delay. Level-of-service designations are based on the criterion of control or signal delay per vehicle. Control or signal delay is a measure of driver discomfort, frustration, and fuel consumption, and includes initial deceleration delay approaching the traffic signal, queue move-up time, stopped delay and final acceleration delay. Table 5 summarizes the relationship between level of service and control delay. The tabulated control delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to entire intersections.

Table 5
LEVEL-OF-SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS^a

Level-Of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
$v/c \leq 1.0$	$v/c > 1.0$	
A	F	≤ 10.0
B	F	10.1 to 20.0
C	F	20.1 to 35.0
D	F	35.1 to 55.0
E	F	55.1 to 80.0
F	F	> 80.0

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010; page 18-6.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections were determined by application of a procedure described in the 2000 *Highway Capacity Manual*.³ Based on field observations, side street delays predicted by the HCM model overstates minor approach delays as compared to what is observed in the field. This is likely due to two factors, the presence of upstream and downstream traffic signals along Hamilton Avenue that provide gaps in traffic in both the northbound and southbound directions and the conservative nature of the HCM methodology that assumes longer gaps in traffic flow to make side street maneuvers than motorists typically require. As such, the critical gap factor in the HCM methodology was adjusted by one second to more accurately reflect actual side street delays.

Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the 2010 *Highway Capacity Manual*. Table 6 summarizes the relationship between level of service and average control delay for two way stop controlled and all-way stop controlled intersections.

³*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2000.

Table 6
LEVEL-OF-SERVICE CRITERIA FOR
UNSIGNALIZED INTERSECTIONS^a

Level-Of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
$v/c \leq 1.0$	$v/c > 1.0$	
A	F	≤ 10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	> 50.0

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010; page 19-2.

Signalized Intersections

The signalized intersection analysis was conducted using the SYNCHRO computer model, which is based on the 2010 *Highway Capacity Manual* procedures and is officially sanctioned by ConnDOT. The results are summarized in Table 7.

Table 7
SIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

		2021 Existing			2023 No-Build			2023 Build		
Location/ Time Period	Approach	V/C ^a	Delay ^b	LOS ^c	V/C	Delay	LOS	V/C	Delay	LOS
<i>Boston Post Road at Oil Mill Road</i>										
<i>Weekday Morning Peak Hour</i>	Eastbound	0.60	15	B	0.63	15	B	0.76	23	C
	Westbound	0.63	15	B	0.64	15	B	0.66	15	B
	Southbound	0.07	8	A	0.07	8	A	0.08	8	A
	Intersection	--	14	B	--	15	B	--	18	B
<i>Weekday Evening Peak Hour</i>	Eastbound	0.61	9	A	0.61	9	A	0.63	10	A
	Westbound	0.57	8	A	0.61	8	A	0.61	8	A
	Southbound	0.31	12	B	0.31	12	B	0.38	12	B
	Intersection	--	9	A	--	9	A	--	9	A

^aVolume-to-capacity ratio.

^bAverage delay per vehicle (in seconds).

^cLevel of service.

Signalized Analysis Results

As summarized in Table 7, under 2021 Existing conditions the intersection of Boston Post Road with Oil Mill Road currently operates at an overall LOS B during both the weekday morning and weekday evening peak hours. Under future 2023 No-Build conditions this location is projected to continue to operate at an overall LOS B during both peak periods. Under 2023 Build conditions this location is projected to continue to operate at LOS B, with Project-related traffic increases resulting in minimal impacts to overall delays.

Unsignalized Intersections

The unsignalized intersection analysis was conducted using the SYNCHRO computer model, which is based on the 2010 *Highway Capacity Manual* procedures and is officially sanctioned by ConnDOT. The results are summarized in Table 8.

Table 8
UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

		2021 Existing			2023 No-Build			2023 Build		
Location/ Time Period	Approach	V/C ^a	Delay ^b	LOS ^c	V/C	Delay	LOS	V/C	Delay	LOS
Gurley Road at Oil Mill Road										
Weekday Morning	Eastbound	0.10	7	A	0.10	7	A	0.13	7	A
Peak Hour	Westbound	0.01	7	A	0.02	7	A	0.02	7	A
	Northbound	0.01	7	A	0.01	8	A	0.02	8	A
	Southbound	0.06	7	A	0.06	7	A	0.09	8	A
Weekday Evening	Eastbound	0.09	7	A	0.09	7	A	0.10	8	A
Peak Hour	Westbound	0.02	7	A	0.02	7	A	0.02	7	A
	Northbound	0.04	8	A	0.04	8	A	0.04	8	A
	Southbound	0.13	8	A	0.13	8	A	0.15	8	A
Oil Mill Road at Waterford Turnpike North										
Weekday Morning	Westbound	0.04	9	A	0.04	9	A	0.06	9	A
Peak Hour	Southbound	0.00	<5	A	0.00	<5	A	0.00	<5	A
Weekday Evening	Westbound	0.11	9	A	0.11	9	A	0.12	9	A
Peak Hour	Southbound	0.00	<5	A	0.00	<5	A	0.00	<5	A
Waterford Turnpike North at I-95 Off-Ramp										
Weekday Morning	Northbound	0.02	9	A	0.02	9	A	0.02	9	A
Peak Hour										
Weekday Evening	Northbound	0.07	9	A	0.07	9	A	0.07	9	A
Peak Hour										
Gurley Road at East Site Driveway										
Weekday Morning	Eastbound	--	--	--	--	--	--	0.02	<5	A
Peak Hour	Southbound	--	--	--	--	--	--	0.01	9	A
Weekday Evening	Eastbound	--	--	--	--	--	--	0.00	<5	A
Peak Hour	Southbound	--	--	--	--	--	--	0.02	9	A
Gurley Road at West Site Driveway										
Weekday Morning	Eastbound	--	--	--	--	--	--	0.00	<5	A
Peak Hour	Southbound	--	--	--	--	--	--	0.02	9	A
Weekday Evening	Eastbound	--	--	--	--	--	--	0.00	<5	A
Peak Hour	Southbound	--	--	--	--	--	--	0.02	9	A
Oil Mill Road at Site Driveway										
Weekday Morning	Westbound	--	--	--	--	--	--	0.00	7	A
Peak Hour	Southbound	--	--	--	--	--	--	0.09	<5	A
Weekday Evening	Westbound	--	--	--	--	--	--	0.02	9	A
Peak Hour	Southbound	--	--	--	--	--	--	0.00	<5	A

^aVolume-to-capacity ratio.

^bAverage delay per vehicle (in seconds).

^cLevel of service.

Unsignalized Analysis Results

As summarized in Table 8, Project-related traffic impacts are projected to have minimal impact to unsignalized intersection traffic operations within the study area. In all instances, Project-related traffic increases are projected to result in increases to delays of 1 second or less as compared to future No-Build conditions. All Project driveways are projected to operate at LOS A under future Build conditions, with minimal driveway queuing expected to extend 1 vehicle or less.

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

As documented in this report, the proposed business park is projected to generate 508 new vehicle trips (254 entering and 254 exiting) on a typical weekday, including 68 new vehicle trips (59 entering and 9 exiting) during the weekday morning peak hour and 65 new vehicle trips (12 entering and 53 exiting) during the weekday evening peak hour.

An analysis of traffic operations at the study area intersections indicates that in all instances, the proposed project is not expected to result in a significant change in traffic operations or vehicle queuing over Existing or No-Build conditions. In order to ensure safe and efficient access to the project site, the following measures are recommended.

Site Access Design

In order to ensure that safe and efficient access and egress are provided to and from the project site it is recommended that the proposed driveways onto both Gurley Road and Oil Mill Road provide a minimum of 24 feet of total width to accommodate a minimum 12-foot entering lane and a 12-foot exiting lane, separated by a painted centerline to delineate entering and exiting traffic flows. The proposed driveway approaches to Gurley Road and Oil Mill Road should be placed under STOP-sign (MUTCD R1-1) control, with a painted STOP-bar provided on the driveway approaches to Gurley Road and Oil Mill Road.

It is also recommended that all existing and proposed vegetation be regularly maintained to ensure adequate sight distance is provided from the proposed driveway locations. Specifically, all existing and proposed vegetation should be three feet or less in height to ensure that adequate sight lines are provided to and from the driveway location. All proposed signage should also be located to ensure adequate sight lines are maintained. With these measures in place, safe and efficient access and egress will be provided to and from the project site with minimal impact to area traffic operations.

SUMMARY

As documented in this report, project-related traffic increases are not projected to result in a notable impact to area traffic operations during the peak hours of roadway activity. With

implementation of the above recommendations, safe and efficient site access will be provided and the proposed project can be built with minimal impact on the roadway system.
be built with minimal impact on the roadway system.

APPENDIX

TRAFFIC COUNT DATA
MOTOR VEHICLE CRASH DATA
TRIP GENERATION DATA
CAPACITY ANALYSIS RESULTS

TRAFFIC COUNT DATA

Location : Gurley Road

91370001

Location : East of Oil Mill Road

City/State: Waterford, CT

11/16/2021	WB,		Hour Totals		EB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			0	9				
12:15	0	2			0	8				
12:30	0	4			1	12				
12:45	0	4	0	10	0	6	1	35	1	45
1:00	0	0			0	2				
1:15	0	4			0	13				
1:30	0	2			0	8				
1:45	0	1	0	7	0	6	0	29	0	36
2:00	0	5			0	10				
2:15	0	4			0	12				
2:30	0	6			0	11				
2:45	0	0	0	15	0	5	0	38	0	53
3:00	0	3			0	7				
3:15	0	4			0	9				
3:30	0	2			0	6				
3:45	0	6	0	15	0	5	0	27	0	42
4:00	0	3			0	8				
4:15	0	7			0	7				
4:30	0	3			2	5				
4:45	0	4	0	17	0	9	2	29	2	46
5:00	0	8			0	10				
5:15	0	5			4	3				
5:30	0	2			5	8				
5:45	0	2	0	17	4	4	13	25	13	42
6:00	0	1			9	4				
6:15	0	0			2	3				
6:30	0	1			11	5				
6:45	0	1	0	3	6	4	28	16	28	19
7:00	2	1			8	3				
7:15	1	1			16	0				
7:30	0	1			11	1				
7:45	0	1	3	4	14	2	49	6	52	10
8:00	0	0			15	0				
8:15	1	0			11	0				
8:30	1	0			12	0				
8:45	1	0	3	0	15	1	53	1	56	1
9:00	0	0			12	1				
9:15	3	0			7	0				
9:30	1	0			14	3				
9:45	2	0	6	0	2	0	35	4	41	4
10:00	1	0			7	0				
10:15	1	0			7	0				
10:30	1	0			3	1				
10:45	0	0	3	0	5	0	22	1	25	1
11:00	1	1			7	0				
11:15	4	0			11	1				
11:30	0	0			5	1				
11:45	1	1	6	2	7	0	30	2	36	4
Total	21	90			233	213			254	303
Percent	18.9%	81.1%			52.2%	47.8%			45.6%	54.4%
Grand Total	21	90			233	213			254	303
Percent	18.9%	81.1%			52.2%	47.8%			45.6%	54.4%
ADT	ADT: 557		AADT: 557							

Location : Oil Mill Road

91370002

Location : North of Gurley Road

City/State: Waterford, CT

11/16/2021	NB,	SB,	Total
Time			
12:00 AM	1	1	2
1:00	0	1	1
2:00	0	1	1
3:00	0	1	1
4:00	3	4	7
5:00	4	6	10
6:00	13	22	35
7:00	18	25	43
8:00	26	44	70
9:00	30	30	60
10:00	35	51	86
11:00	34	61	95
12:00 PM	34	64	98
1:00	40	55	95
2:00	45	73	118
3:00	38	85	123
4:00	45	93	138
5:00	19	79	98
6:00	21	45	66
7:00	7	34	41
8:00	6	20	26
9:00	7	9	16
10:00	0	3	3
11:00	0	7	7
Total	426	814	1240
Percent	34.4%	65.6%	
AM Peak	10:00	11:00	11:00
Volume	35	61	95
PM Peak	2:00	4:00	4:00
Volume	45	93	138
Grand Total	426	814	1240
Percent	34.4%	65.6%	
ADT		ADT: 1,240	AADT: 1,240

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 1

Groups Printed- Cars - Trucks

	Oil Mill Rd From North			Gurley Rd From East			Oil Mill Rd From South			Gurley Rd From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	3	0	3	0	0	0	3	7	1	1	1	19
07:15 AM	5	5	0	1	0	0	1	5	10	0	2	2	31
07:30 AM	1	5	0	0	0	0	0	4	8	0	2	1	21
07:45 AM	2	4	0	0	0	1	1	6	10	0	1	2	27
Total	8	17	0	4	0	1	2	18	35	1	6	6	98
08:00 AM	2	13	0	1	0	0	0	10	13	1	0	2	42
08:15 AM	2	6	0	2	0	0	2	9	8	0	1	2	32
08:30 AM	3	5	0	1	0	0	3	4	9	0	0	5	30
08:45 AM	0	12	1	3	0	0	1	6	15	0	1	1	40
Total	7	36	1	7	0	0	6	29	45	1	2	10	144
Grand Total	15	53	1	11	0	1	8	47	80	2	8	16	242
Apprch %	21.7	76.8	1.4	91.7	0	8.3	5.9	34.8	59.3	7.7	30.8	61.5	
Total %	6.2	21.9	0.4	4.5	0	0.4	3.3	19.4	33.1	0.8	3.3	6.6	
Cars	15	46	1	11	0	1	8	41	80	2	8	16	229
% Cars	100	86.8	100	100	0	100	100	87.2	100	100	100	100	94.6
Trucks	0	7	0	0	0	0	0	6	0	0	0	0	13
% Trucks	0	13.2	0	0	0	0	0	12.8	0	0	0	0	5.4

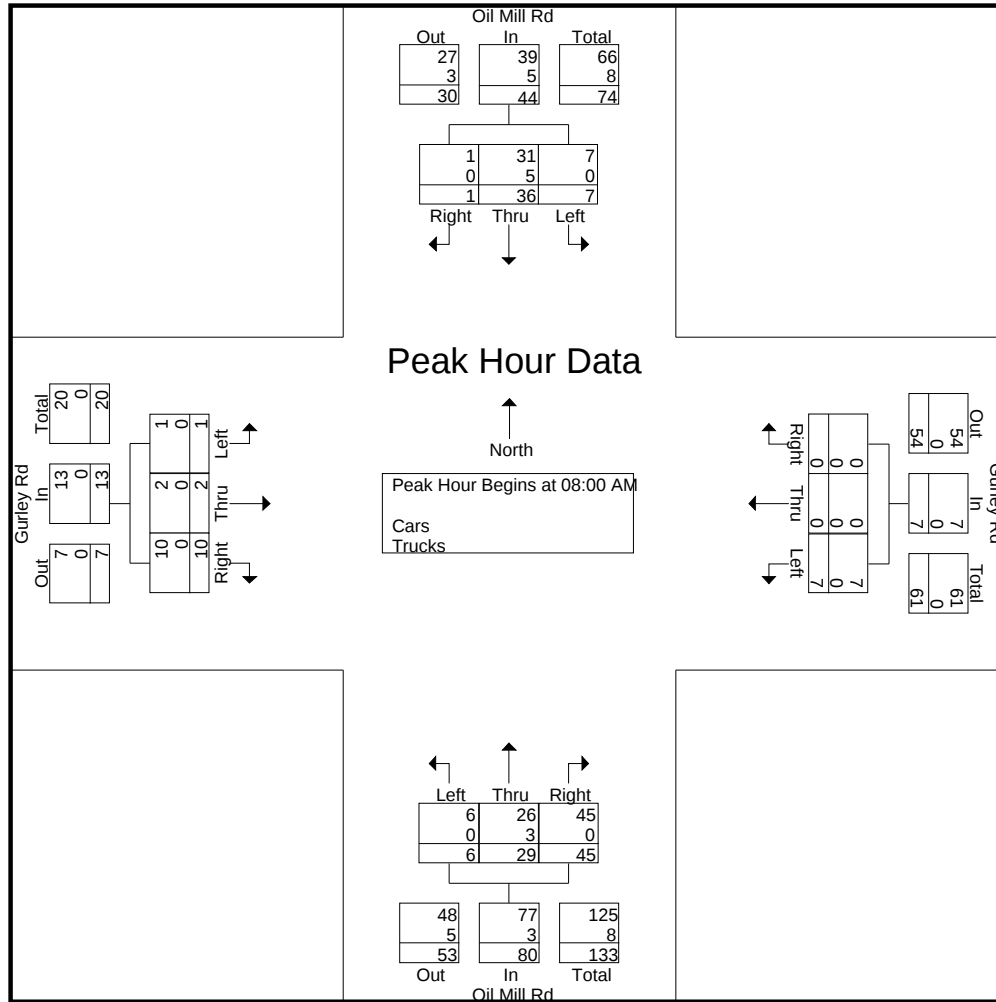
	Oil Mill Rd From North				Gurley Rd From East				Oil Mill Rd From South				Gurley Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	13	0	15	1	0	0	1	0	10	13	23	1	0	2	3	42
08:15 AM	2	6	0	8	2	0	0	2	2	9	8	19	0	1	2	3	32
08:30 AM	3	5	0	8	1	0	0	1	3	4	9	16	0	0	5	5	30
08:45 AM	0	12	1	13	3	0	0	3	1	6	15	22	0	1	1	2	40
Total Volume	7	36	1	44	7	0	0	7	6	29	45	80	1	2	10	13	144
% App. Total	15.9	81.8	2.3		100	0	0		7.5	36.2	56.2		7.7	15.4	76.9		
PHF	.583	.692	.250	.733	.583	.000	.000	.583	.500	.725	.750	.870	.250	.500	.500	.650	.857
Cars	7	31	1	39	7	0	0	7	6	26	45	77	1	2	10	13	136
% Cars	100	86.1	100	88.6	100	0	0	100	100	89.7	100	96.3	100	100	100	100	94.4
Trucks	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
% Trucks	0	13.9	0	11.4	0	0	0	0	0	10.3	0	3.8	0	0	0	0	5.6

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Gurley Road
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370001
 Site Code : 91370001
 Start Date : 11/16/2021
 Page No : 2

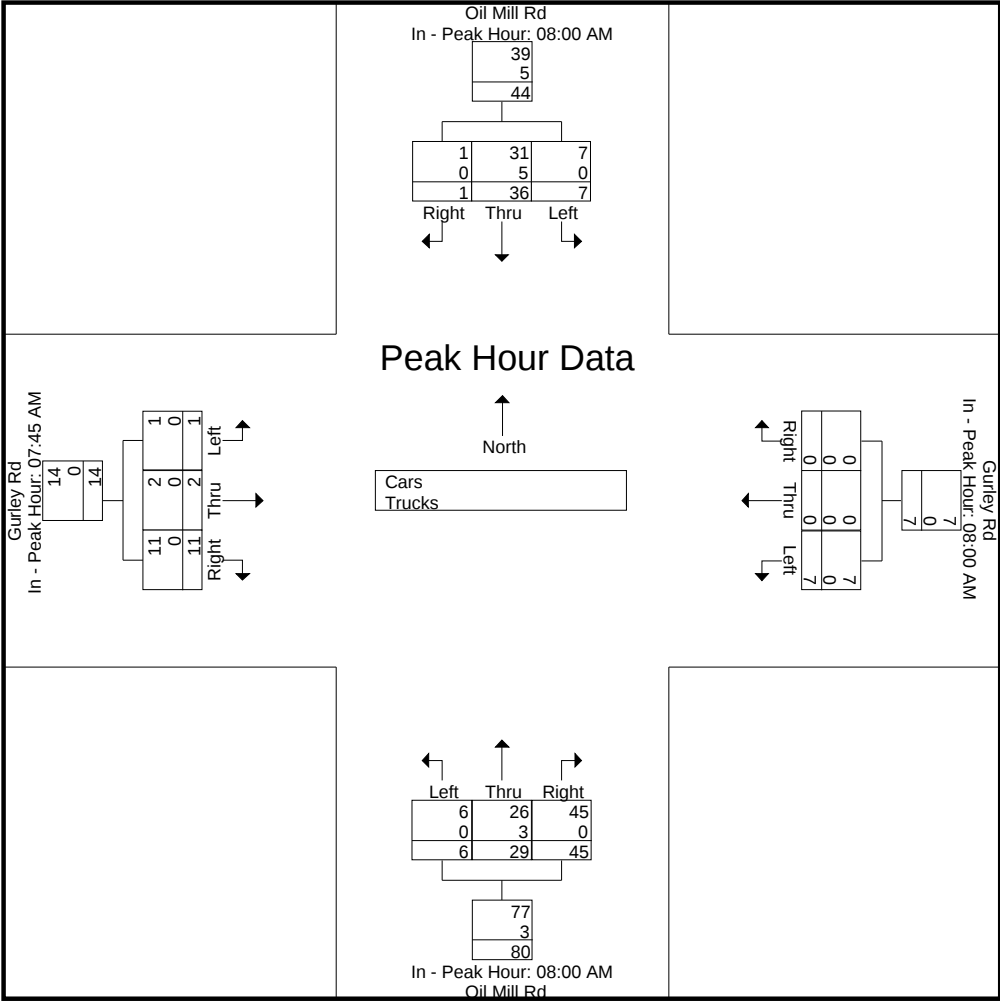


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	2	13	0	15	1	0	0	1	0	10	13	23	0	1	2	3
+15 mins.	2	6	0	8	2	0	0	2	2	9	8	19	1	0	2	3
+30 mins.	3	5	0	8	1	0	0	1	3	4	9	16	0	1	2	3
+45 mins.	0	12	1	13	3	0	0	3	1	6	15	22	0	0	5	5
Total Volume	7	36	1	44	7	0	0	7	6	29	45	80	1	2	11	14
% App. Total	15.9	81.8	2.3		100	0	0		7.5	36.2	56.2		7.1	14.3	78.6	
PHF	.583	.692	.250	.733	.583	.000	.000	.583	.500	.725	.750	.870	.250	.500	.550	.700
Cars	7	31	1	39	7	0	0	7	6	26	45	77	1	2	11	14
% Cars	100	86.1	100	88.6	100	0	0	100	100	89.7	100	96.2	100	100	100	100
Trucks	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0
% Trucks	0	13.9	0	11.4	0	0	0	0	0	10.3	0	3.8	0	0	0	0

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 4

Groups Printed- Cars

	Oil Mill Rd From North			Gurley Rd From East			Oil Mill Rd From South			Gurley Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	3	0	0	0	3	7	1	1	1	19
07:15 AM	5	4	0	1	0	0	1	3	10	0	2	2	28
07:30 AM	1	5	0	0	0	0	0	4	8	0	2	1	21
07:45 AM	2	3	0	0	0	1	1	5	10	0	1	2	25
Total	8	15	0	4	0	1	2	15	35	1	6	6	93
08:00 AM	2	13	0	1	0	0	0	9	13	1	0	2	41
08:15 AM	2	4	0	2	0	0	2	8	8	0	1	2	29
08:30 AM	3	4	0	1	0	0	3	4	9	0	0	5	29
08:45 AM	0	10	1	3	0	0	1	5	15	0	1	1	37
Total	7	31	1	7	0	0	6	26	45	1	2	10	136
Grand Total	15	46	1	11	0	1	8	41	80	2	8	16	229
Apprch %	24.2	74.2	1.6	91.7	0	8.3	6.2	31.8	62	7.7	30.8	61.5	
Total %	6.6	20.1	0.4	4.8	0	0.4	3.5	17.9	34.9	0.9	3.5	7	

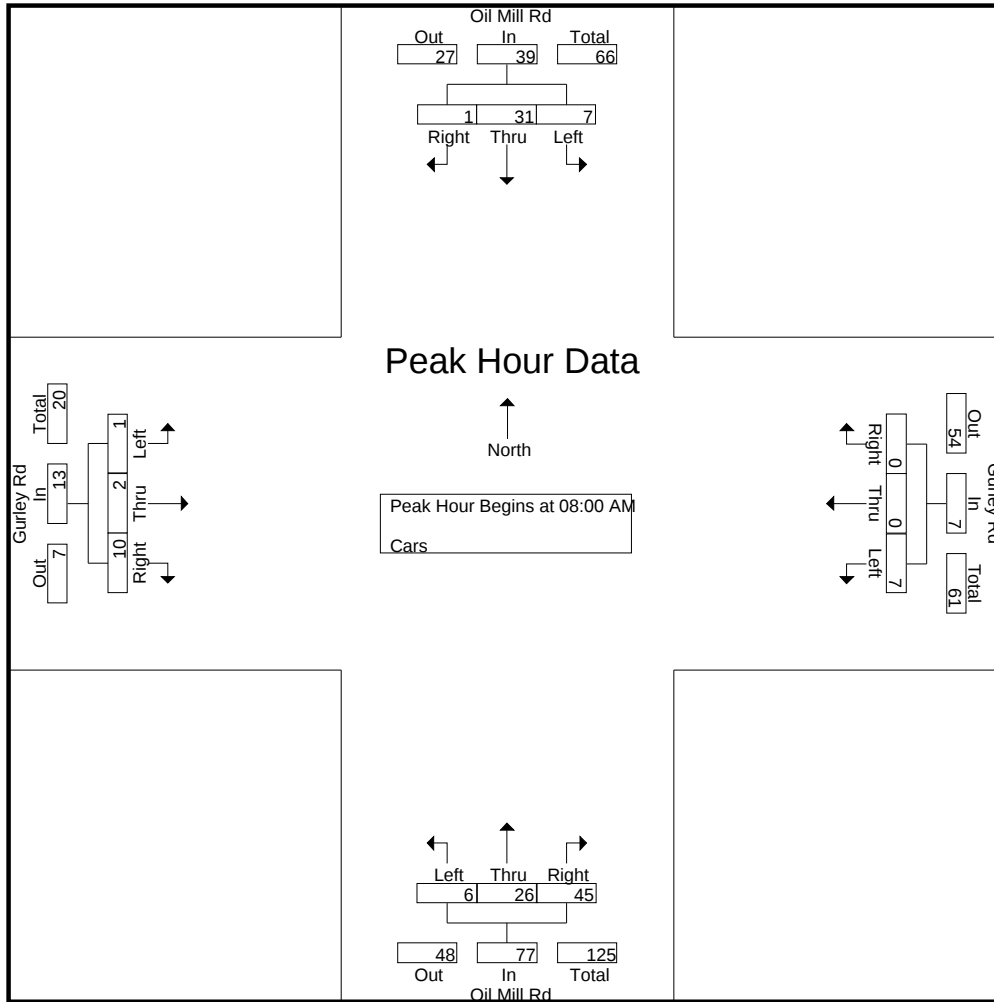
	Oil Mill Rd From North				Gurley Rd From East				Oil Mill Rd From South				Gurley Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	13	0	15	1	0	0	1	0	9	13	22	1	0	2	3	41
08:15 AM	2	4	0	6	2	0	0	2	2	8	8	18	0	1	2	3	29
08:30 AM	3	4	0	7	1	0	0	1	3	4	9	16	0	0	5	5	29
08:45 AM	0	10	1	11	3	0	0	3	1	5	15	21	0	1	1	2	37
Total Volume	7	31	1	39	7	0	0	7	6	26	45	77	1	2	10	13	136
% App. Total	17.9	79.5	2.6		100	0	0		7.8	33.8	58.4		7.7	15.4	76.9		
PHF	.583	.596	.250	.650	.583	.000	.000	.583	.500	.722	.750	.875	.250	.500	.500	.650	.829

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 5

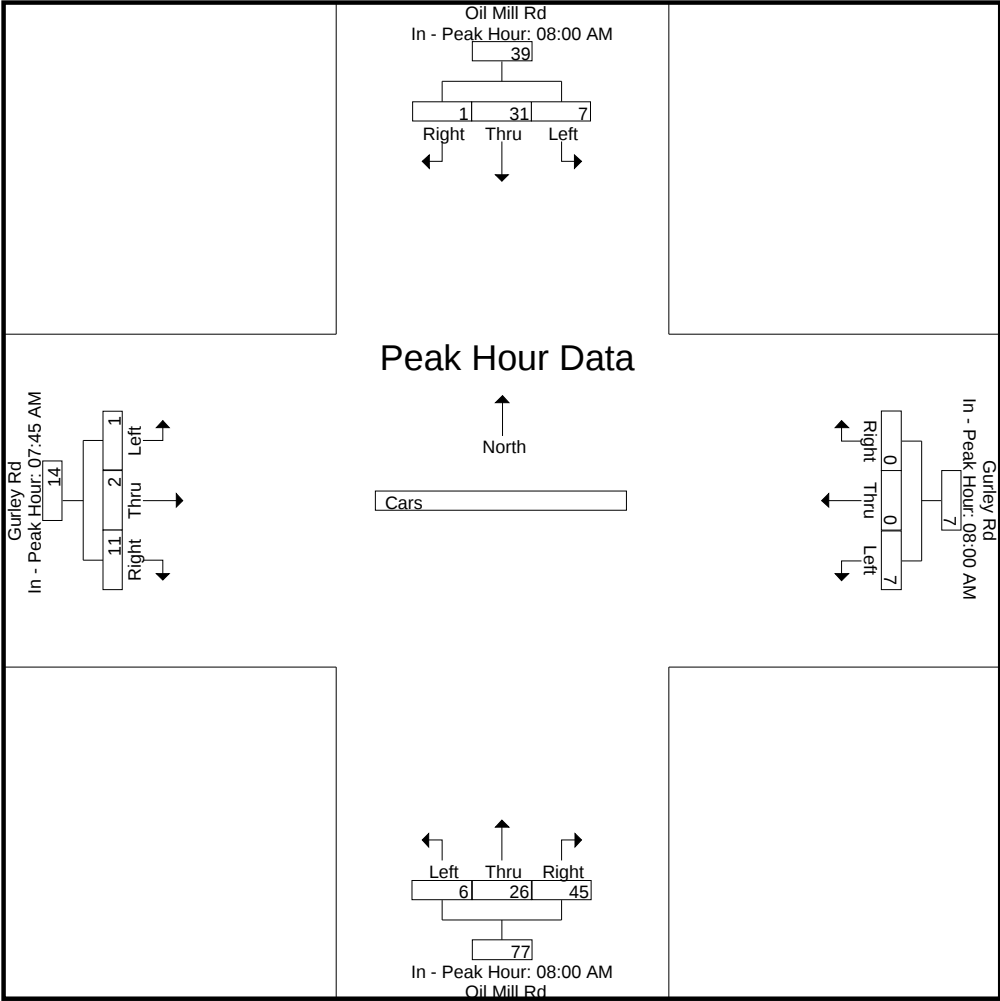


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	2	13	0	15	1	0	0	1	0	9	13	22	0	1	2	3
+15 mins.	2	4	0	6	2	0	0	2	2	8	8	18	1	0	2	3
+30 mins.	3	4	0	7	1	0	0	1	3	4	9	16	0	1	2	3
+45 mins.	0	10	1	11	3	0	0	3	1	5	15	21	0	0	5	5
Total Volume	7	31	1	39	7	0	0	7	6	26	45	77	1	2	11	14
% App. Total	17.9	79.5	2.6		100	0	0		7.8	33.8	58.4		7.1	14.3	78.6	
PHF	.583	.596	.250	.650	.583	.000	.000	.583	.500	.722	.750	.875	.250	.500	.550	.700

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 7

Groups Printed- Trucks

	Oil Mill Rd From North			Gurley Rd From East			Oil Mill Rd From South			Gurley Rd From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	0	0	0	0	3	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	5	0	0	0	0	0	3	0	0	0	0	8
Grand Total	0	7	0	0	0	0	0	6	0	0	0	0	13
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	53.8	0	0	0	0	0	46.2	0	0	0	0	

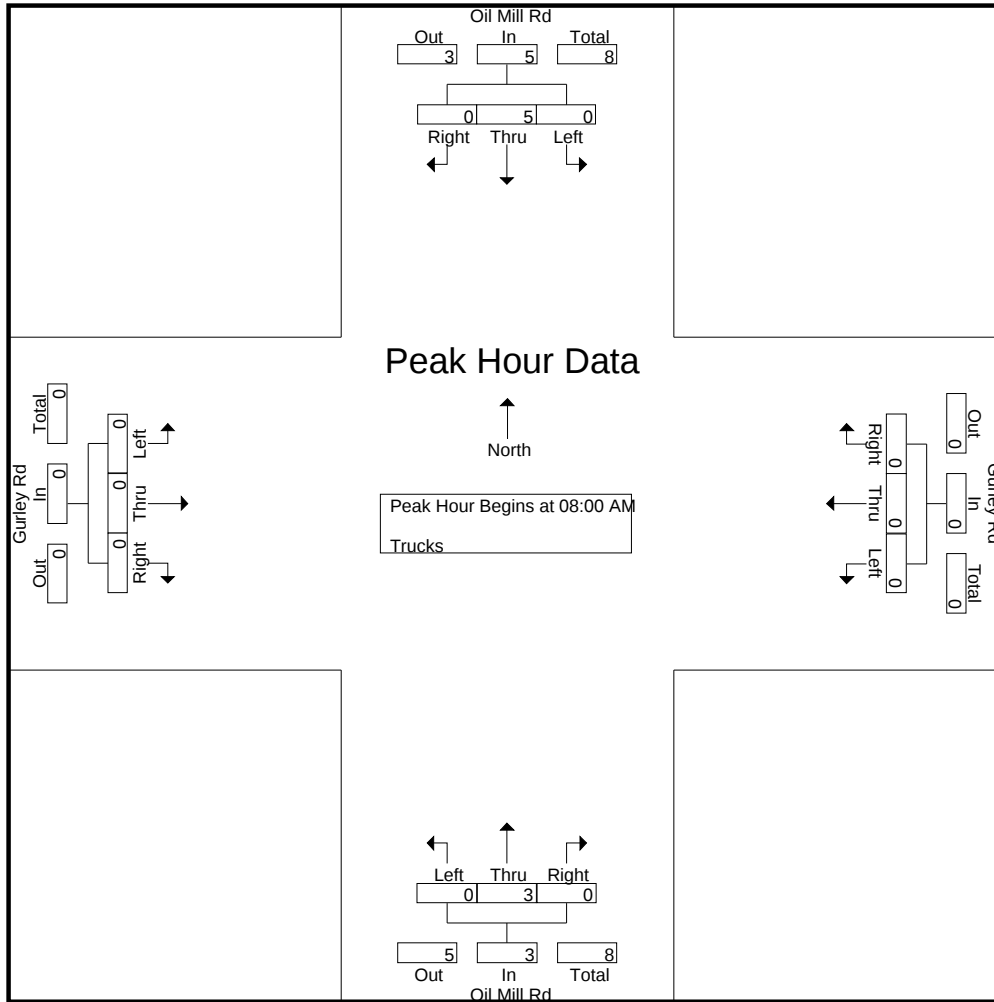
	Oil Mill Rd From North				Gurley Rd From East				Oil Mill Rd From South				Gurley Rd From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.667

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 8

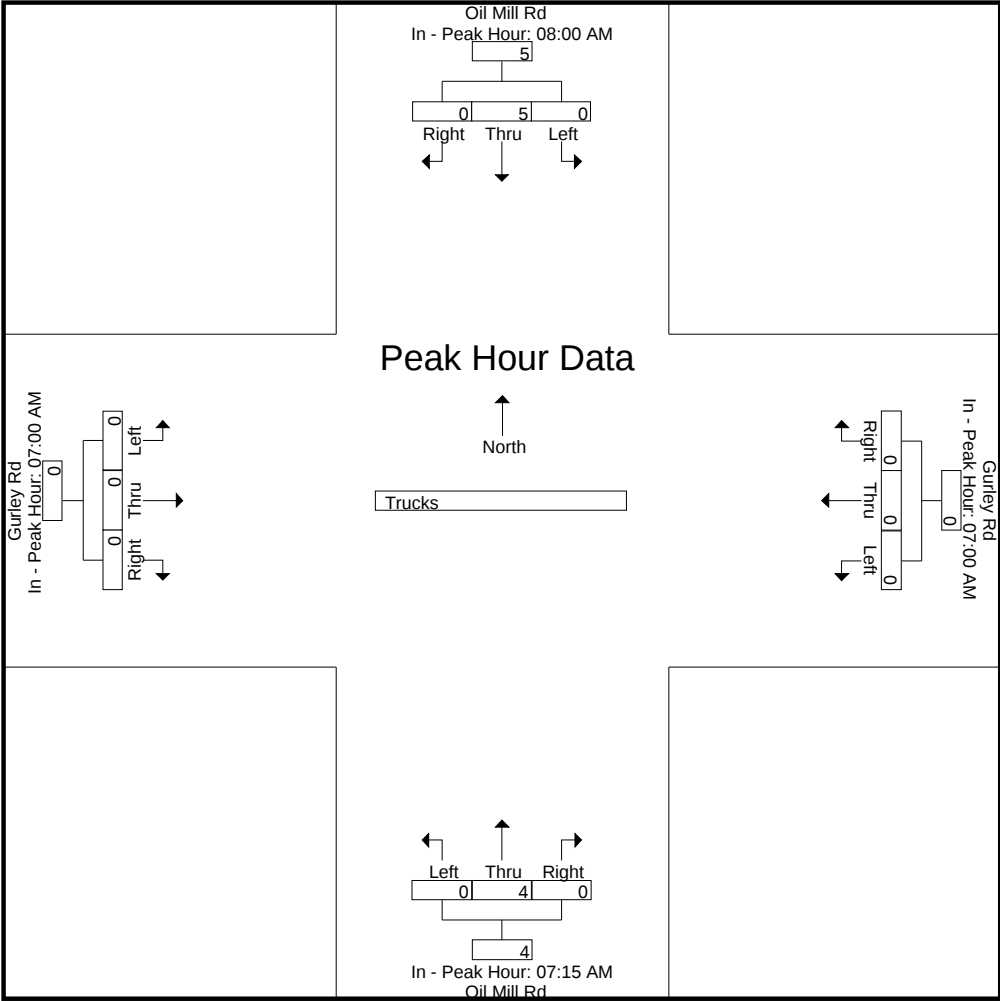


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 9



978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 10

Groups Printed- Bikes Peds

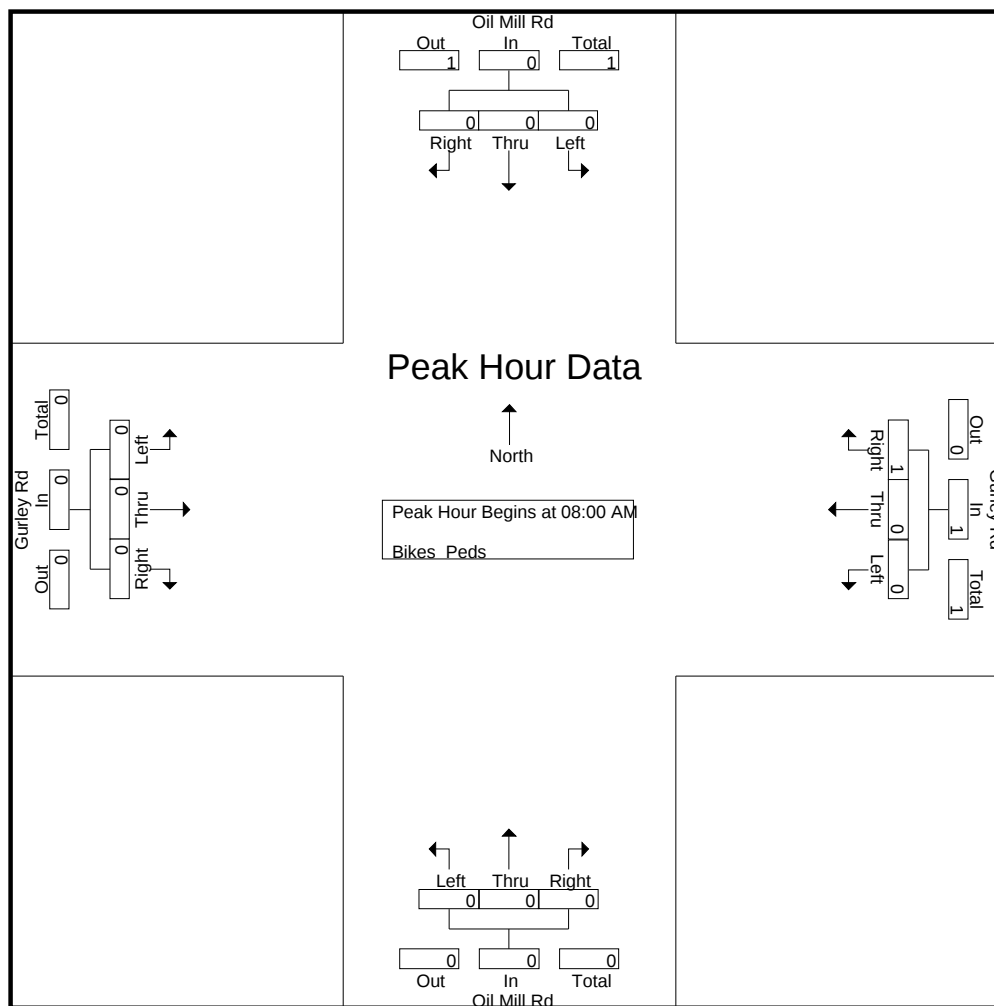
	Oil Mill Rd From North				Gurley Rd From East				Oil Mill Rd From South				Gurley Rd From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	2
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0				
Total %	0	0	0		0	0	100		0	0	0		0	0	0		50	50	

[illegible]

Accurate Counts
978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 11

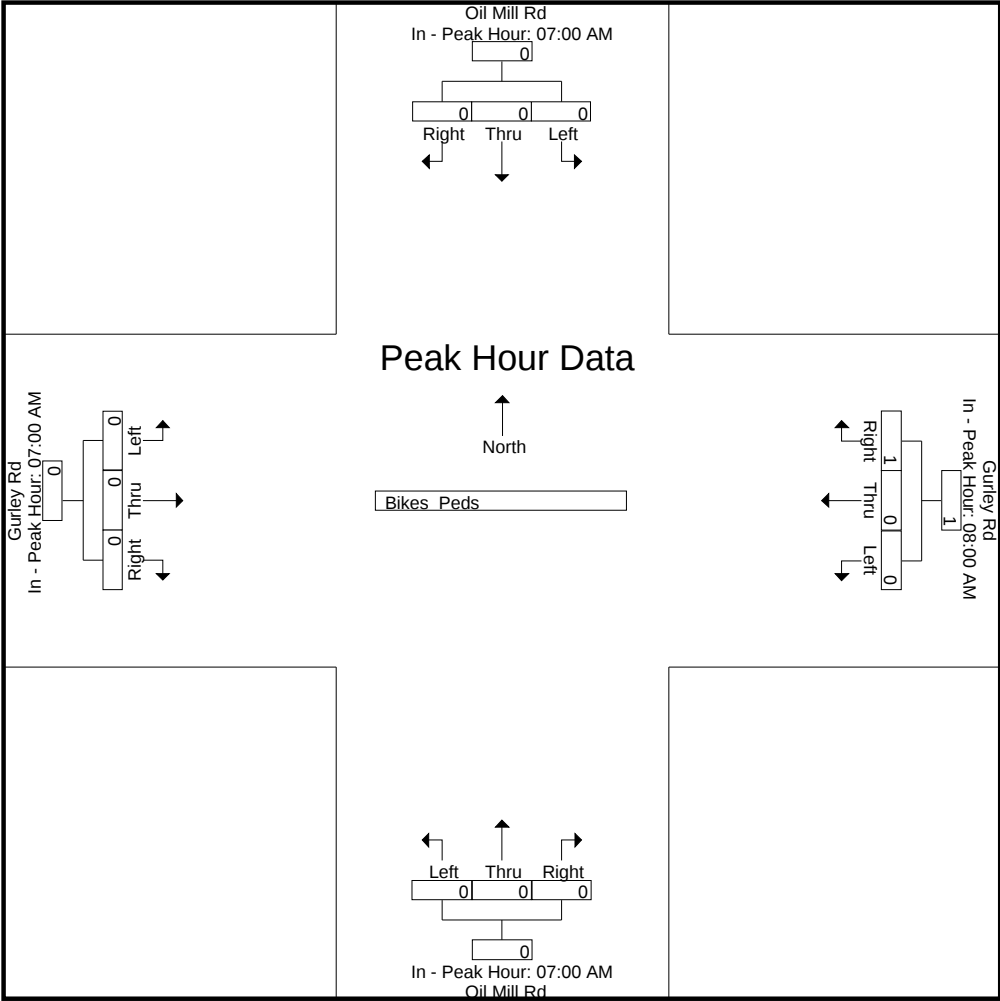


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 1

Groups Printed- Cars - Trucks

	Oil Mill Rd From North			Gurley Rd From East			Oil Mill Rd From South			Gurley Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	1	18	1	3	0	2	5	7	7	0	1	0	45
04:15 PM	2	17	1	10	0	2	1	11	5	0	0	3	52
04:30 PM	1	17	2	4	0	0	0	14	4	1	1	2	46
04:45 PM	1	29	2	5	0	0	6	10	5	0	2	0	60
Total	5	81	6	22	0	4	12	42	21	1	4	5	203
05:00 PM	5	19	4	7	0	2	1	7	5	1	1	2	54
05:15 PM	1	16	3	7	0	0	3	8	3	0	0	4	45
05:30 PM	2	21	0	3	0	1	2	5	4	0	1	2	41
05:45 PM	1	5	2	5	1	0	2	2	5	0	0	0	23
Total	9	61	9	22	1	3	8	22	17	1	2	8	163
Grand Total	14	142	15	44	1	7	20	64	38	2	6	13	366
Apprch %	8.2	83	8.8	84.6	1.9	13.5	16.4	52.5	31.1	9.5	28.6	61.9	
Total %	3.8	38.8	4.1	12	0.3	1.9	5.5	17.5	10.4	0.5	1.6	3.6	
Cars	14	140	15	43	1	7	20	61	38	2	6	13	360
% Cars	100	98.6	100	97.7	100	100	100	95.3	100	100	100	100	98.4
Trucks	0	2	0	1	0	0	0	3	0	0	0	0	6
% Trucks	0	1.4	0	2.3	0	0	0	4.7	0	0	0	0	1.6

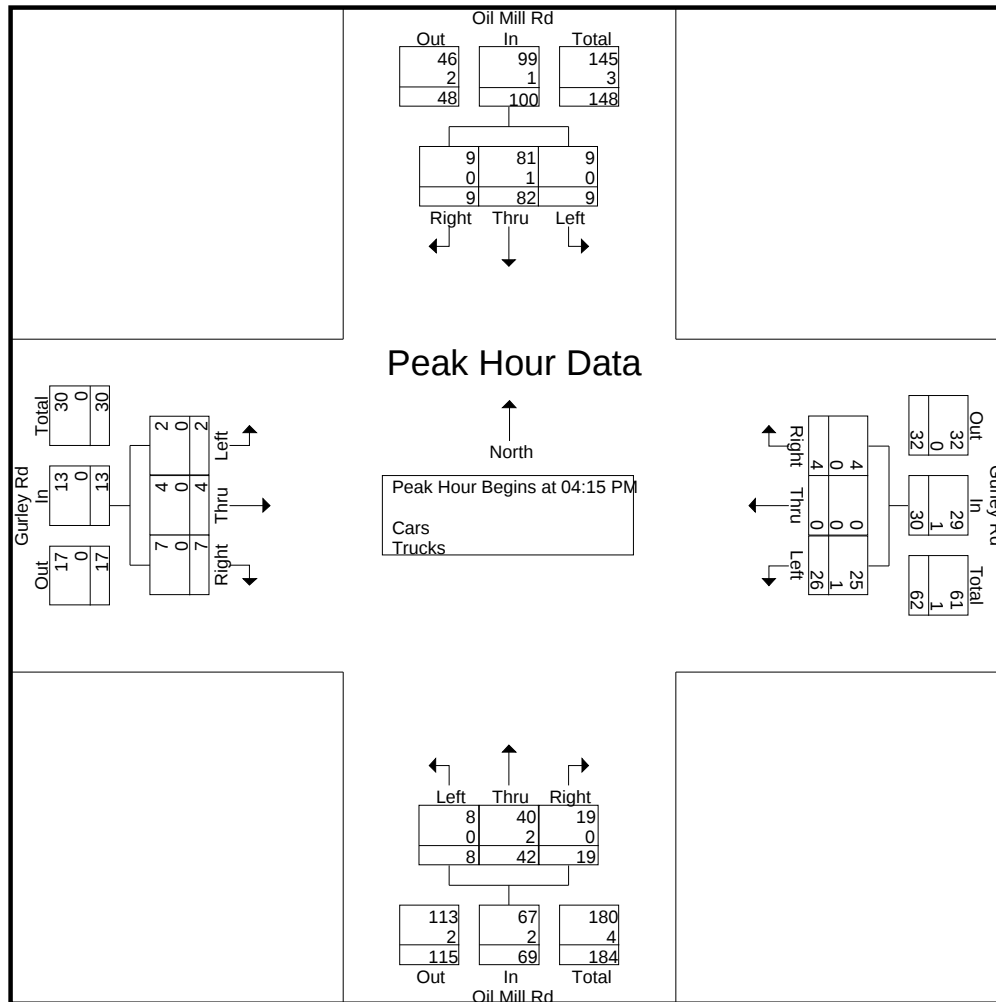
	Oil Mill Rd From North				Gurley Rd From East				Oil Mill Rd From South				Gurley Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	17	1	20	10	0	2	12	1	11	5	17	0	0	3	3	52
04:30 PM	1	17	2	20	4	0	0	4	0	14	4	18	1	1	2	4	46
04:45 PM	1	29	2	32	5	0	0	5	6	10	5	21	0	2	0	2	60
05:00 PM	5	19	4	28	7	0	2	9	1	7	5	13	1	1	2	4	54
Total Volume	9	82	9	100	26	0	4	30	8	42	19	69	2	4	7	13	212
% App. Total	9	82	9		86.7	0	13.3		11.6	60.9	27.5		15.4	30.8	53.8		
PHF	.450	.707	.563	.781	.650	.000	.500	.625	.333	.750	.950	.821	.500	.500	.583	.813	.883
Cars	9	81	9	99	25	0	4	29	8	40	19	67	2	4	7	13	208
% Cars	100	98.8	100	99.0	96.2	0	100	96.7	100	95.2	100	97.1	100	100	100	100	98.1
Trucks	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
% Trucks	0	1.2	0	1.0	3.8	0	0	3.3	0	4.8	0	2.9	0	0	0	0	1.9

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Gurley Road
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370001
 Site Code : 91370001
 Start Date : 11/16/2021
 Page No : 2

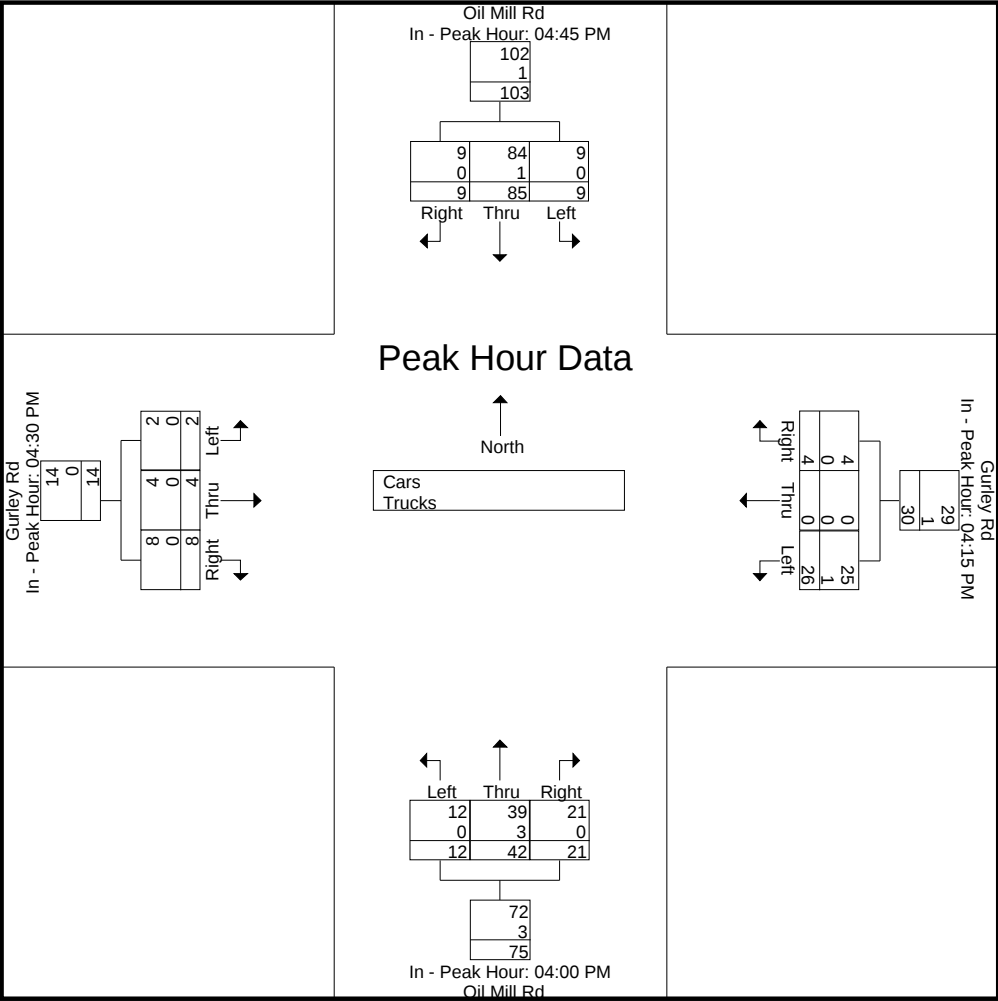


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	1	29	2	32	10	0	2	12	5	7	7	19	1	1	2	4
+15 mins.	5	19	4	28	4	0	0	4	1	11	5	17	0	2	0	2
+30 mins.	1	16	3	20	5	0	0	5	0	14	4	18	1	1	2	4
+45 mins.	2	21	0	23	7	0	2	9	6	10	5	21	0	0	4	4
Total Volume	9	85	9	103	26	0	4	30	12	42	21	75	2	4	8	14
% App. Total	8.7	82.5	8.7		86.7	0	13.3		16	56	28		14.3	28.6	57.1	
PHF	.450	.733	.563	.805	.650	.000	.500	.625	.500	.750	.750	.893	.500	.500	.500	.875
Cars	9	84	9	102	25	0	4	29	12	39	21	72	2	4	8	14
% Cars	100	98.8	100	99	96.2	0	100	96.7	100	92.9	100	96	100	100	100	100
Trucks	0	1	0	1	1	0	0	1	0	3	0	3	0	0	0	0
% Trucks	0	1.2	0	1	3.8	0	0	3.3	0	7.1	0	4	0	0	0	0

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 4

Groups Printed- Cars

	Oil Mill Rd From North			Gurley Rd From East			Oil Mill Rd From South			Gurley Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	1	17	1	3	0	2	5	6	7	0	1	0	43
04:15 PM	2	17	1	9	0	2	1	11	5	0	0	3	51
04:30 PM	1	17	2	4	0	0	0	13	4	1	1	2	45
04:45 PM	1	28	2	5	0	0	6	9	5	0	2	0	58
Total	5	79	6	21	0	4	12	39	21	1	4	5	197
05:00 PM	5	19	4	7	0	2	1	7	5	1	1	2	54
05:15 PM	1	16	3	7	0	0	3	8	3	0	0	4	45
05:30 PM	2	21	0	3	0	1	2	5	4	0	1	2	41
05:45 PM	1	5	2	5	1	0	2	2	5	0	0	0	23
Total	9	61	9	22	1	3	8	22	17	1	2	8	163
Grand Total	14	140	15	43	1	7	20	61	38	2	6	13	360
Apprch %	8.3	82.8	8.9	84.3	2	13.7	16.8	51.3	31.9	9.5	28.6	61.9	
Total %	3.9	38.9	4.2	11.9	0.3	1.9	5.6	16.9	10.6	0.6	1.7	3.6	

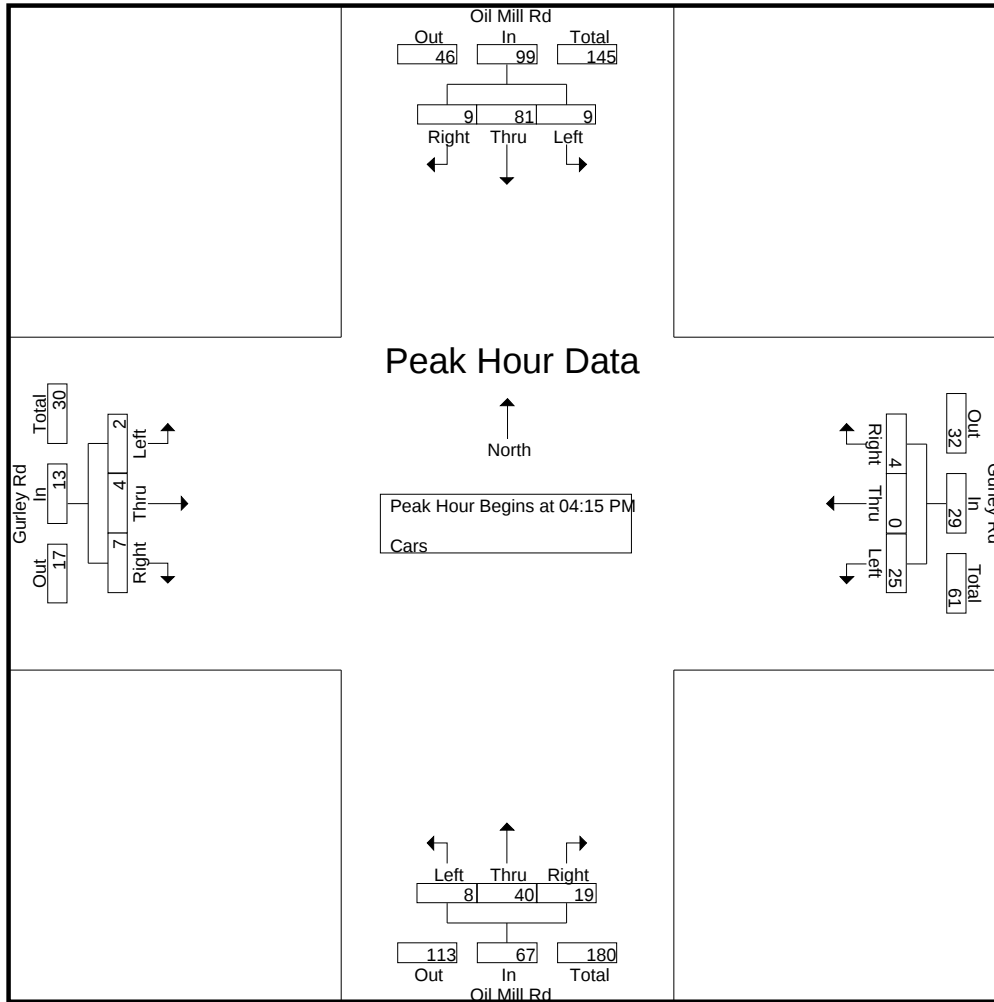
	Oil Mill Rd From North				Gurley Rd From East				Oil Mill Rd From South				Gurley Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	17	1	20	9	0	2	11	1	11	5	17	0	0	3	3	51
04:30 PM	1	17	2	20	4	0	0	4	0	13	4	17	1	1	2	4	45
04:45 PM	1	28	2	31	5	0	0	5	6	9	5	20	0	2	0	2	58
05:00 PM	5	19	4	28	7	0	2	9	1	7	5	13	1	1	2	4	54
Total Volume	9	81	9	99	25	0	4	29	8	40	19	67	2	4	7	13	208
% App. Total	9.1	81.8	9.1		86.2	0	13.8		11.9	59.7	28.4		15.4	30.8	53.8		
PHF	.450	.723	.563	.798	.694	.000	.500	.659	.333	.769	.950	.838	.500	.500	.583	.813	.897

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Gurley Road
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370001
 Site Code : 91370001
 Start Date : 11/16/2021
 Page No : 5

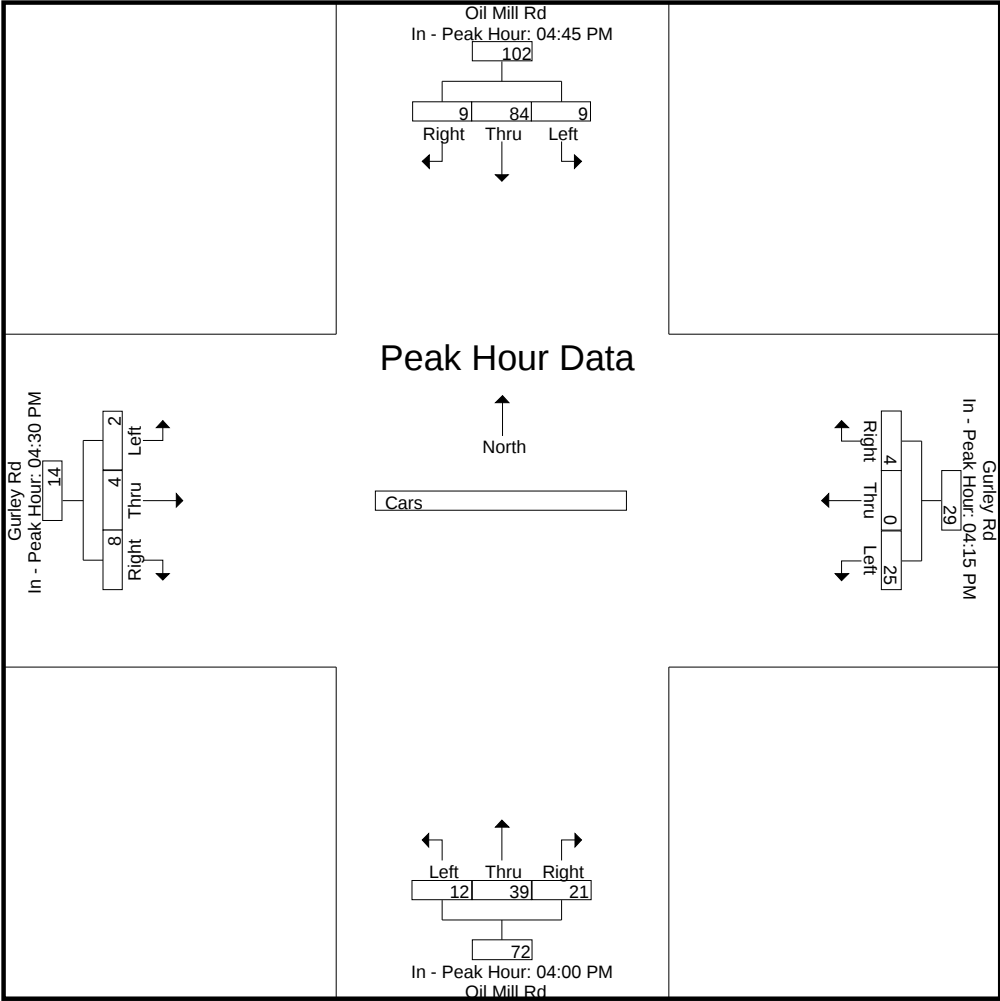


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	1	28	2	31	9	0	2	11	5	6	7	18	1	1	2	4
+15 mins.	5	19	4	28	4	0	0	4	1	11	5	17	0	2	0	2
+30 mins.	1	16	3	20	5	0	0	5	0	13	4	17	1	1	2	4
+45 mins.	2	21	0	23	7	0	2	9	6	9	5	20	0	0	4	4
Total Volume	9	84	9	102	25	0	4	29	12	39	21	72	2	4	8	14
% App. Total	8.8	82.4	8.8		86.2	0	13.8		16.7	54.2	29.2		14.3	28.6	57.1	
PHF	.450	.750	.563	.823	.694	.000	.500	.659	.500	.750	.750	.900	.500	.500	.500	.875

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 7

Groups Printed- Trucks

	Oil Mill Rd From North			Gurley Rd From East			Oil Mill Rd From South			Gurley Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	1	0	0	0	3	0	0	0	0	6
05:00 PM	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
05:30 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	1	0	0	0	3	0	0	0	0	6
Apprch %	0	100	0	100	0	0	0	100	0	0	0	0	
Total %	0	33.3	0	16.7	0	0	0	50	0	0	0	0	

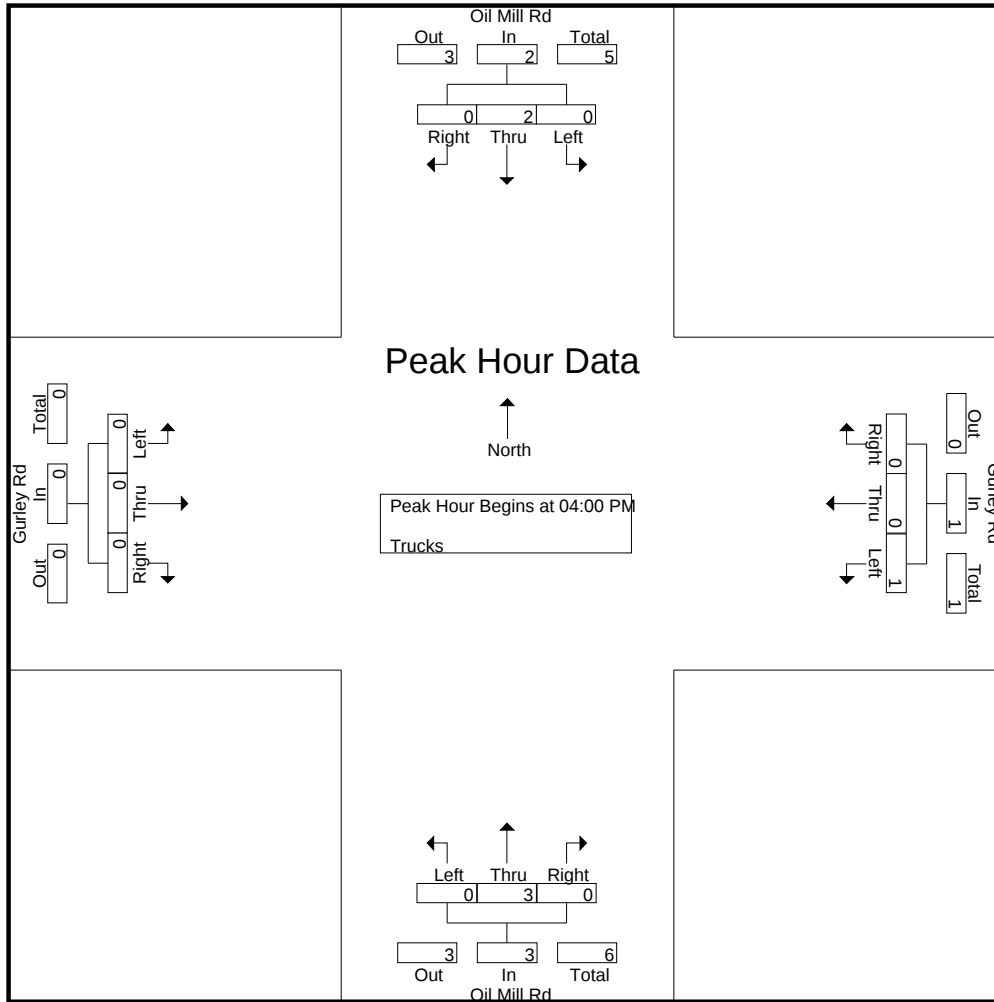
	Oil Mill Rd From North				Gurley Rd From East				Oil Mill Rd From South				Gurley Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	1	0	0	1	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.750

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Gurley Road
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370001
 Site Code : 91370001
 Start Date : 11/16/2021
 Page No : 8

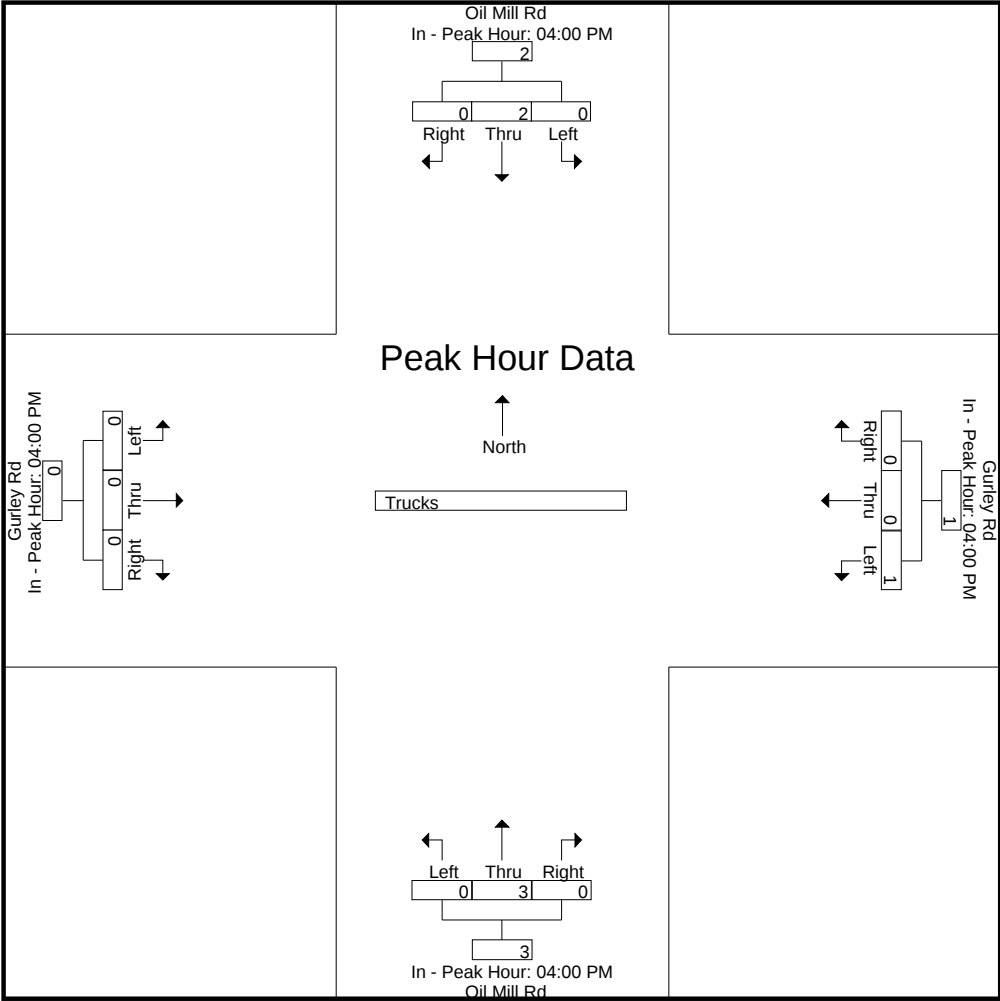


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	1	0	0	1	0	3	0	3	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 9



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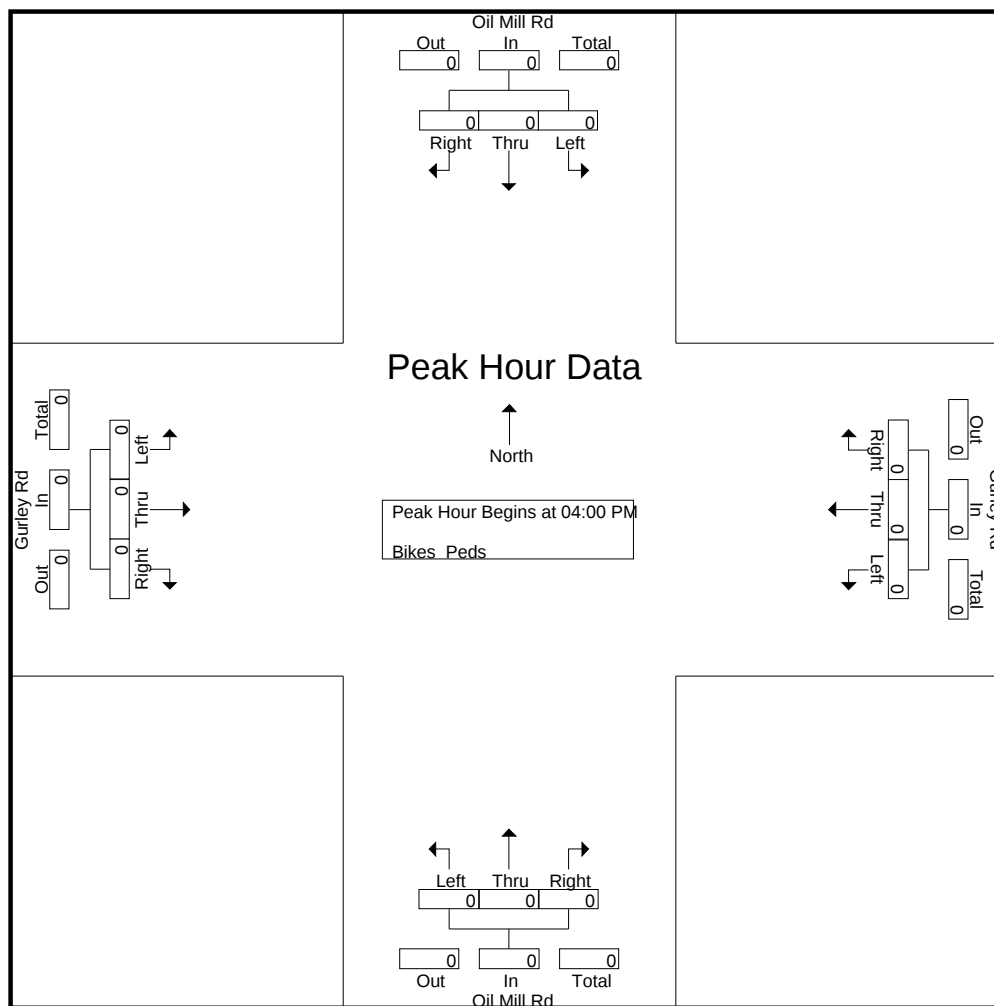
File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 10

[illegible][illegible]

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
Page No : 11

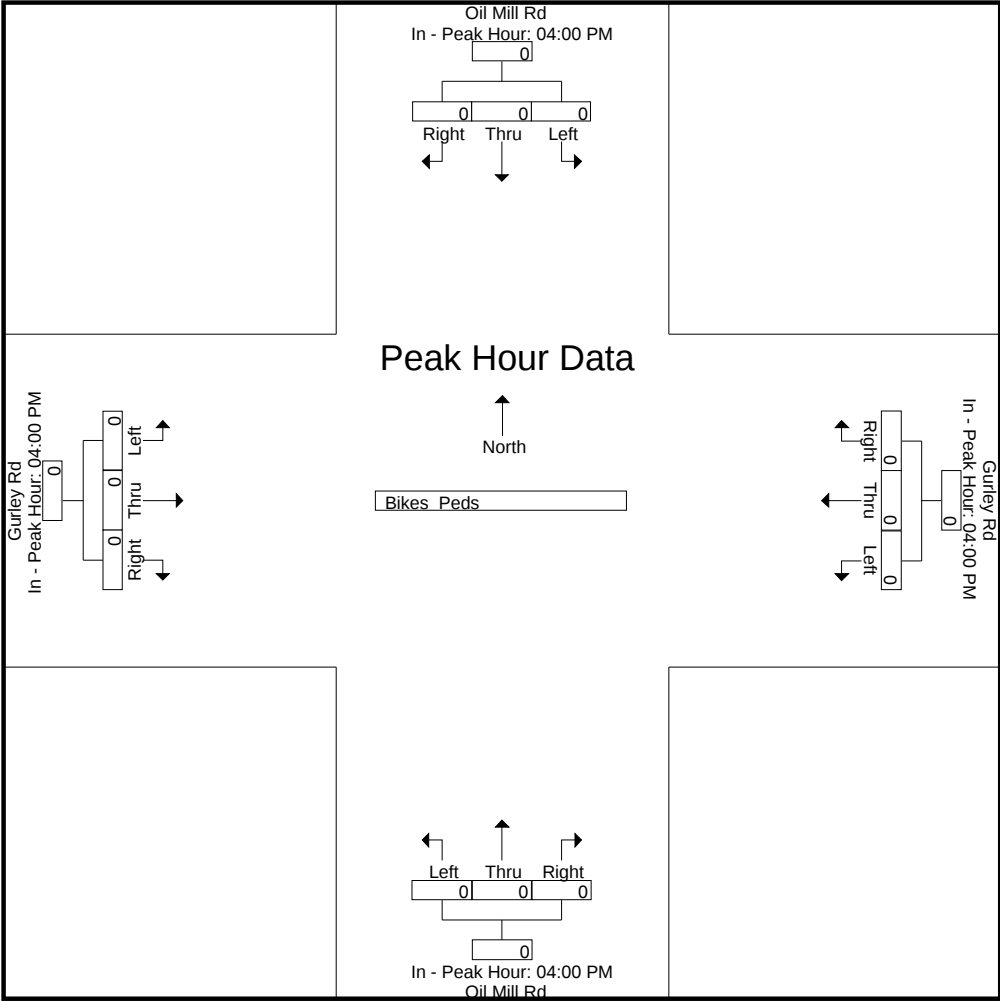


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Oil Mill Road
E/W Street : Gurley Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370001
Site Code : 91370001
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 1

Groups Printed- Cars - Trucks

	Oil Mill Rd From North		Boston Post Rd From East		Boston Post Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	6	4	71	7	4	80	172
07:15 AM	2	6	107	7	10	83	215
07:30 AM	5	1	113	6	8	92	225
07:45 AM	4	5	111	5	12	99	236
Total	17	16	402	25	34	354	848
08:00 AM	6	5	74	7	14	64	170
08:15 AM	7	5	125	7	14	72	230
08:30 AM	1	8	92	8	6	75	190
08:45 AM	11	8	64	12	10	85	190
Total	25	26	355	34	44	296	780
Grand Total	42	42	757	59	78	650	1628
Apprch %	50	50	92.8	7.2	10.7	89.3	
Total %	2.6	2.6	46.5	3.6	4.8	39.9	
Cars	39	37	741	59	73	627	1576
% Cars	92.9	88.1	97.9	100	93.6	96.5	96.8
Trucks	3	5	16	0	5	23	52
% Trucks	7.1	11.9	2.1	0	6.4	3.5	3.2

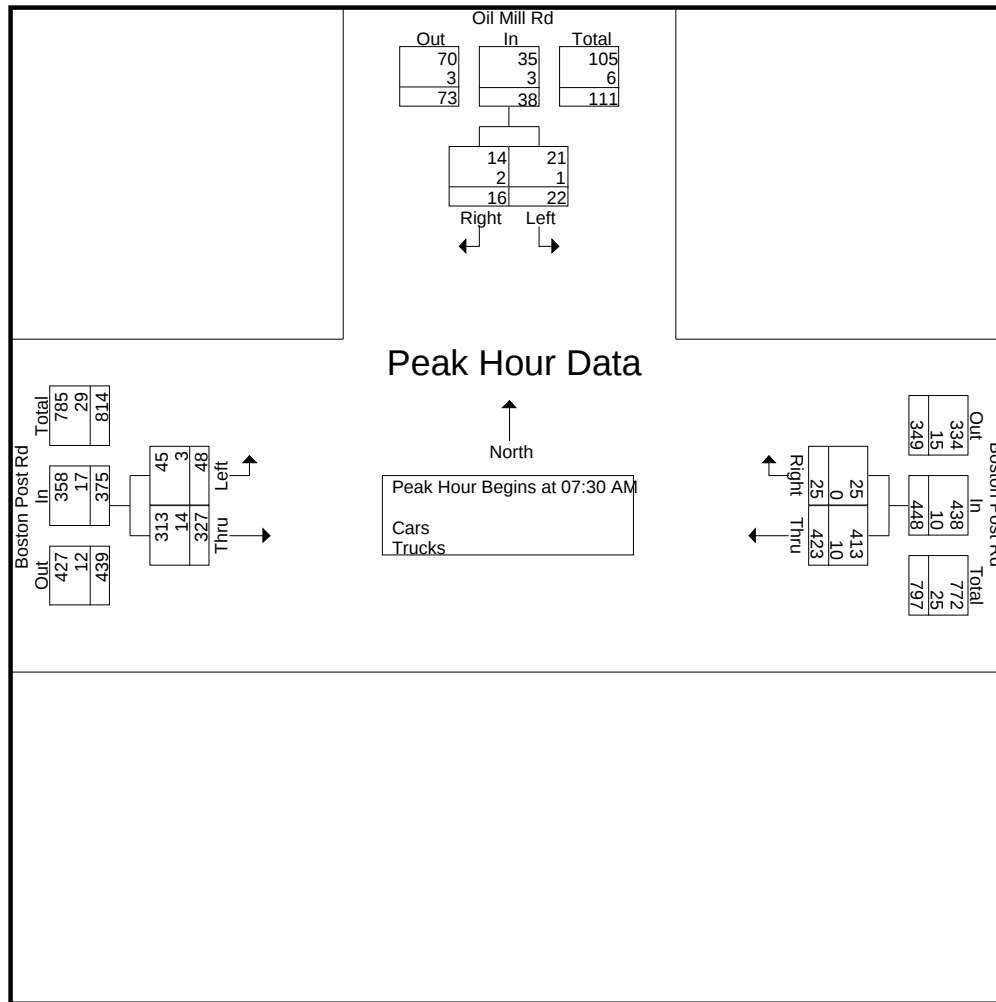
	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	5	1	6	113	6	119	8	92	100	225
07:45 AM	4	5	9	111	5	116	12	99	111	236
08:00 AM	6	5	11	74	7	81	14	64	78	170
08:15 AM	7	5	12	125	7	132	14	72	86	230
Total Volume	22	16	38	423	25	448	48	327	375	861
% App. Total	57.9	42.1		94.4	5.6		12.8	87.2		
PHF	.786	.800	.792	.846	.893	.848	.857	.826	.845	.912
Cars	21	14	35	413	25	438	45	313	358	831
% Cars	95.5	87.5	92.1	97.6	100	97.8	93.8	95.7	95.5	96.5
Trucks	1	2	3	10	0	10	3	14	17	30
% Trucks	4.5	12.5	7.9	2.4	0	2.2	6.3	4.3	4.5	3.5

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Boston Post Road
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370002
 Site Code : 91370002
 Start Date : 11/16/2021
 Page No : 2

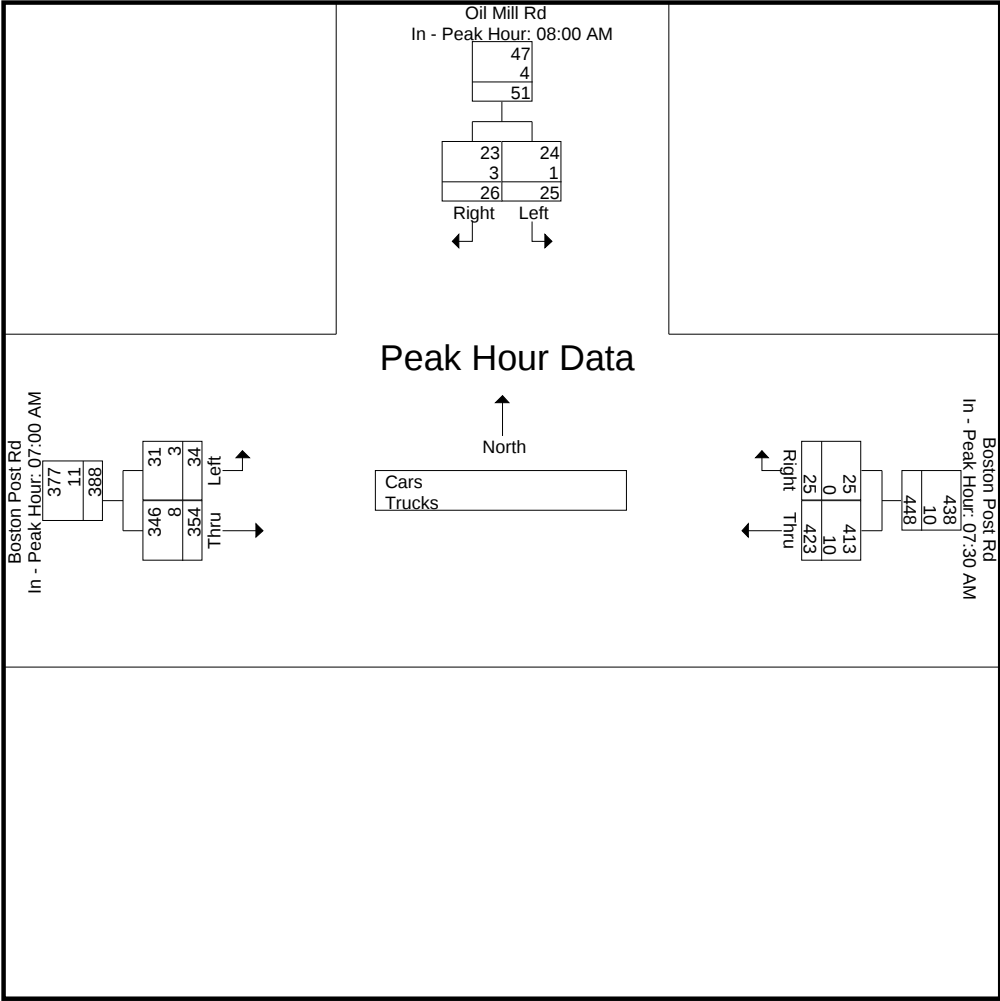


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			07:30 AM			07:00 AM		
+0 mins.	6	5	11	113	6	119	4	80	84
+15 mins.	7	5	12	111	5	116	10	83	93
+30 mins.	1	8	9	74	7	81	8	92	100
+45 mins.	11	8	19	125	7	132	12	99	111
Total Volume	25	26	51	423	25	448	34	354	388
% App. Total	49	51		94.4	5.6		8.8	91.2	
PHF	.568	.813	.671	.846	.893	.848	.708	.894	.874
Cars	24	23	47	413	25	438	31	346	377
% Cars	96	88.5	92.2	97.6	100	97.8	91.2	97.7	97.2
Trucks	1	3	4	10	0	10	3	8	11
% Trucks	4	11.5	7.8	2.4	0	2.2	8.8	2.3	2.8

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 4

Groups Printed- Cars

	Oil Mill Rd From North		Boston Post Rd From East		Boston Post Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	5	4	71	7	4	80	171
07:15 AM	1	6	104	7	8	80	206
07:30 AM	5	1	110	6	8	89	219
07:45 AM	4	3	108	5	11	97	228
Total	15	14	393	25	31	346	824
08:00 AM	6	5	73	7	13	59	163
08:15 AM	6	5	122	7	13	68	221
08:30 AM	1	7	90	8	6	75	187
08:45 AM	11	6	63	12	10	79	181
Total	24	23	348	34	42	281	752
Grand Total	39	37	741	59	73	627	1576
Apprch %	51.3	48.7	92.6	7.4	10.4	89.6	
Total %	2.5	2.3	47	3.7	4.6	39.8	

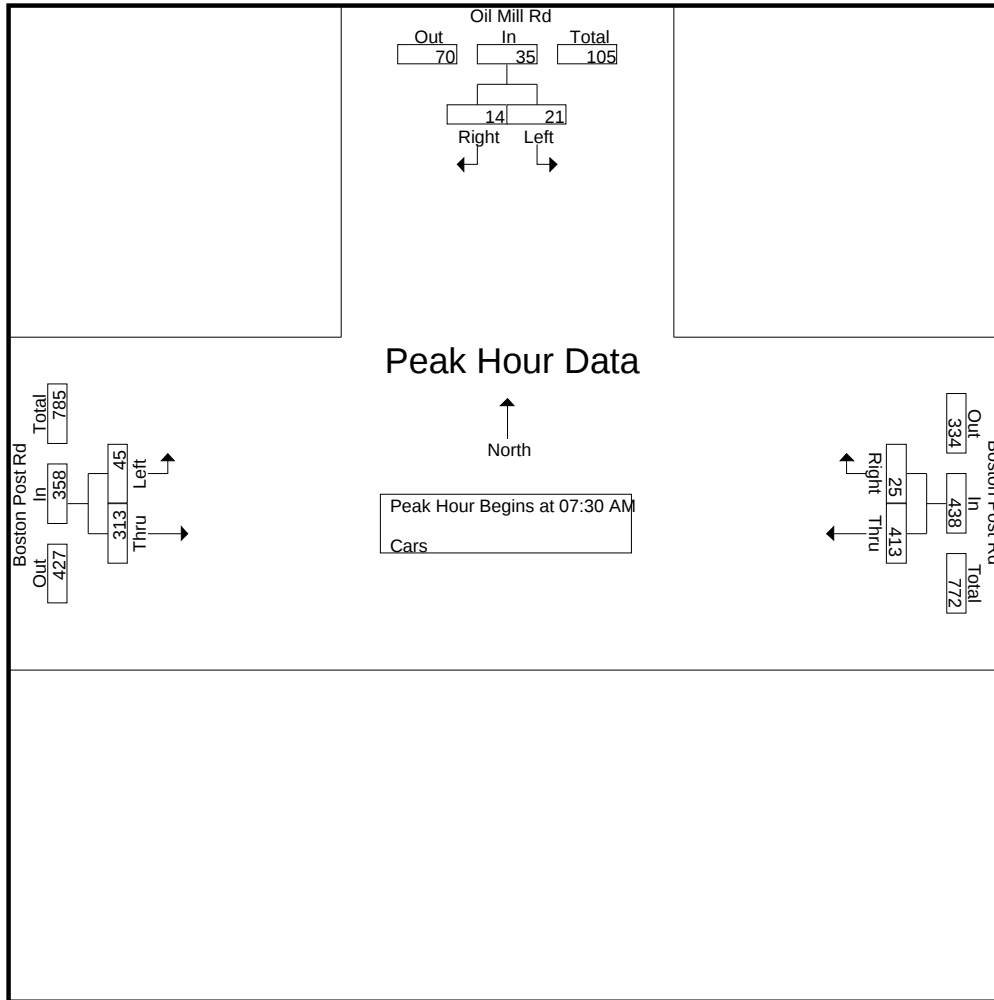
	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	5	1	6	110	6	116	8	89	97	219
07:45 AM	4	3	7	108	5	113	11	97	108	228
08:00 AM	6	5	11	73	7	80	13	59	72	163
08:15 AM	6	5	11	122	7	129	13	68	81	221
Total Volume	21	14	35	413	25	438	45	313	358	831
% App. Total	60	40		94.3	5.7		12.6	87.4		
PHF	.875	.700	.795	.846	.893	.849	.865	.807	.829	.911

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
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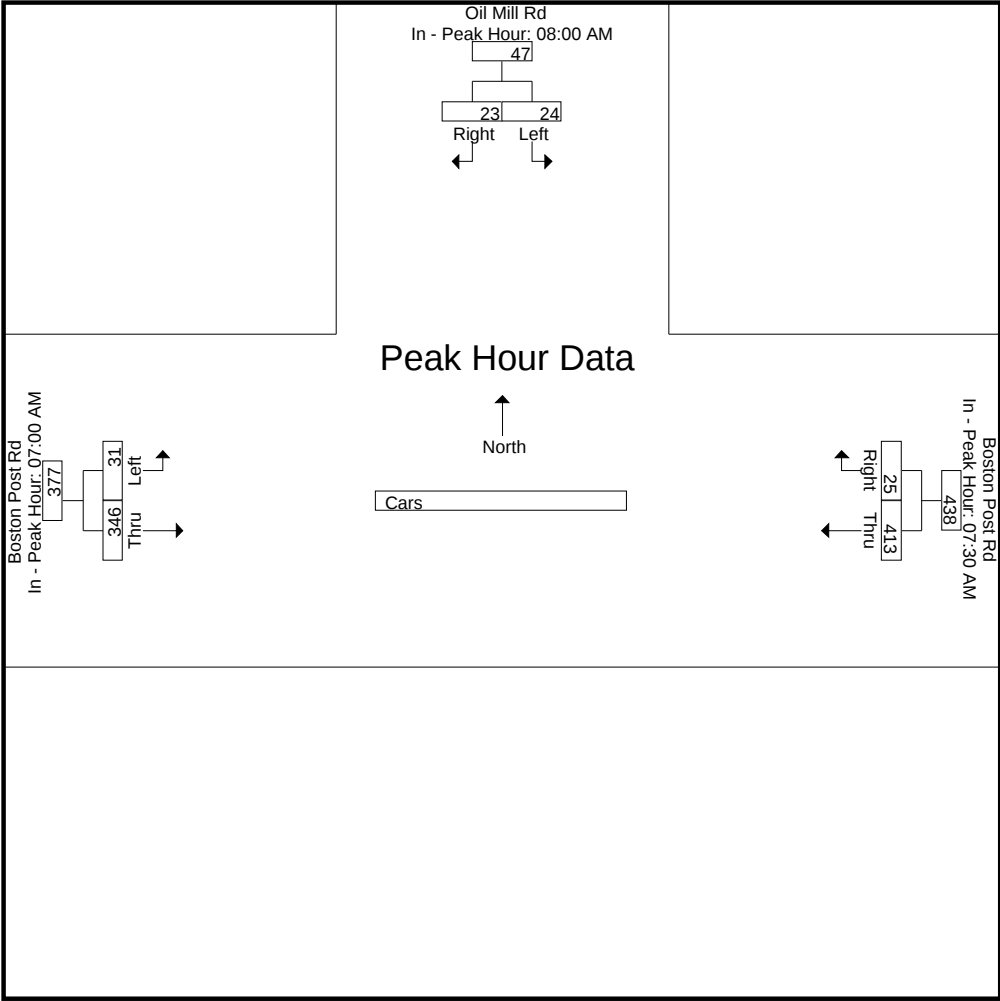
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:30 AM			07:00 AM		
+0 mins.	6	5	11	110	6	116	4	80	84
+15 mins.	6	5	11	108	5	113	8	80	88
+30 mins.	1	7	8	73	7	80	8	89	97
+45 mins.	11	6	17	122	7	129	11	97	108
Total Volume	24	23	47	413	25	438	31	346	377
% App. Total	51.1	48.9		94.3	5.7		8.2	91.8	
PHF	.545	.821	.691	.846	.893	.849	.705	.892	.873

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 7

Groups Printed- Trucks

	Oil Mill Rd From North		Boston Post Rd From East		Boston Post Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	1	0	0	0	0	0	1
07:15 AM	1	0	3	0	2	3	9
07:30 AM	0	0	3	0	0	3	6
07:45 AM	0	2	3	0	1	2	8
Total	2	2	9	0	3	8	24
08:00 AM	0	0	1	0	1	5	7
08:15 AM	1	0	3	0	1	4	9
08:30 AM	0	1	2	0	0	0	3
08:45 AM	0	2	1	0	0	6	9
Total	1	3	7	0	2	15	28
Grand Total	3	5	16	0	5	23	52
Apprch %	37.5	62.5	100	0	17.9	82.1	
Total %	5.8	9.6	30.8	0	9.6	44.2	

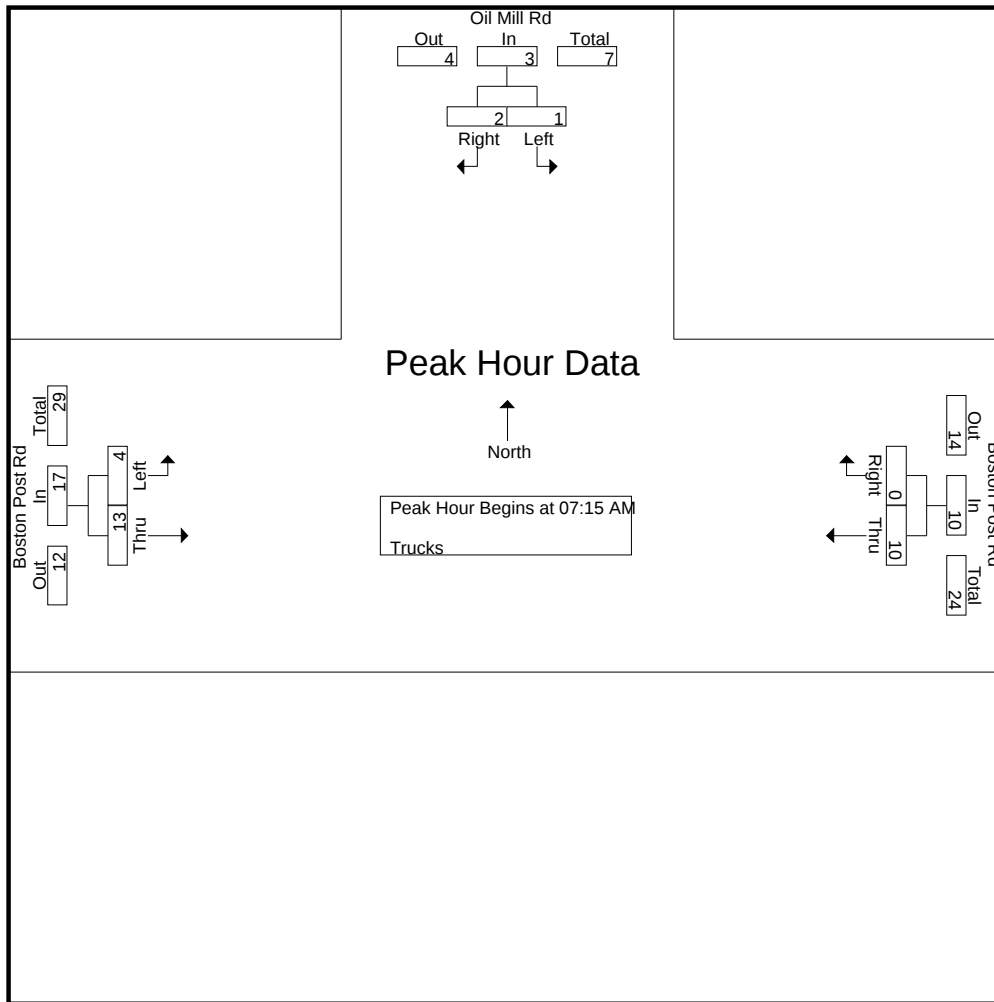
	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	3	0	3	2	3	5	9
07:30 AM	0	0	0	3	0	3	0	3	3	6
07:45 AM	0	2	2	3	0	3	1	2	3	8
08:00 AM	0	0	0	1	0	1	1	5	6	7
Total Volume	1	2	3	10	0	10	4	13	17	30
% App. Total	33.3	66.7		100	0		23.5	76.5		
PHF	.250	.250	.375	.833	.000	.833	.500	.650	.708	.833

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Boston Post Road
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370002
 Site Code : 91370002
 Start Date : 11/16/2021
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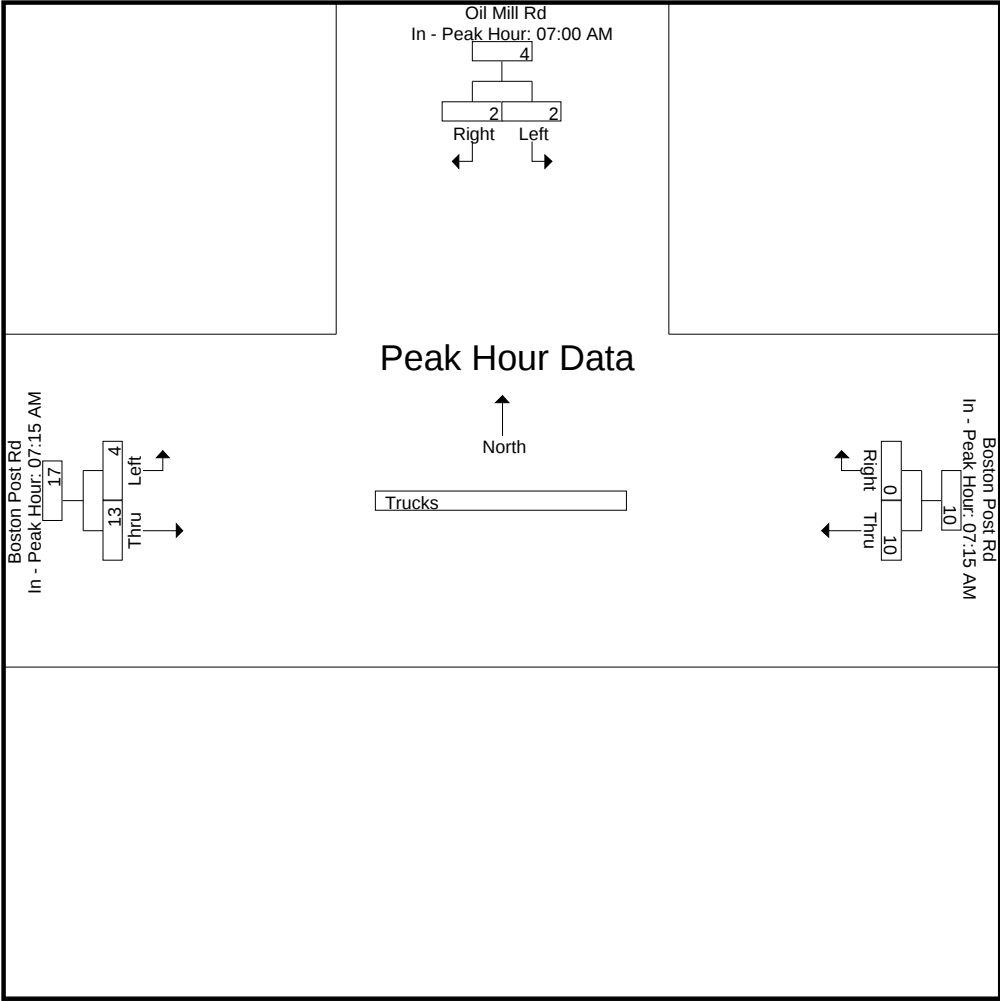


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	3	0	3	2	3	5
+15 mins.	1	0	1	3	0	3	0	3	3
+30 mins.	0	0	0	3	0	3	1	2	3
+45 mins.	0	2	2	1	0	1	1	5	6
Total Volume	2	2	4	10	0	10	4	13	17
% App. Total	50	50		100	0		23.5	76.5	
PHF	.500	.250	.500	.833	.000	.833	.500	.650	.708

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
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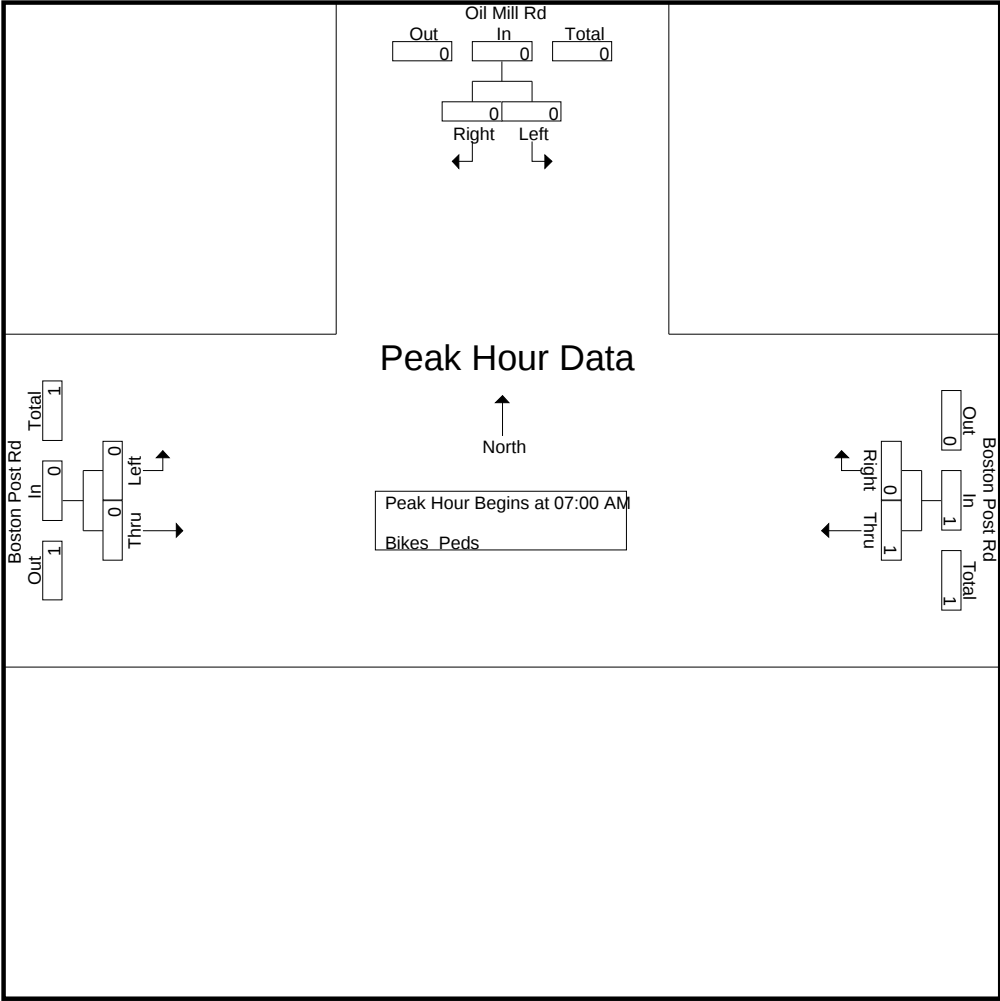
Groups Printed- Bikes Peds

	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	1	0	0	0	0	0	0	1	1
Apprch %	0	0		100	0		0	0				
Total %	0	0		100	0		0	0		0	100	

	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
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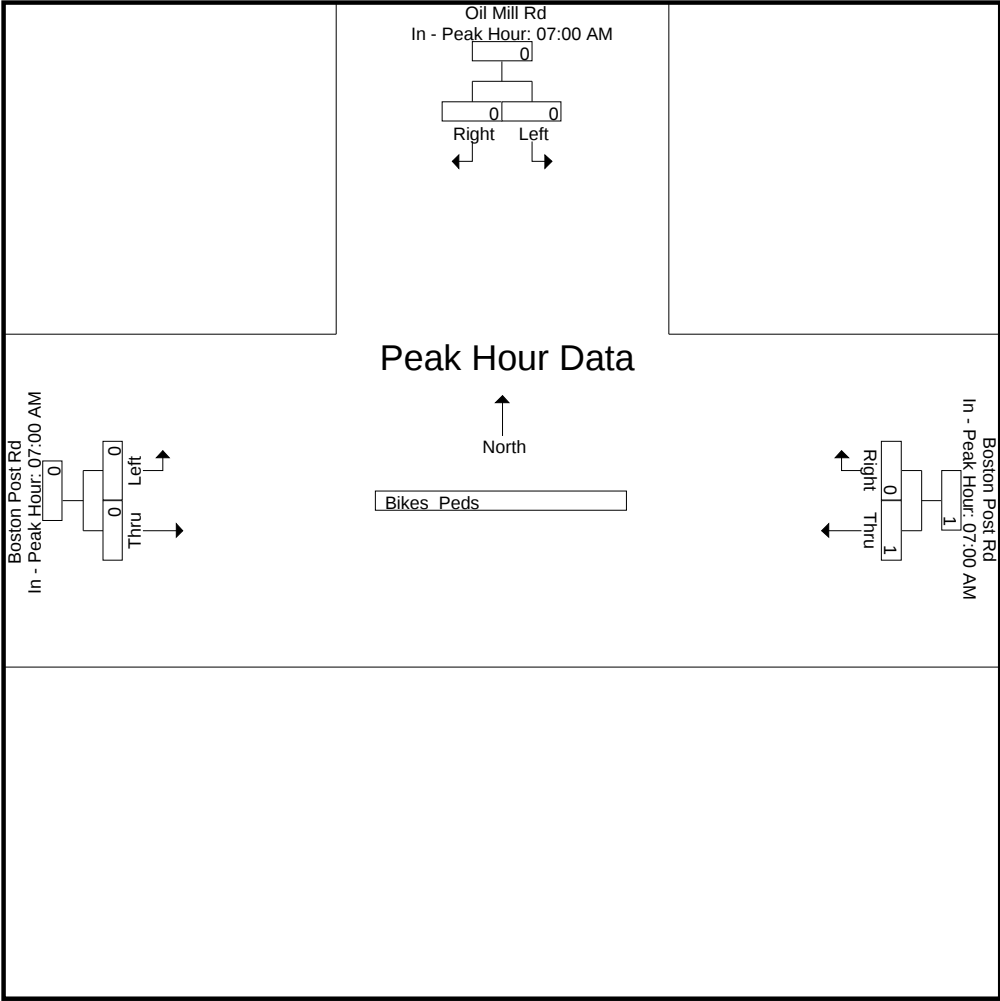


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 1

Groups Printed- Cars - Trucks

	Oil Mill Rd From North		Boston Post Rd From East		Boston Post Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	6	14	134	10	11	110	285
04:15 PM	16	15	122	7	11	130	301
04:30 PM	13	7	146	9	10	119	304
04:45 PM	19	16	112	9	12	141	309
Total	54	52	514	35	44	500	1199
05:00 PM	13	15	102	6	7	138	281
05:15 PM	16	11	83	5	10	114	239
05:30 PM	16	10	73	5	7	100	211
05:45 PM	5	8	82	7	1	83	186
Total	50	44	340	23	25	435	917
Grand Total	104	96	854	58	69	935	2116
Apprch %	52	48	93.6	6.4	6.9	93.1	
Total %	4.9	4.5	40.4	2.7	3.3	44.2	
Cars	102	95	850	57	68	934	2106
% Cars	98.1	99	99.5	98.3	98.6	99.9	99.5
Trucks	2	1	4	1	1	1	10
% Trucks	1.9	1	0.5	1.7	1.4	0.1	0.5

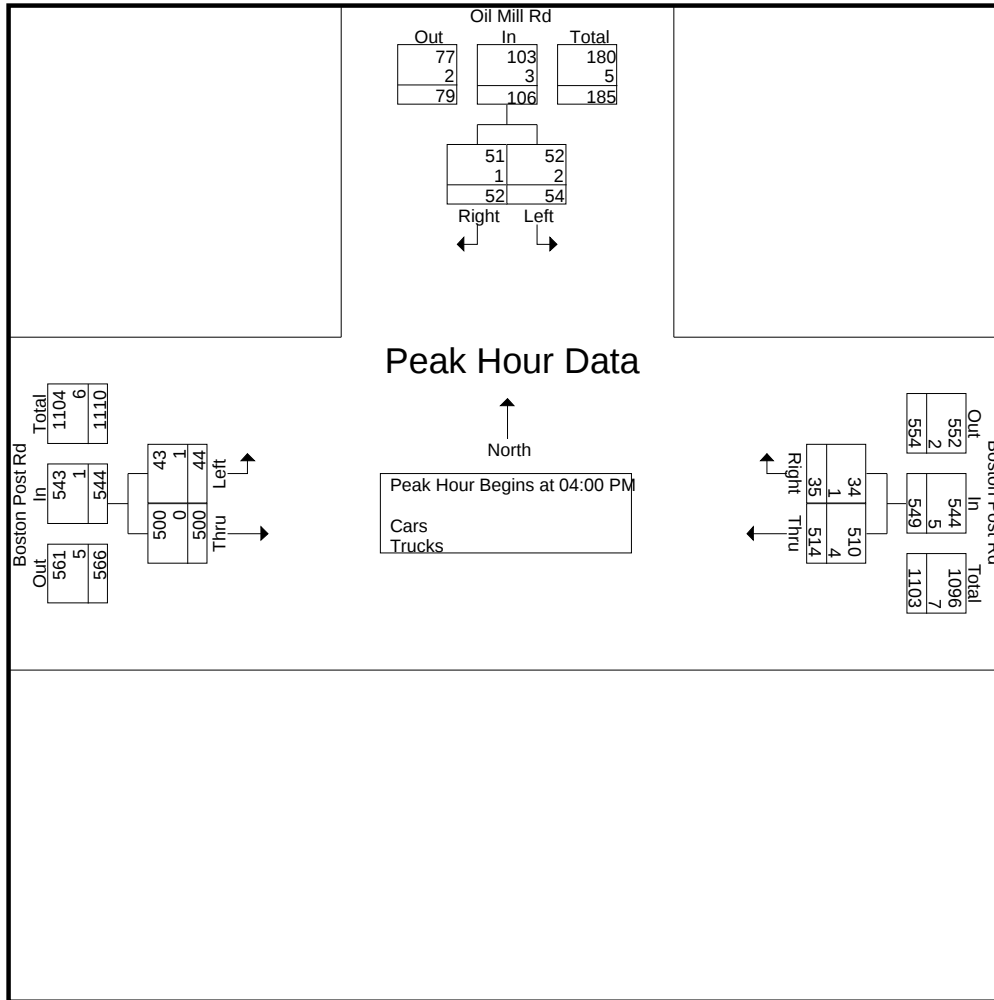
	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	6	14	20	134	10	144	11	110	121	285
04:15 PM	16	15	31	122	7	129	11	130	141	301
04:30 PM	13	7	20	146	9	155	10	119	129	304
04:45 PM	19	16	35	112	9	121	12	141	153	309
Total Volume	54	52	106	514	35	549	44	500	544	1199
% App. Total	50.9	49.1		93.6	6.4		8.1	91.9		
PHF	.711	.813	.757	.880	.875	.885	.917	.887	.889	.970
Cars	52	51	103	510	34	544	43	500	543	1190
% Cars	96.3	98.1	97.2	99.2	97.1	99.1	97.7	100	99.8	99.2
Trucks	2	1	3	4	1	5	1	0	1	9
% Trucks	3.7	1.9	2.8	0.8	2.9	0.9	2.3	0	0.2	0.8

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Boston Post Road
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370002
 Site Code : 91370002
 Start Date : 11/16/2021
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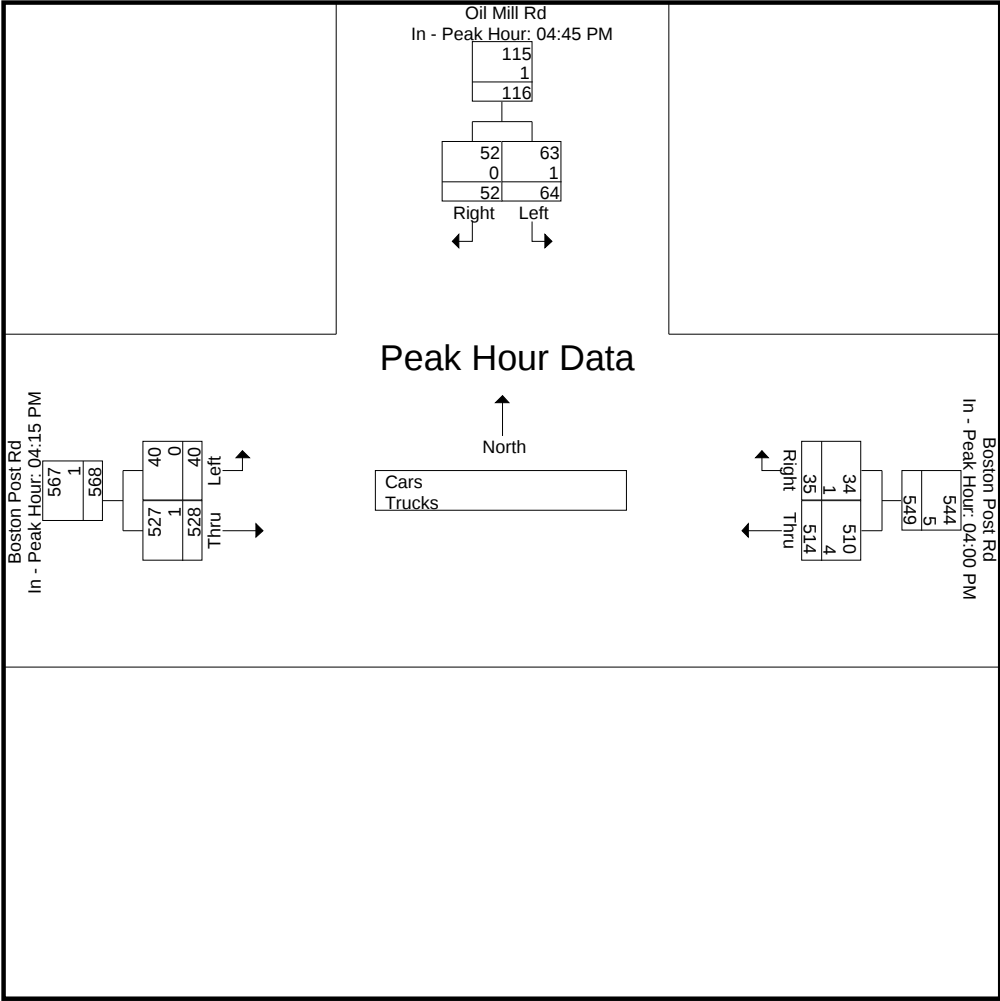


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:15 PM		
+0 mins.	19	16	35	134	10	144	11	130	141
+15 mins.	13	15	28	122	7	129	10	119	129
+30 mins.	16	11	27	146	9	155	12	141	153
+45 mins.	16	10	26	112	9	121	7	138	145
Total Volume	64	52	116	514	35	549	40	528	568
% App. Total	55.2	44.8		93.6	6.4		7	93	
PHF	.842	.813	.829	.880	.875	.885	.833	.936	.928
Cars	63	52	115	510	34	544	40	527	567
% Cars	98.4	100	99.1	99.2	97.1	99.1	100	99.8	99.8
Trucks	1	0	1	4	1	5	0	1	1
% Trucks	1.6	0	0.9	0.8	2.9	0.9	0	0.2	0.2

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 4

Groups Printed- Cars

	Oil Mill Rd From North		Boston Post Rd From East		Boston Post Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	6	13	133	10	10	110	282
04:15 PM	15	15	121	7	11	130	299
04:30 PM	13	7	144	8	10	119	301
04:45 PM	18	16	112	9	12	141	308
Total	52	51	510	34	43	500	1190
05:00 PM	13	15	102	6	7	137	280
05:15 PM	16	11	83	5	10	114	239
05:30 PM	16	10	73	5	7	100	211
05:45 PM	5	8	82	7	1	83	186
Total	50	44	340	23	25	434	916
Grand Total	102	95	850	57	68	934	2106
Apprch %	51.8	48.2	93.7	6.3	6.8	93.2	
Total %	4.8	4.5	40.4	2.7	3.2	44.3	

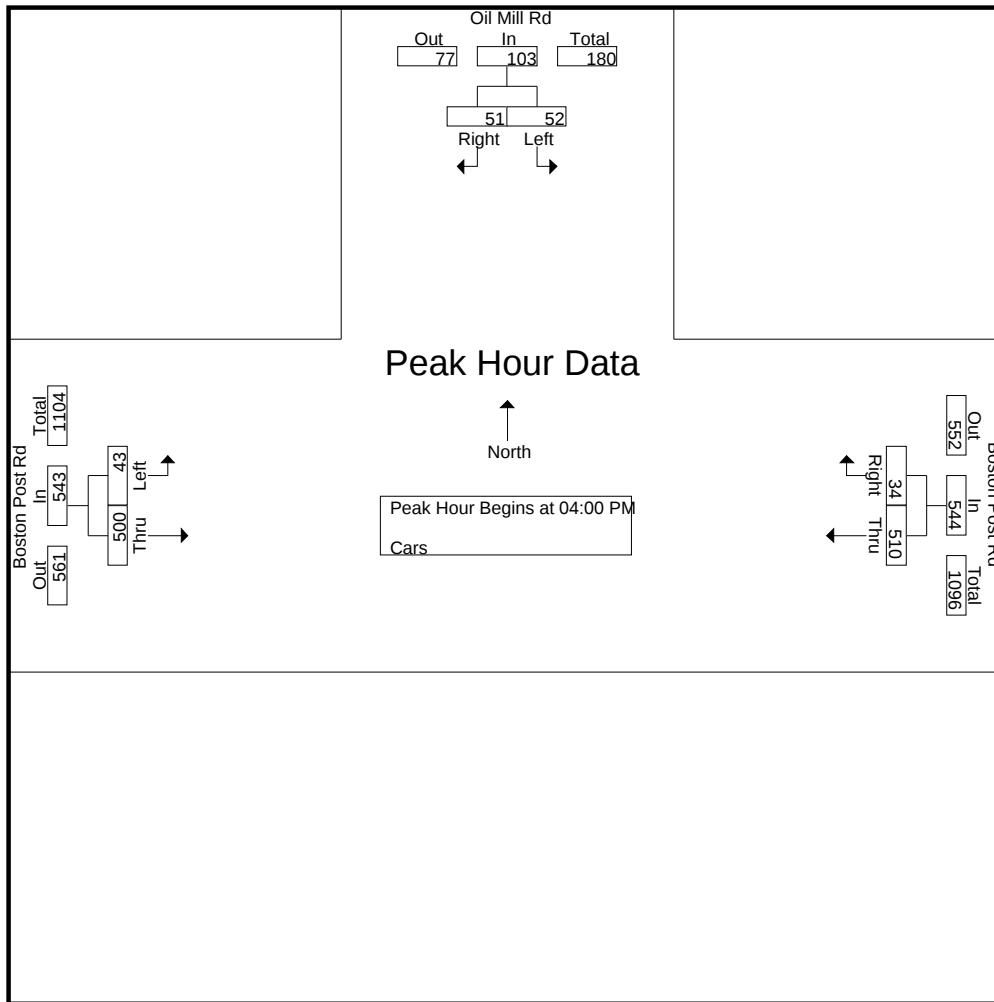
	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	6	13	19	133	10	143	10	110	120	282
04:15 PM	15	15	30	121	7	128	11	130	141	299
04:30 PM	13	7	20	144	8	152	10	119	129	301
04:45 PM	18	16	34	112	9	121	12	141	153	308
Total Volume	52	51	103	510	34	544	43	500	543	1190
% App. Total	50.5	49.5		93.8	6.2		7.9	92.1		
PHF	.722	.797	.757	.885	.850	.895	.896	.887	.887	.966

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Boston Post Road
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370002
 Site Code : 91370002
 Start Date : 11/16/2021
 Page No : 5

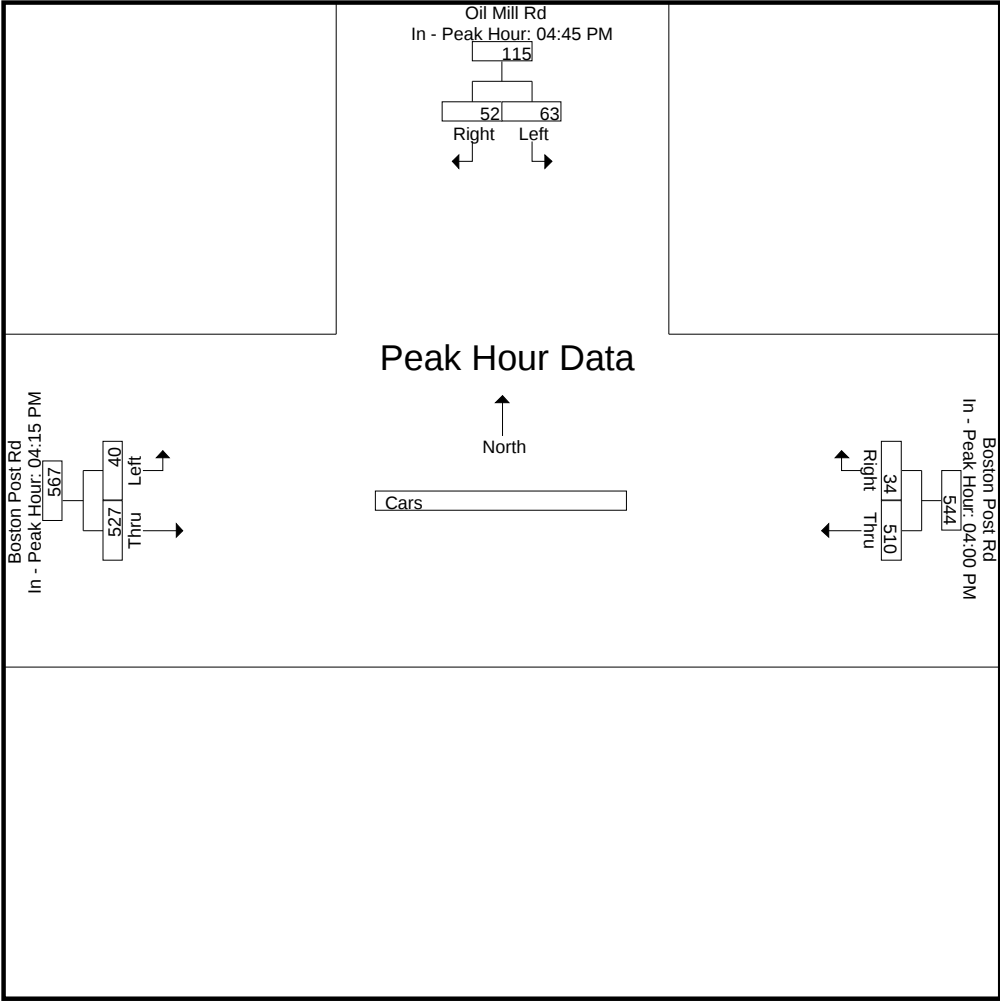


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:15 PM		
+0 mins.	18	16	34	133	10	143	11	130	141
+15 mins.	13	15	28	121	7	128	10	119	129
+30 mins.	16	11	27	144	8	152	12	141	153
+45 mins.	16	10	26	112	9	121	7	137	144
Total Volume	63	52	115	510	34	544	40	527	567
% App. Total	54.8	45.2		93.8	6.2		7.1	92.9	
PHF	.875	.813	.846	.885	.850	.895	.833	.934	.926

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 7

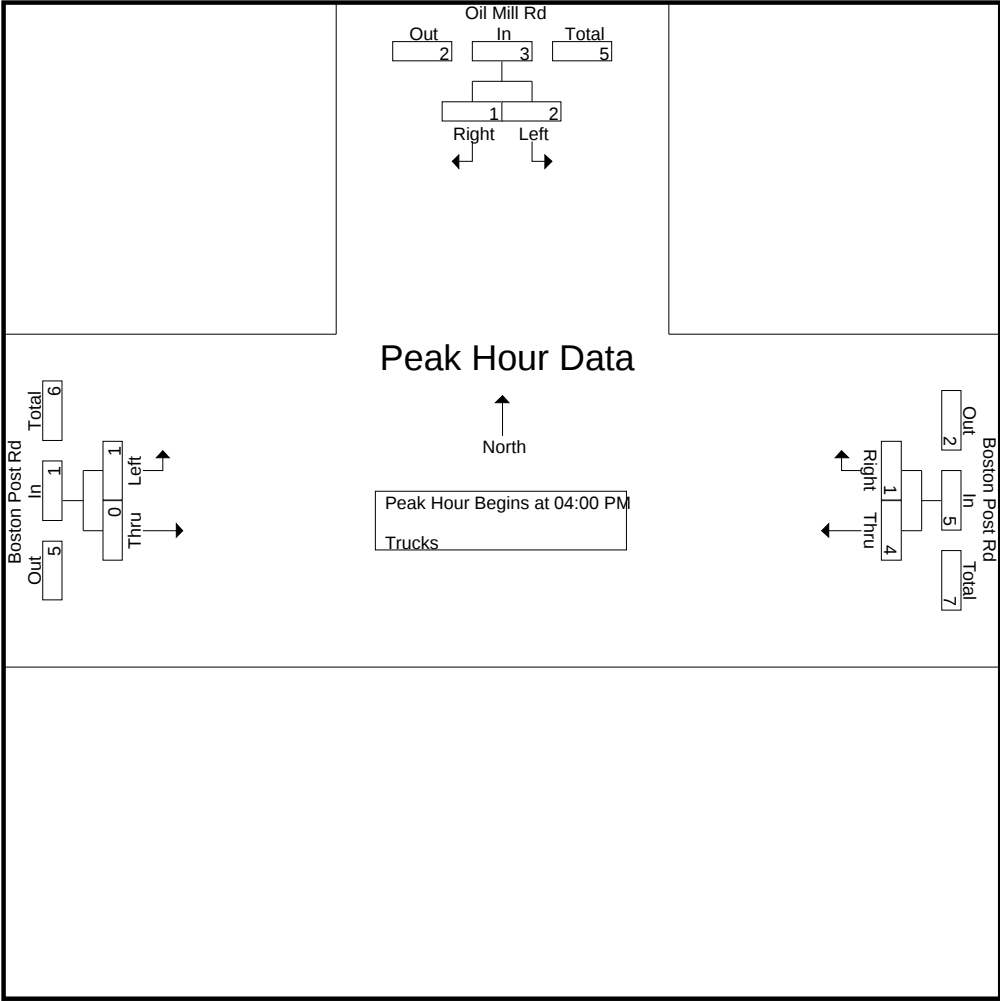
Groups Printed- Trucks

	Oil Mill Rd From North		Boston Post Rd From East		Boston Post Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	1	1	0	1	0	3
04:15 PM	1	0	1	0	0	0	2
04:30 PM	0	0	2	1	0	0	3
04:45 PM	1	0	0	0	0	0	1
Total	2	1	4	1	1	0	9
05:00 PM	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1
Grand Total	2	1	4	1	1	1	10
Apprch %	66.7	33.3	80	20	50	50	
Total %	20	10	40	10	10	10	

	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. 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	0	1	1	1	0	1	1	0	1	3
04:15 PM	1	0	1	1	0	1	0	0	0	2
04:30 PM	0	0	0	2	1	3	0	0	0	3
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	1	3	4	1	5	1	0	1	9
% App. Total	66.7	33.3		80	20		100	0		
PHF	.500	.250	.750	.500	.250	.417	.250	.000	.250	.750

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 8

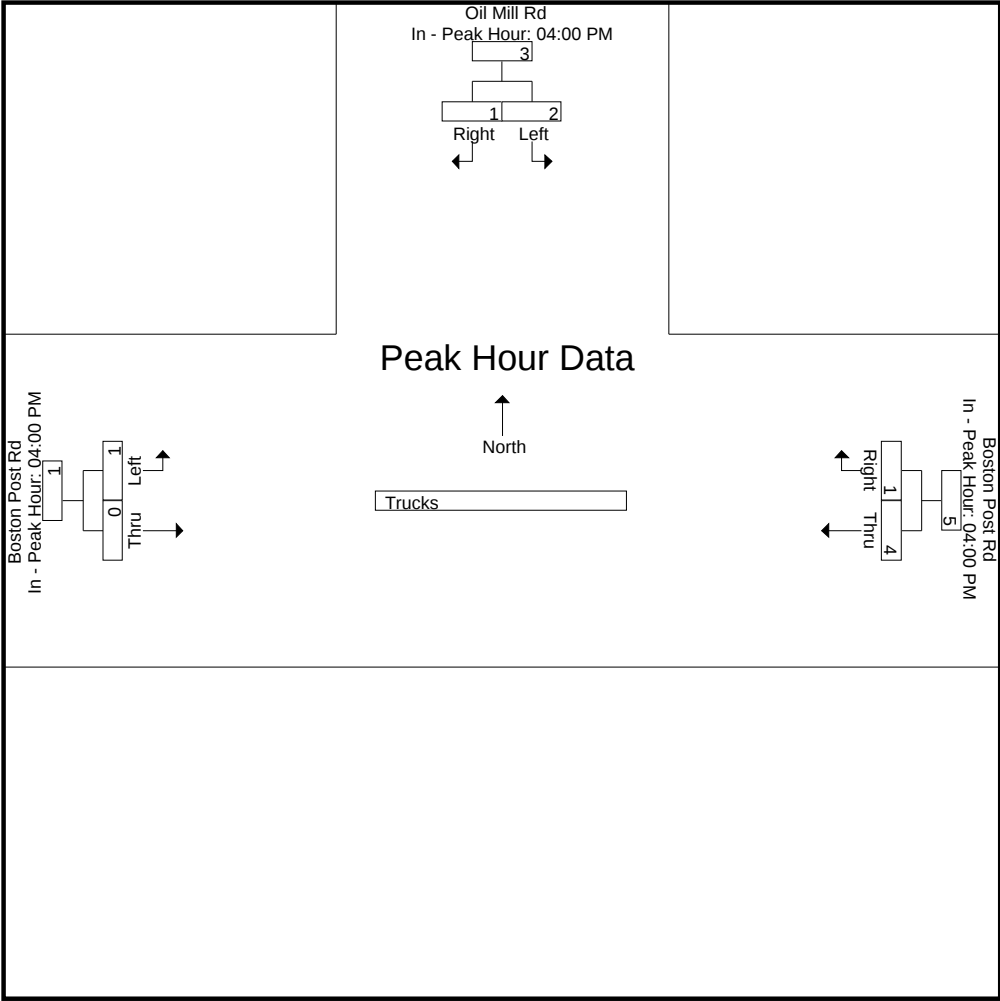


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	1	1	0	1	1	0	1
+15 mins.	1	0	1	1	0	1	0	0	0
+30 mins.	0	0	0	2	1	3	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	2	1	3	4	1	5	1	0	1
% App. Total	66.7	33.3		80	20		100	0	
PHF	.500	.250	.750	.500	.250	.417	.250	.000	.250

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 10

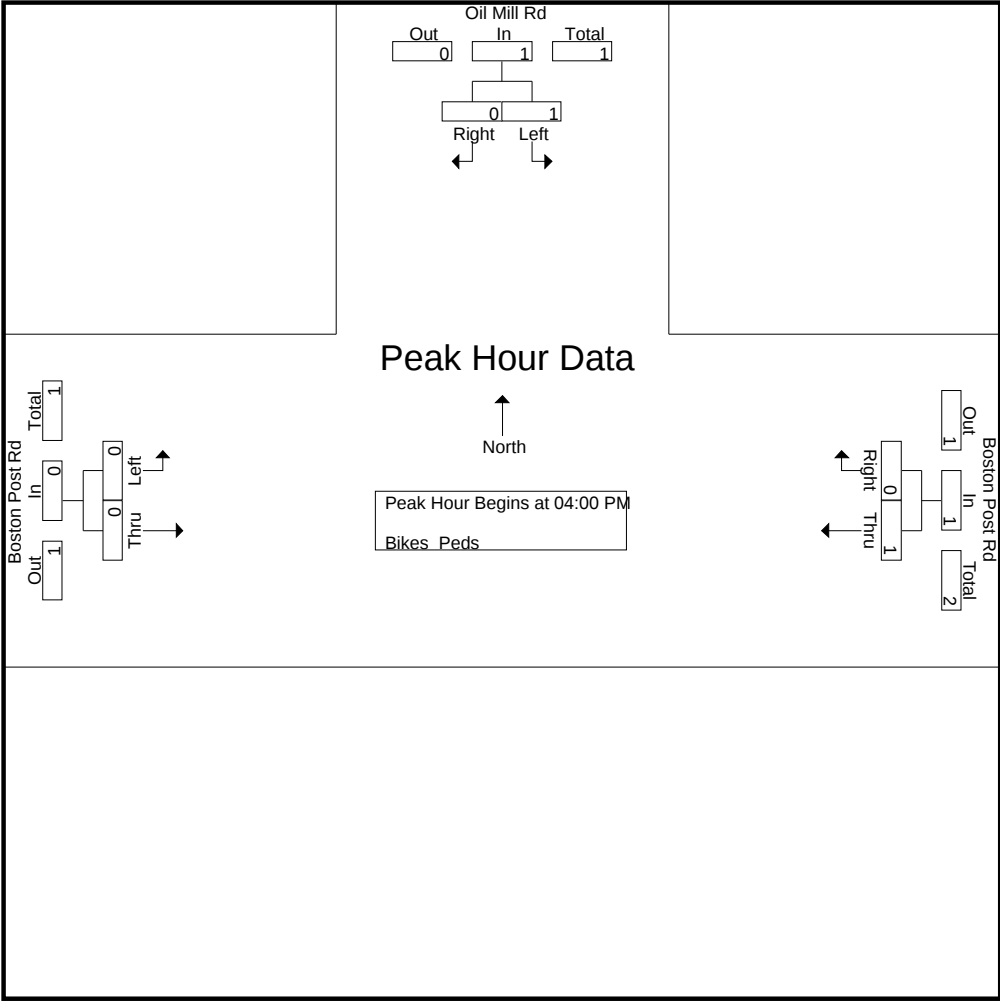
Groups Printed- Bikes Peds

	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
04:00 PM	1	0	0	1	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	0	0	1	2	3
05:00 PM	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
05:30 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	1	0	0	0	1	2	3
Apprch %	100	0		100	0		0	0				
Total %	50	0		50	0		0	0		33.3	66.7	

	Oil Mill Rd From North			Boston Post Rd From East			Boston Post Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. 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	1	0	1	1	0	1	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	1	0	1	0	0	0	2
% App. Total	100	0		100	0		0	0		
PHF	.250	.000	.250	.250	.000	.250	.000	.000	.000	.250

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 11

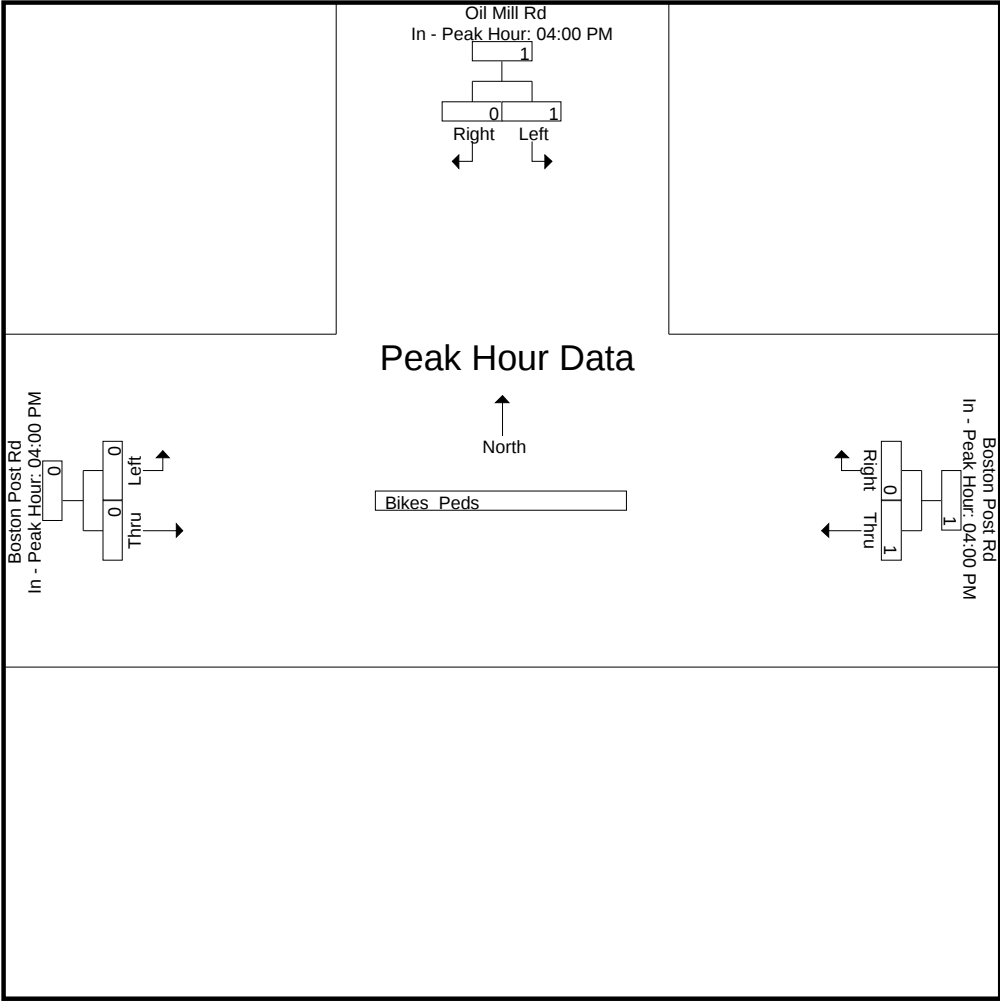


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	0	1	1	0	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	1	0	1	0	0	0
% App. Total	100	0		100	0		0	0	
PHF	.250	.000	.250	.250	.000	.250	.000	.000	.000

N/S Street : Oil Mill Road
E/W Street : Boston Post Road
City/State : Waterford, CT
Weather : Clear

File Name : 91370002
Site Code : 91370002
Start Date : 11/16/2021
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 1

Groups Printed- Cars - Trucks

	Oil Mill Rd From North		Parkway North From East		Oil Mill Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	3	1	0	1	3	8
07:15 AM	3	8	2	1	4	2	20
07:30 AM	2	2	4	0	1	2	11
07:45 AM	0	2	3	2	4	3	14
Total	5	15	10	3	10	10	53
08:00 AM	1	7	8	1	6	5	28
08:15 AM	1	2	6	1	2	7	19
08:30 AM	1	3	4	0	1	3	12
08:45 AM	2	6	8	1	4	2	23
Total	5	18	26	3	13	17	82
Grand Total	10	33	36	6	23	27	135
Apprch %	23.3	76.7	85.7	14.3	46	54	
Total %	7.4	24.4	26.7	4.4	17	20	
Cars	10	29	33	6	20	26	124
% Cars	100	87.9	91.7	100	87	96.3	91.9
Trucks	0	4	3	0	3	1	11
% Trucks	0	12.1	8.3	0	13	3.7	8.1

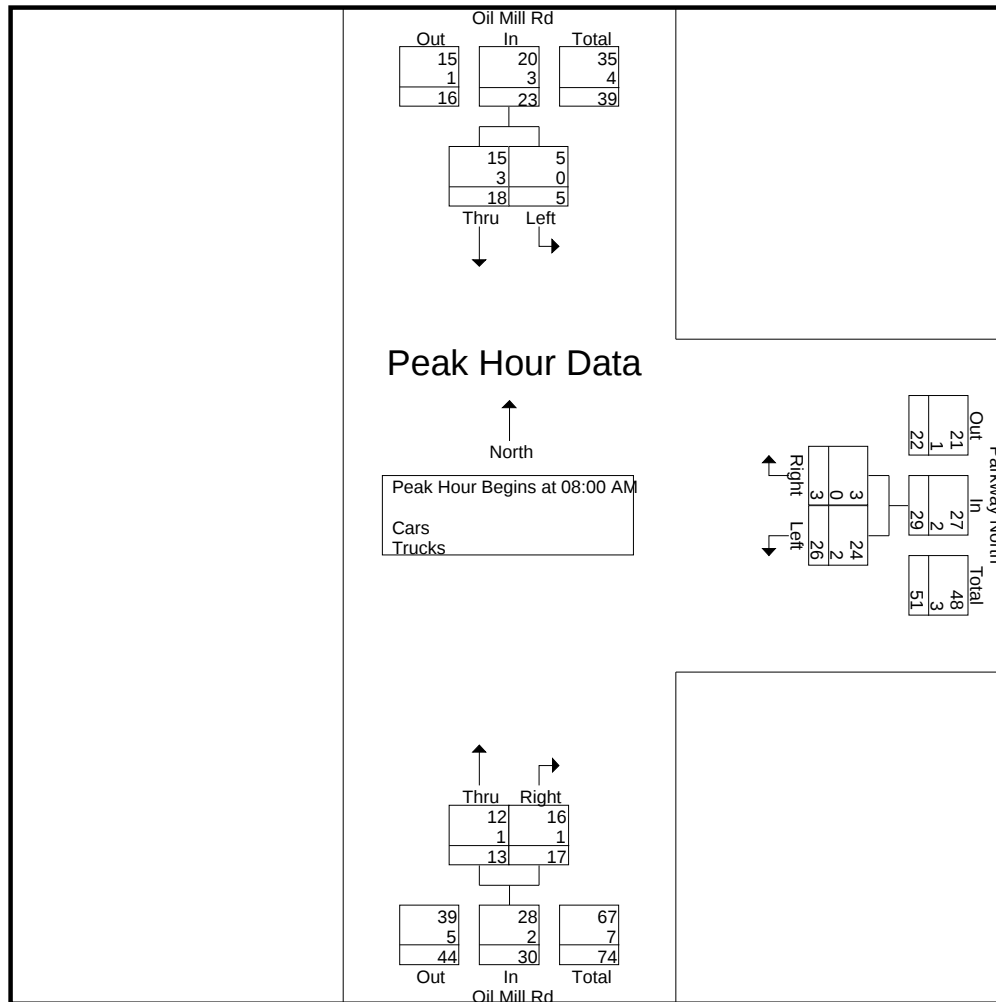
	Oil Mill Rd From North			Parkway North From East			Oil Mill Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	1	7	8	8	1	9	6	5	11	28
08:15 AM	1	2	3	6	1	7	2	7	9	19
08:30 AM	1	3	4	4	0	4	1	3	4	12
08:45 AM	2	6	8	8	1	9	4	2	6	23
Total Volume	5	18	23	26	3	29	13	17	30	82
% App. Total	21.7	78.3		89.7	10.3		43.3	56.7		
PHF	.625	.643	.719	.813	.750	.806	.542	.607	.682	.732
Cars	5	15	20	24	3	27	12	16	28	75
% Cars	100	83.3	87.0	92.3	100	93.1	92.3	94.1	93.3	91.5
Trucks	0	3	3	2	0	2	1	1	2	7
% Trucks	0	16.7	13.0	7.7	0	6.9	7.7	5.9	6.7	8.5

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Parkway North
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370003
 Site Code : 91370003
 Start Date : 11/16/2021
 Page No : 2

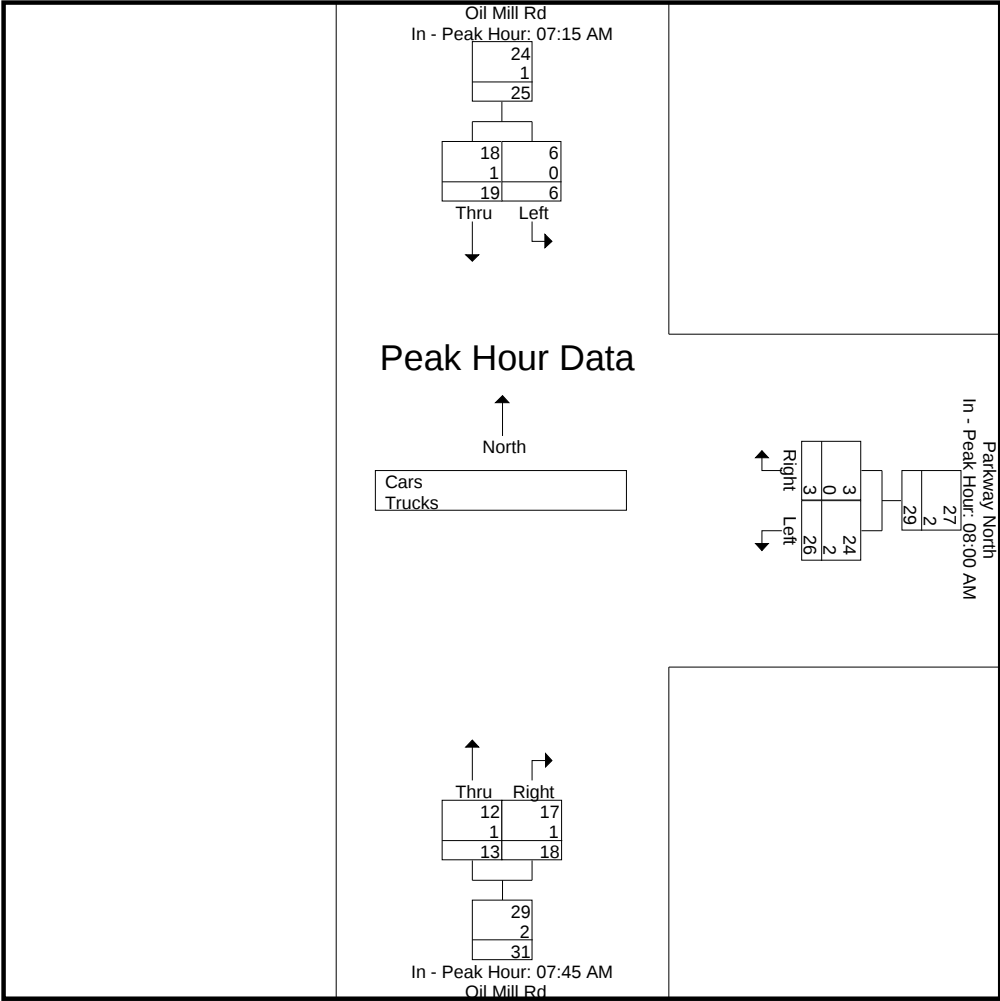


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:45 AM		
+0 mins.	3	8	11	8	1	9	4	3	7
+15 mins.	2	2	4	6	1	7	6	5	11
+30 mins.	0	2	2	4	0	4	2	7	9
+45 mins.	1	7	8	8	1	9	1	3	4
Total Volume	6	19	25	26	3	29	13	18	31
% App. Total	24	76		89.7	10.3		41.9	58.1	
PHF	.500	.594	.568	.813	.750	.806	.542	.643	.705
Cars	6	18	24	24	3	27	12	17	29
% Cars	100	94.7	96	92.3	100	93.1	92.3	94.4	93.5
Trucks	0	1	1	2	0	2	1	1	2
% Trucks	0	5.3	4	7.7	0	6.9	7.7	5.6	6.5

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 4

Groups Printed- Cars

	Oil Mill Rd From North		Parkway North From East		Oil Mill Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	3	1	0	1	3	8
07:15 AM	3	7	2	1	2	2	17
07:30 AM	2	2	3	0	1	2	10
07:45 AM	0	2	3	2	4	3	14
Total	5	14	9	3	8	10	49
08:00 AM	1	7	7	1	5	5	26
08:15 AM	1	1	5	1	2	6	16
08:30 AM	1	3	4	0	1	3	12
08:45 AM	2	4	8	1	4	2	21
Total	5	15	24	3	12	16	75
Grand Total	10	29	33	6	20	26	124
Apprch %	25.6	74.4	84.6	15.4	43.5	56.5	
Total %	8.1	23.4	26.6	4.8	16.1	21	

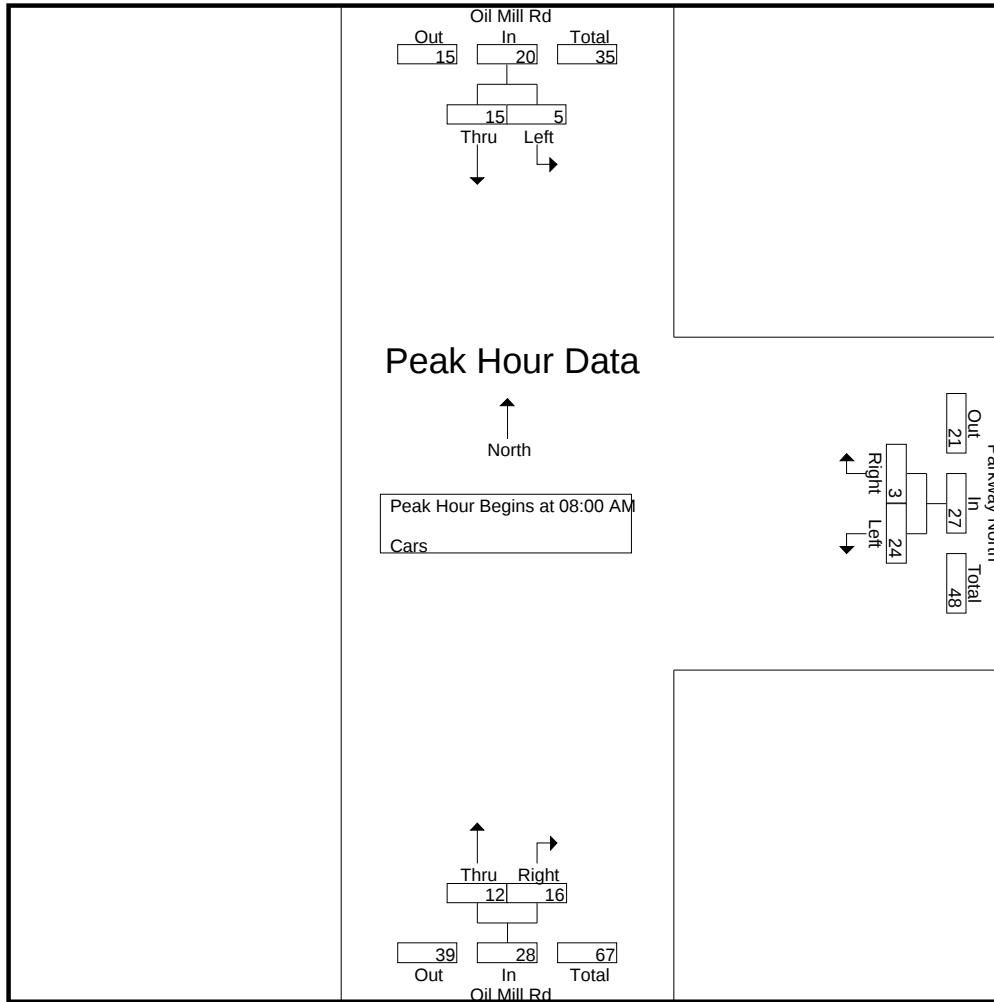
	Oil Mill Rd From North			Parkway North From East			Oil Mill Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	1	7	8	7	1	8	5	5	10	26
08:15 AM	1	1	2	5	1	6	2	6	8	16
08:30 AM	1	3	4	4	0	4	1	3	4	12
08:45 AM	2	4	6	8	1	9	4	2	6	21
Total Volume	5	15	20	24	3	27	12	16	28	75
% App. Total	25	75		88.9	11.1		42.9	57.1		
PHF	.625	.536	.625	.750	.750	.750	.600	.667	.700	.721

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Parkway North
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370003
 Site Code : 91370003
 Start Date : 11/16/2021
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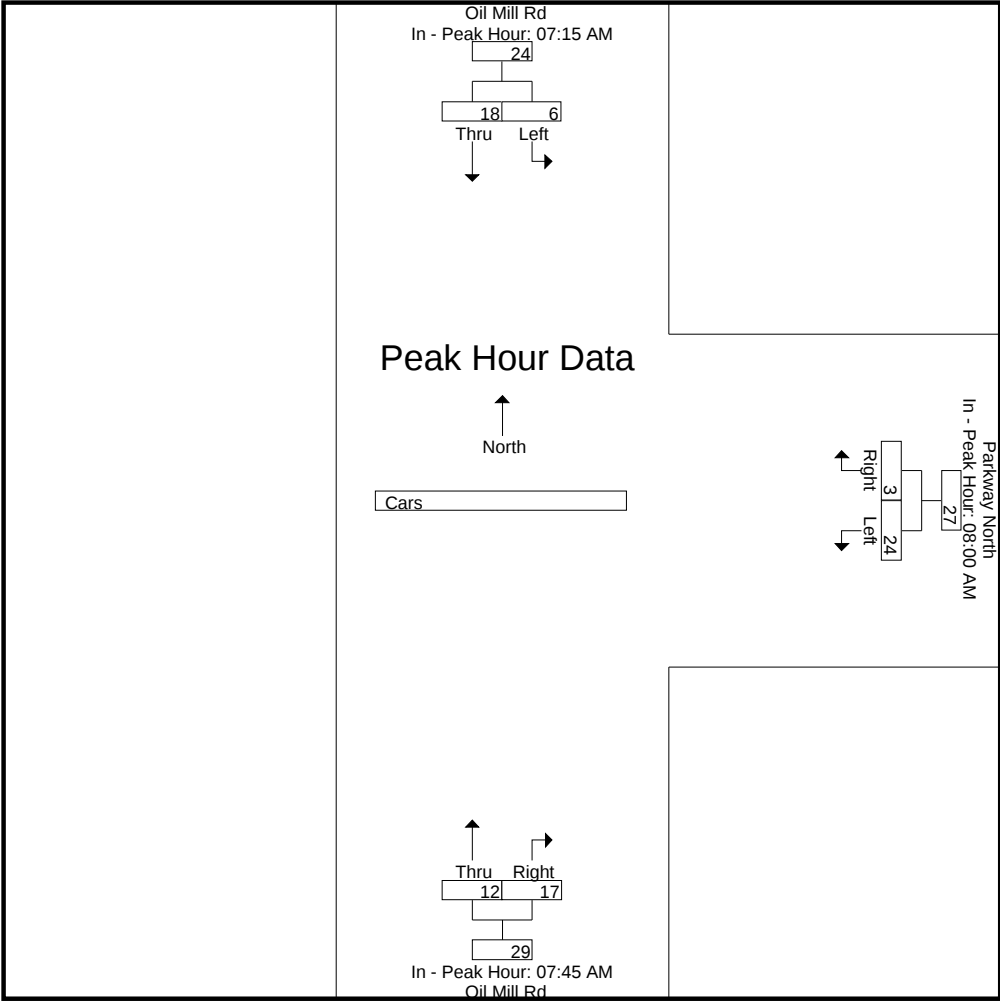


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:45 AM		
+0 mins.	3	7	10	7	1	8	4	3	7
+15 mins.	2	2	4	5	1	6	5	5	10
+30 mins.	0	2	2	4	0	4	2	6	8
+45 mins.	1	7	8	8	1	9	1	3	4
Total Volume	6	18	24	24	3	27	12	17	29
% App. Total	25	75		88.9	11.1		41.4	58.6	
PHF	.500	.643	.600	.750	.750	.750	.600	.708	.725

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
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Accurate Counts

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N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 7

Groups Printed- Trucks

	Oil Mill Rd From North		Parkway North From East		Oil Mill Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	2	0	3
07:30 AM	0	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	4
08:00 AM	0	0	1	0	1	0	2
08:15 AM	0	1	1	0	0	1	3
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	2
Total	0	3	2	0	1	1	7
Grand Total	0	4	3	0	3	1	11
Apprch %	0	100	100	0	75	25	
Total %	0	36.4	27.3	0	27.3	9.1	

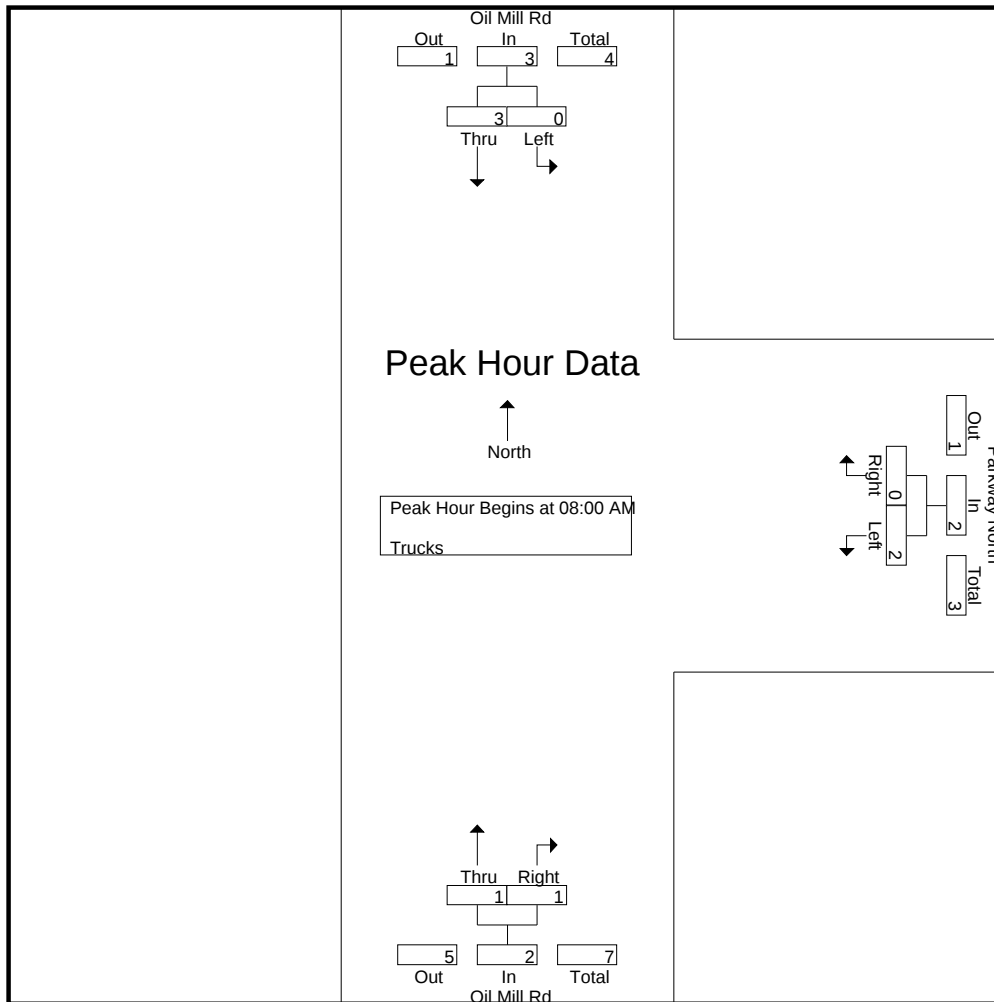
	Oil Mill Rd From North			Parkway North From East			Oil Mill Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	1	0	1	1	0	1	2
08:15 AM	0	1	1	1	0	1	0	1	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	2	0	0	0	0	0	0	2
Total Volume	0	3	3	2	0	2	1	1	2	7
% App. Total	0	100		100	0		50	50		
PHF	.000	.375	.375	.500	.000	.500	.250	.250	.500	.583

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Parkway North
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370003
 Site Code : 91370003
 Start Date : 11/16/2021
 Page No : 8

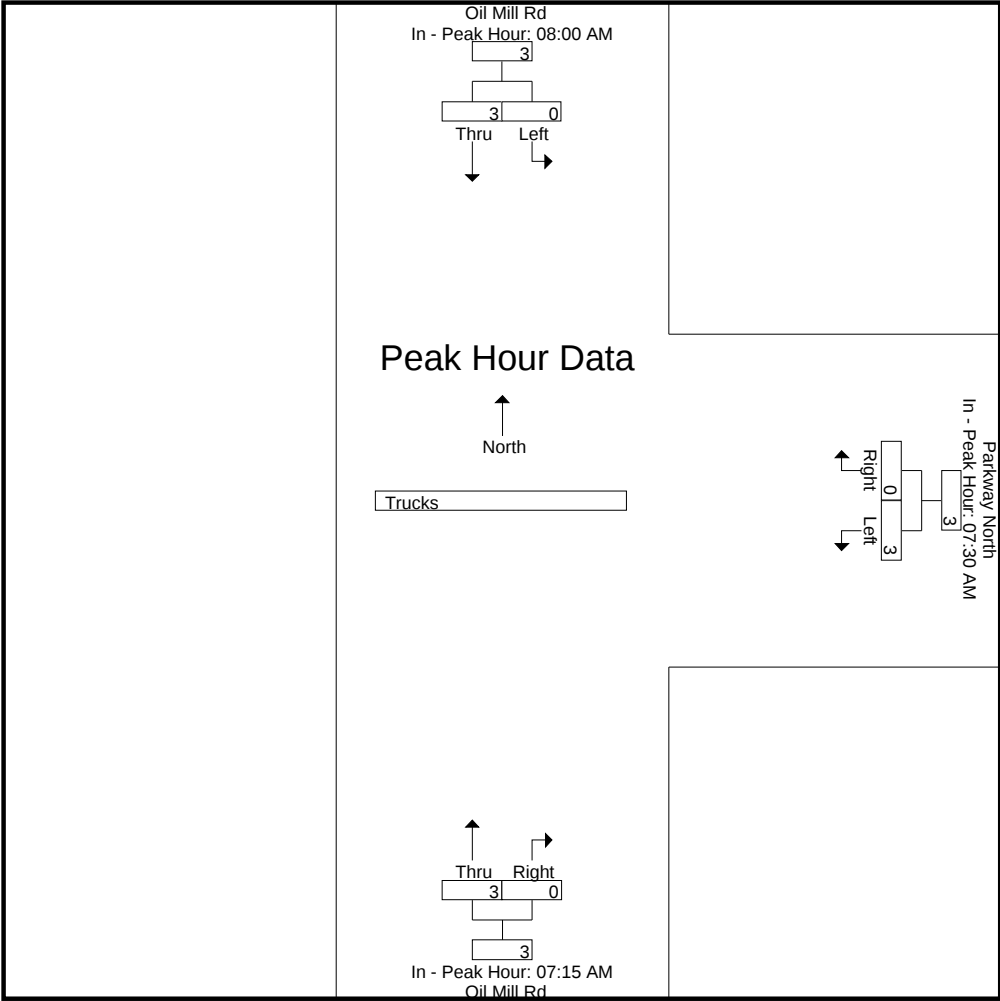


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			07:30 AM			07:15 AM		
+0 mins.	0	0	0	1	0	1	2	0	2
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	2	2	1	0	1	1	0	1
Total Volume	0	3	3	3	0	3	3	0	3
% App. Total	0	100		100	0		100	0	
PHF	.000	.375	.375	.750	.000	.750	.375	.000	.375

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
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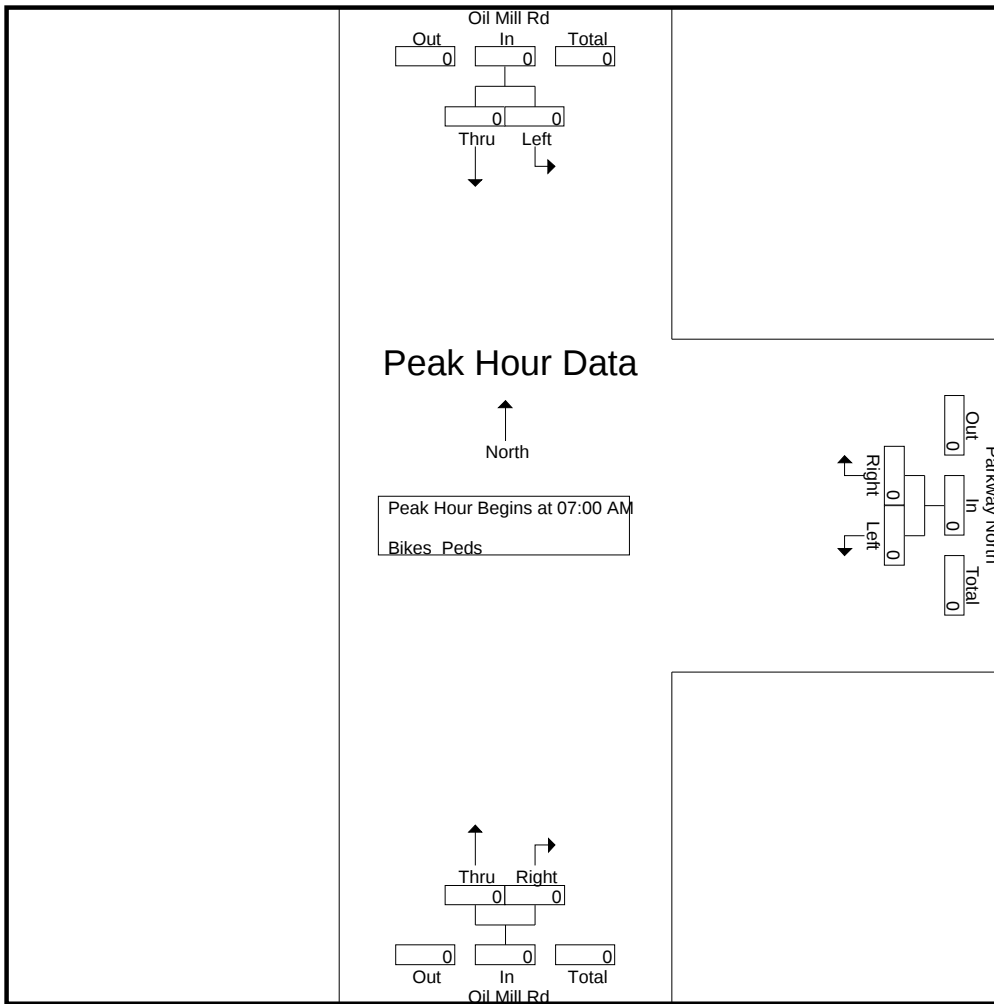
File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 10

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Accurate Counts
978-664-2565

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 11

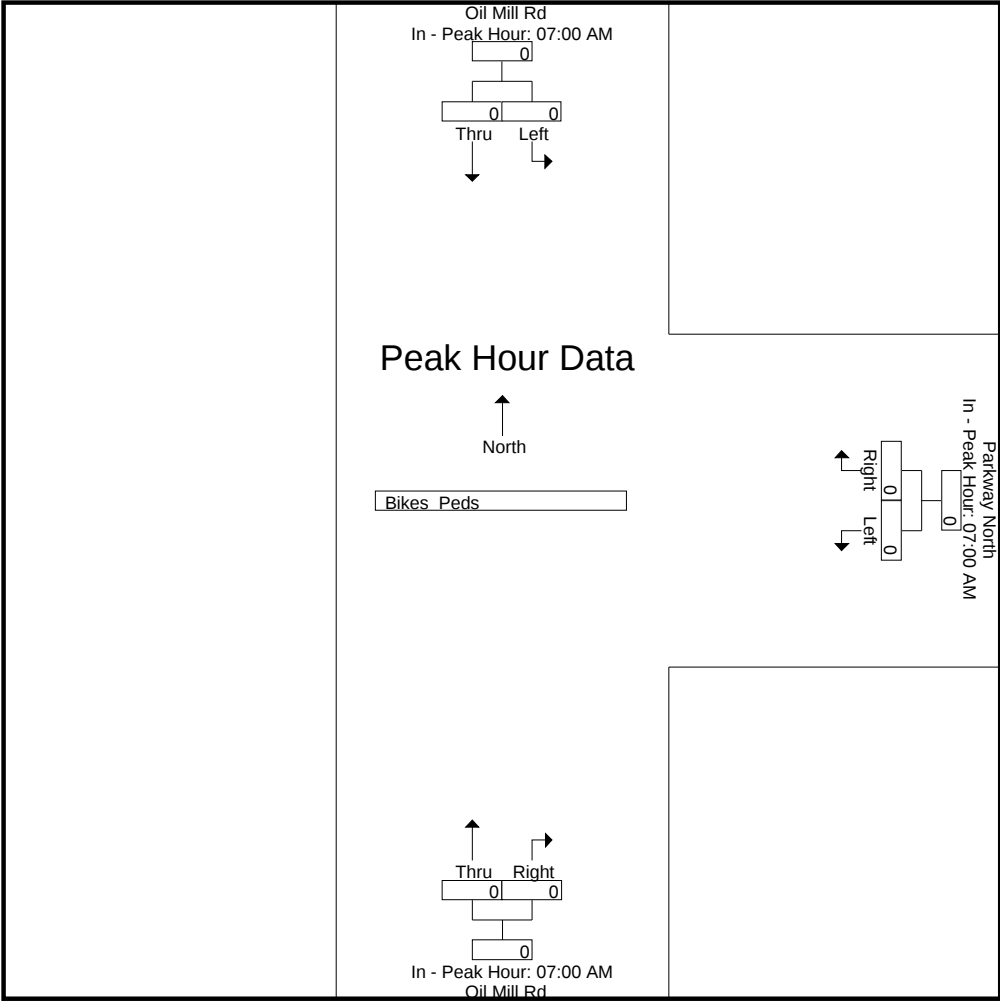


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 1

Groups Printed- Cars - Trucks

	Oil Mill Rd From North		Parkway North From East		Oil Mill Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	1	6	14	2	5	4	32
04:15 PM	0	2	17	3	9	3	34
04:30 PM	0	5	15	4	9	6	39
04:45 PM	0	7	26	2	5	7	47
Total	1	20	72	11	28	20	152
05:00 PM	2	8	19	2	7	2	40
05:15 PM	1	3	19	4	4	3	34
05:30 PM	2	8	14	3	4	2	33
05:45 PM	1	2	7	2	1	2	15
Total	6	21	59	11	16	9	122
Grand Total	7	41	131	22	44	29	274
Apprch %	14.6	85.4	85.6	14.4	60.3	39.7	
Total %	2.6	15	47.8	8	16.1	10.6	
Cars	7	41	129	22	42	28	269
% Cars	100	100	98.5	100	95.5	96.6	98.2
Trucks	0	0	2	0	2	1	5
% Trucks	0	0	1.5	0	4.5	3.4	1.8

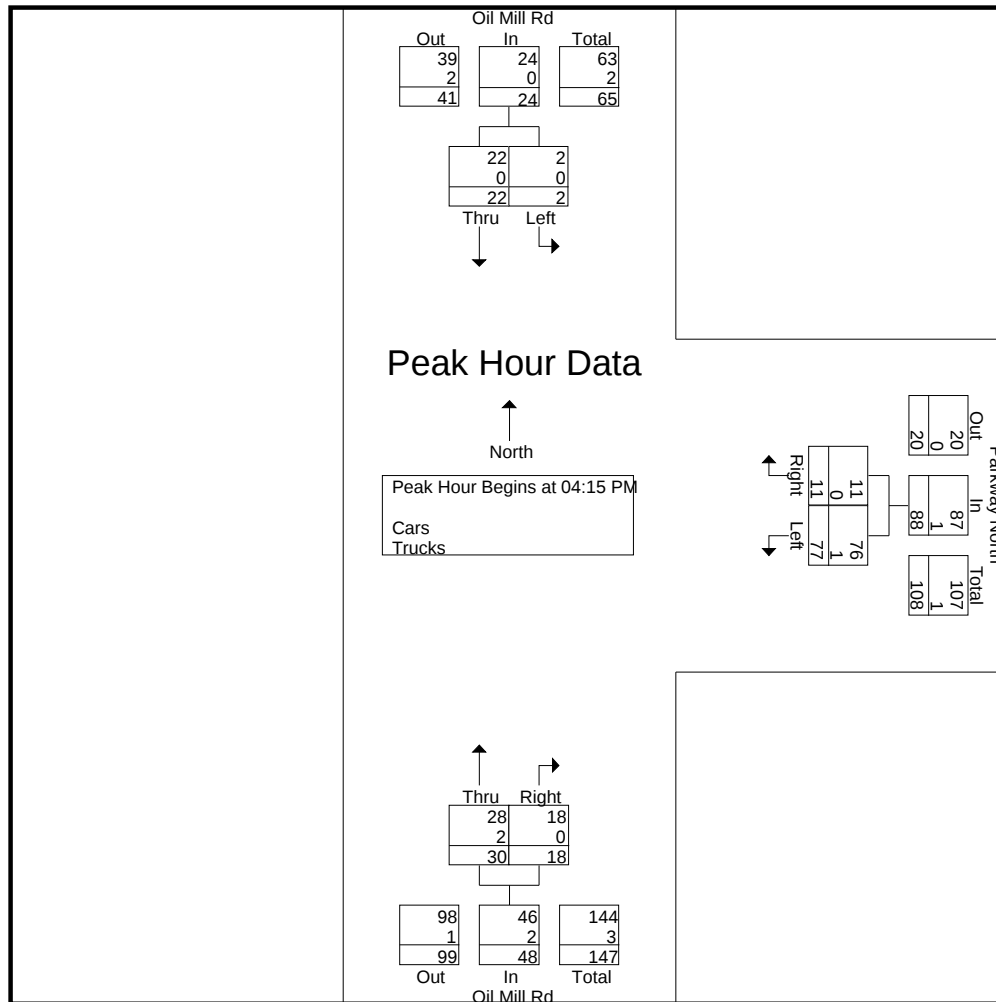
	Oil Mill Rd From North			Parkway North From East			Oil Mill Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	2	2	17	3	20	9	3	12	34
04:30 PM	0	5	5	15	4	19	9	6	15	39
04:45 PM	0	7	7	26	2	28	5	7	12	47
05:00 PM	2	8	10	19	2	21	7	2	9	40
Total Volume	2	22	24	77	11	88	30	18	48	160
% App. Total	8.3	91.7		87.5	12.5		62.5	37.5		
PHF	.250	.688	.600	.740	.688	.786	.833	.643	.800	.851
Cars	2	22	24	76	11	87	28	18	46	157
% Cars	100	100	100	98.7	100	98.9	93.3	100	95.8	98.1
Trucks	0	0	0	1	0	1	2	0	2	3
% Trucks	0	0	0	1.3	0	1.1	6.7	0	4.2	1.9

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Parkway North
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370003
 Site Code : 91370003
 Start Date : 11/16/2021
 Page No : 2

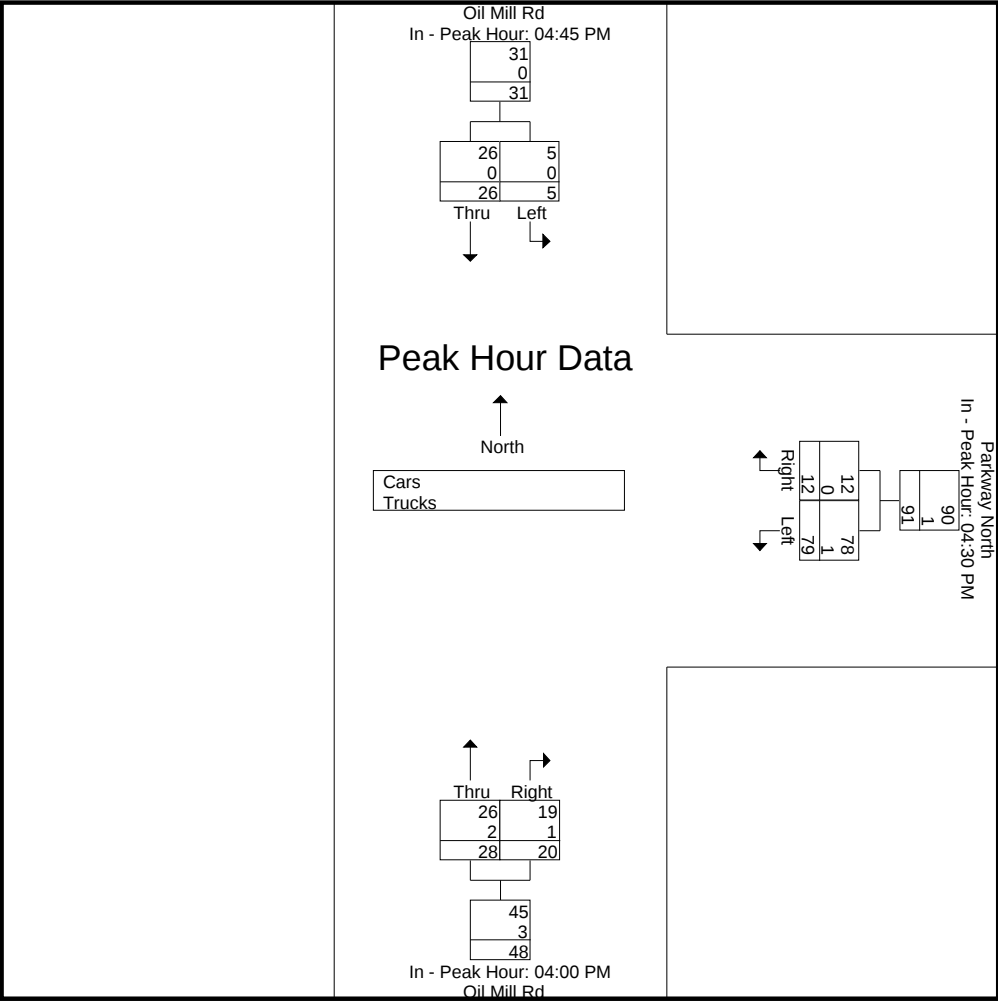


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:00 PM		
+0 mins.	0	7	7	15	4	19	5	4	9
+15 mins.	2	8	10	26	2	28	9	3	12
+30 mins.	1	3	4	19	2	21	9	6	15
+45 mins.	2	8	10	19	4	23	5	7	12
Total Volume	5	26	31	79	12	91	28	20	48
% App. Total	16.1	83.9		86.8	13.2		58.3	41.7	
PHF	.625	.813	.775	.760	.750	.813	.778	.714	.800
Cars	5	26	31	78	12	90	26	19	45
% Cars	100	100	100	98.7	100	98.9	92.9	95	93.8
Trucks	0	0	0	1	0	1	2	1	3
% Trucks	0	0	0	1.3	0	1.1	7.1	5	6.2

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 4

Groups Printed- Cars

	Oil Mill Rd From North		Parkway North From East		Oil Mill Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	1	6	13	2	5	3	30
04:15 PM	0	2	17	3	9	3	34
04:30 PM	0	5	15	4	8	6	38
04:45 PM	0	7	25	2	4	7	45
Total	1	20	70	11	26	19	147
05:00 PM	2	8	19	2	7	2	40
05:15 PM	1	3	19	4	4	3	34
05:30 PM	2	8	14	3	4	2	33
05:45 PM	1	2	7	2	1	2	15
Total	6	21	59	11	16	9	122
Grand Total	7	41	129	22	42	28	269
Apprch %	14.6	85.4	85.4	14.6	60	40	
Total %	2.6	15.2	48	8.2	15.6	10.4	

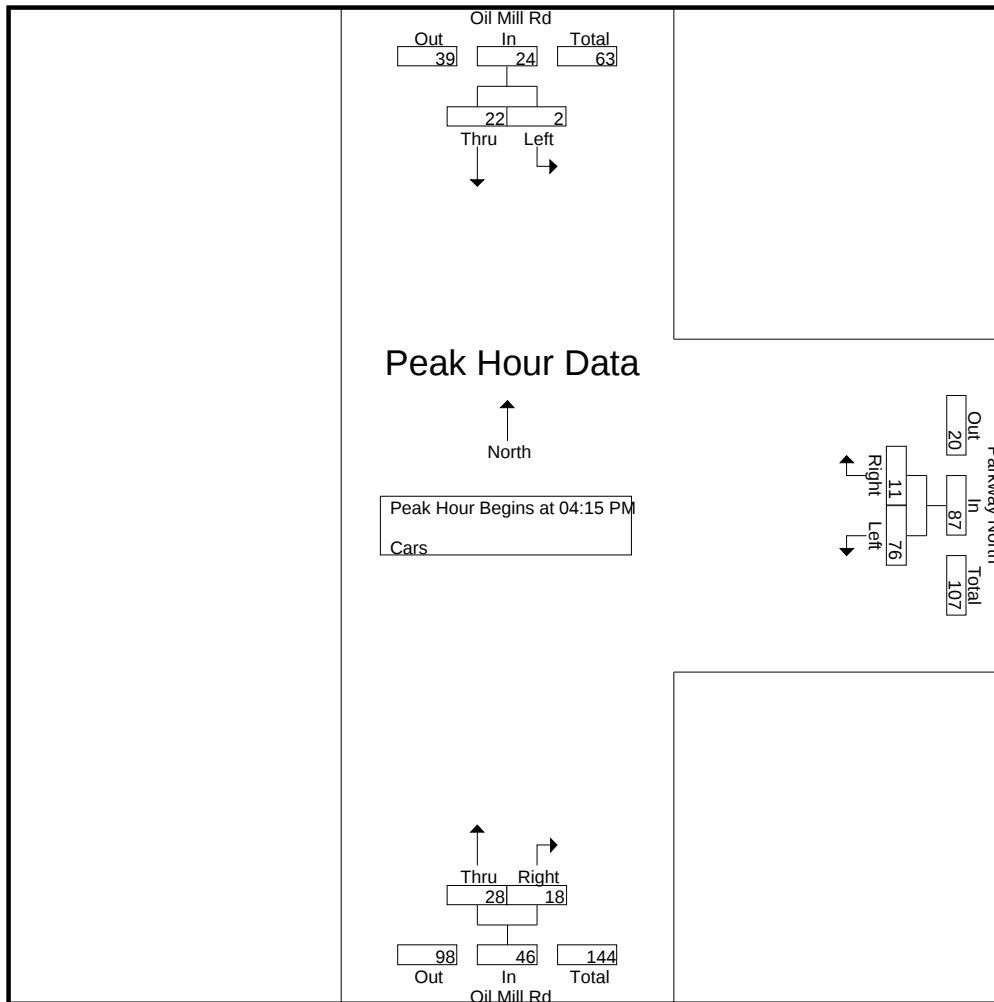
	Oil Mill Rd From North			Parkway North From East			Oil Mill Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	2	2	17	3	20	9	3	12	34
04:30 PM	0	5	5	15	4	19	8	6	14	38
04:45 PM	0	7	7	25	2	27	4	7	11	45
05:00 PM	2	8	10	19	2	21	7	2	9	40
Total Volume	2	22	24	76	11	87	28	18	46	157
% App. Total	8.3	91.7		87.4	12.6		60.9	39.1		
PHF	.250	.688	.600	.760	.688	.806	.778	.643	.821	.872

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Parkway North
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370003
 Site Code : 91370003
 Start Date : 11/16/2021
 Page No : 5

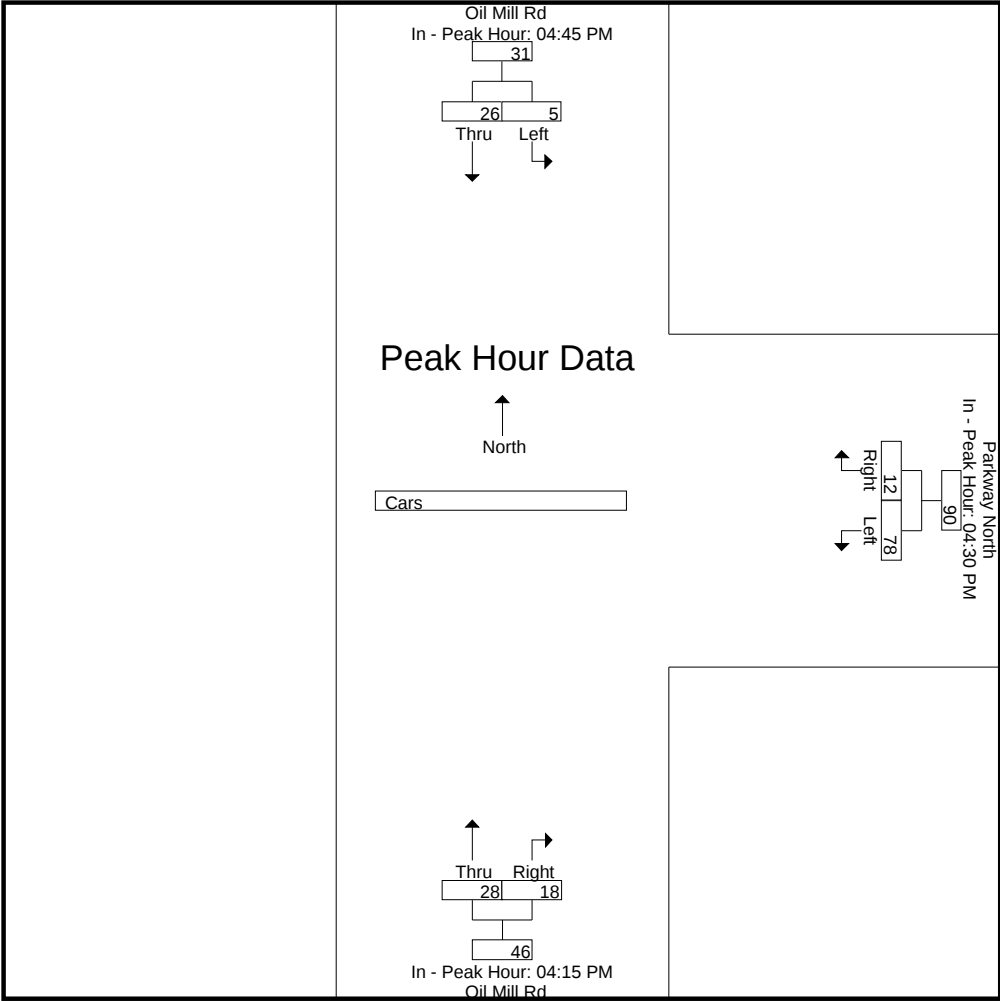


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:15 PM		
+0 mins.	0	7	7	15	4	19	9	3	12
+15 mins.	2	8	10	25	2	27	8	6	14
+30 mins.	1	3	4	19	2	21	4	7	11
+45 mins.	2	8	10	19	4	23	7	2	9
Total Volume	5	26	31	78	12	90	28	18	46
% App. Total	16.1	83.9		86.7	13.3		60.9	39.1	
PHF	.625	.813	.775	.780	.750	.833	.778	.643	.821

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 7

Groups Printed- Trucks

	Oil Mill Rd From North		Parkway North From East		Oil Mill Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	1
04:45 PM	0	0	1	0	1	0	2
Total	0	0	2	0	2	1	5
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	2	0	2	1	5
Apprch %	0	0	100	0	66.7	33.3	
Total %	0	0	40	0	40	20	

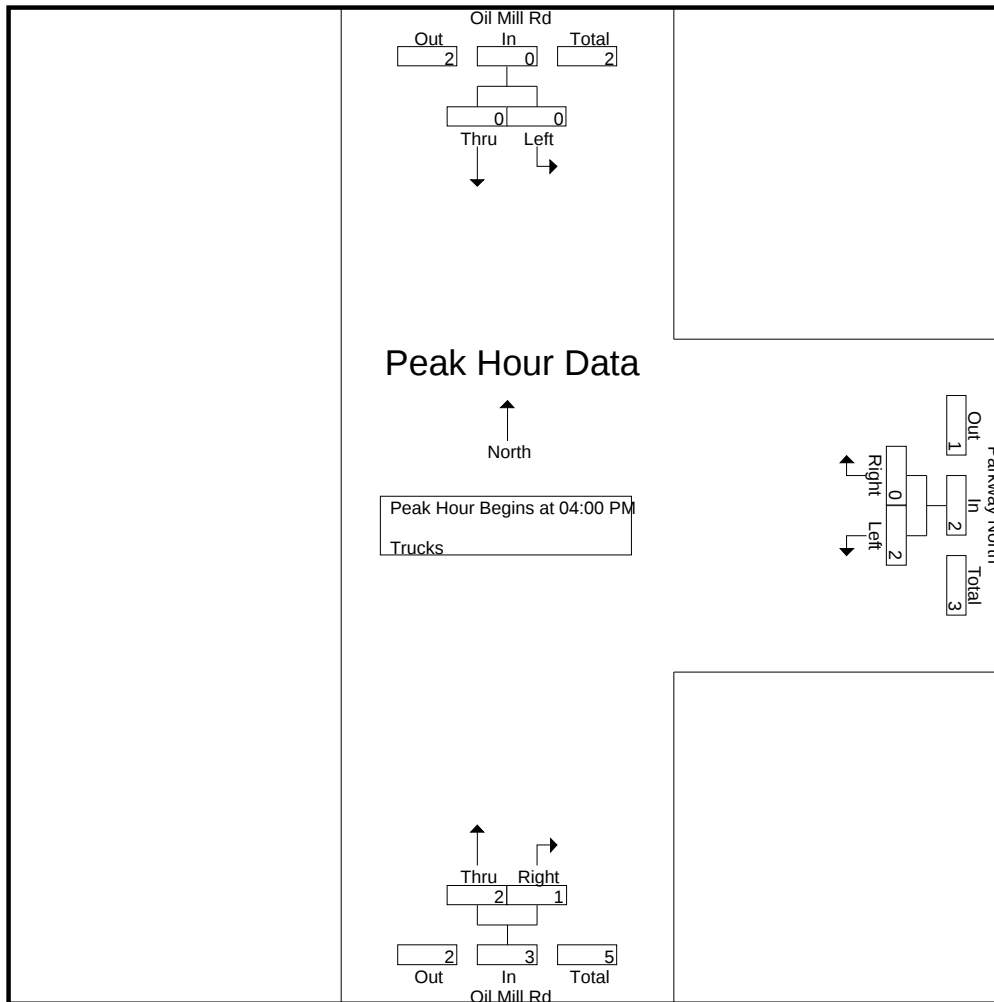
	Oil Mill Rd From North			Parkway North From East			Oil Mill Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	0	1	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	1	0	1	1	0	1	2
Total Volume	0	0	0	2	0	2	2	1	3	5
% App. Total	0	0		100	0		66.7	33.3		
PHF	.000	.000	.000	.500	.000	.500	.500	.250	.750	.625

Accurate Counts

978-664-2565

N/S Street : Oil Mill Road
 E/W Street : Parkway North
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370003
 Site Code : 91370003
 Start Date : 11/16/2021
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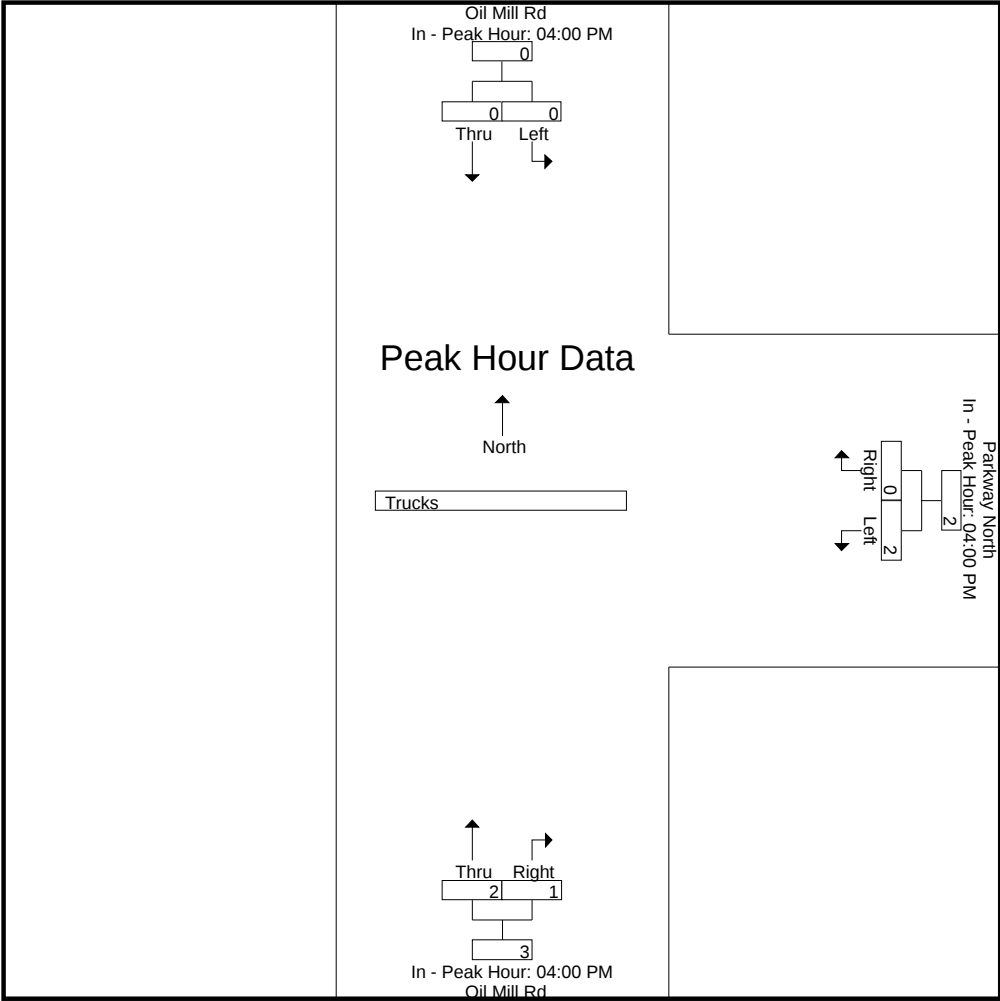


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	1	0	1	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	1	0	1	1	0	1
Total Volume	0	0	0	2	0	2	2	1	3
% App. Total	0	0		100	0		66.7	33.3	
PHF	.000	.000	.000	.500	.000	.500	.500	.250	.750

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
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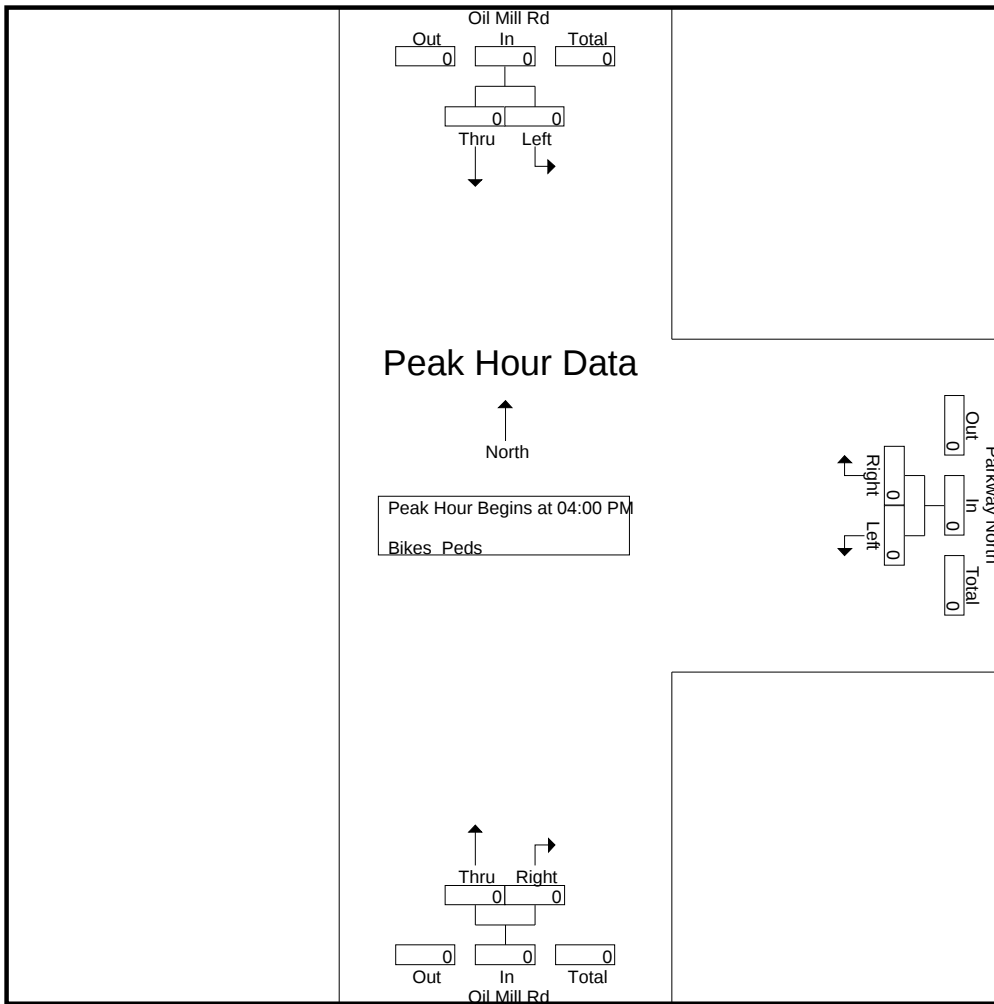
File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 10

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Accurate Counts
978-664-2565

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
Page No : 11

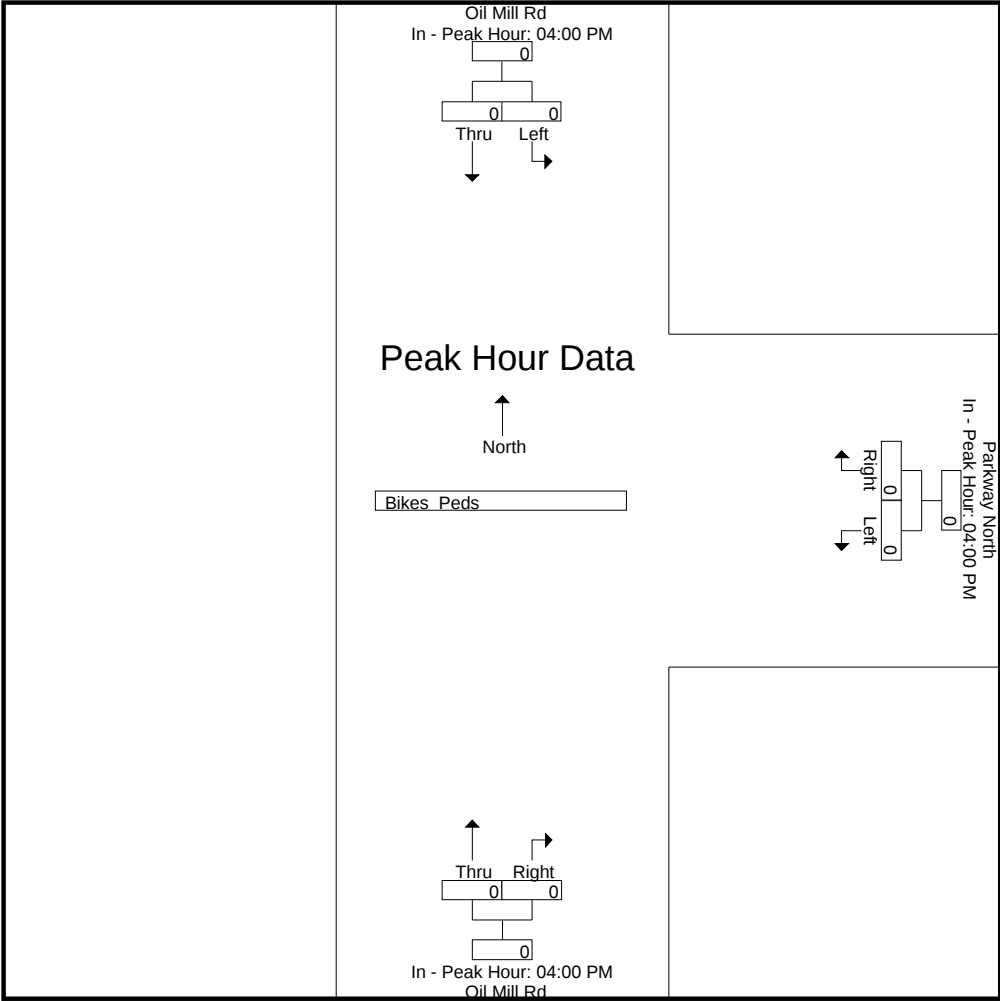


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Oil Mill Road
E/W Street : Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370003
Site Code : 91370003
Start Date : 11/16/2021
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File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 1

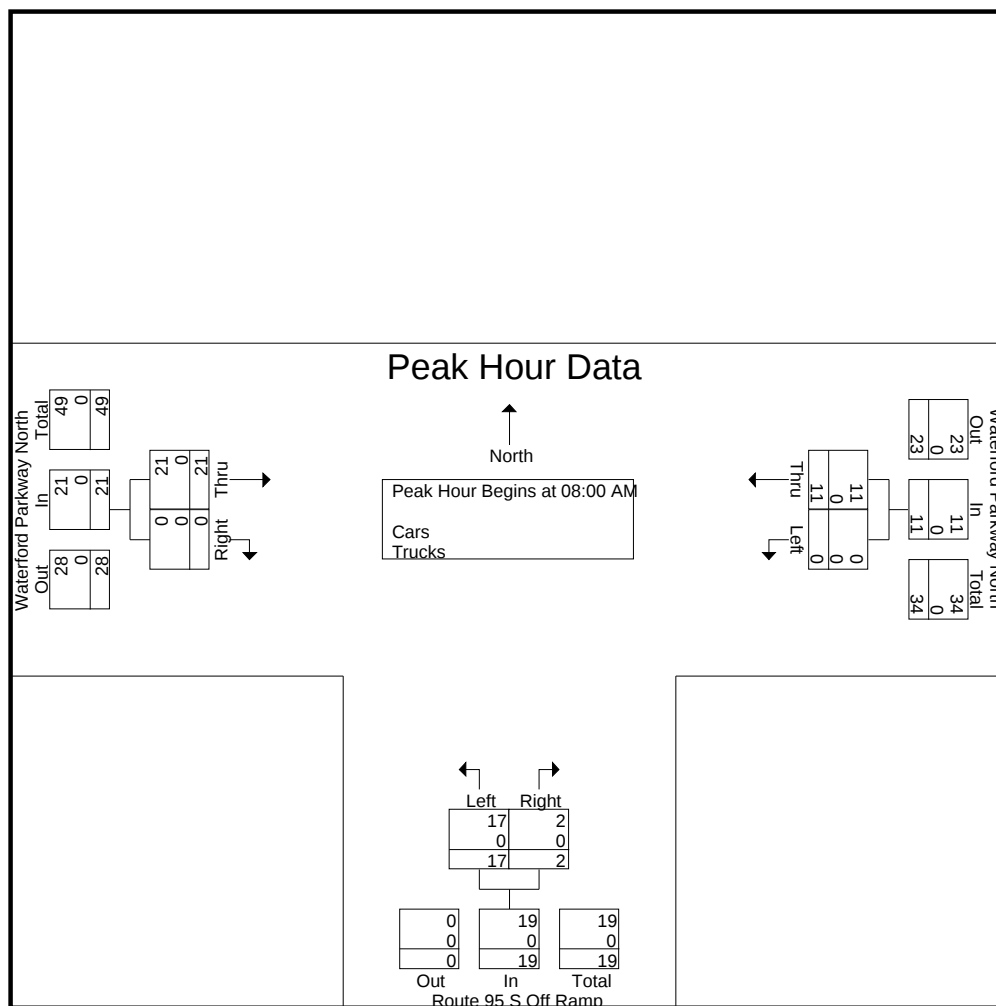
	Waterford Parkway North From East		Route 95 S Off Ramp From South		Waterford Parkway North From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	0	1	0	3	0	4
07:15 AM	0	1	2	0	5	0	8
07:30 AM	0	2	2	0	4	0	8
07:45 AM	0	1	4	0	3	0	8
Total	0	4	9	0	15	0	28
08:00 AM	0	4	5	1	5	0	15
08:15 AM	0	2	4	0	7	0	13
08:30 AM	0	1	3	1	5	0	10
08:45 AM	0	4	5	0	4	0	13
Total	0	11	17	2	21	0	51
Grand Total	0	15	26	2	36	0	79
Apprch %	0	100	92.9	7.1	100	0	
Total %	0	19	32.9	2.5	45.6	0	
Cars	0	15	25	2	36	0	78
% Cars	0	100	96.2	100	100	0	98.7
Trucks	0	0	1	0	0	0	1
% Trucks	0	0	3.8	0	0	0	1.3

[illegible]

Accurate Counts
978-664-2565

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 2

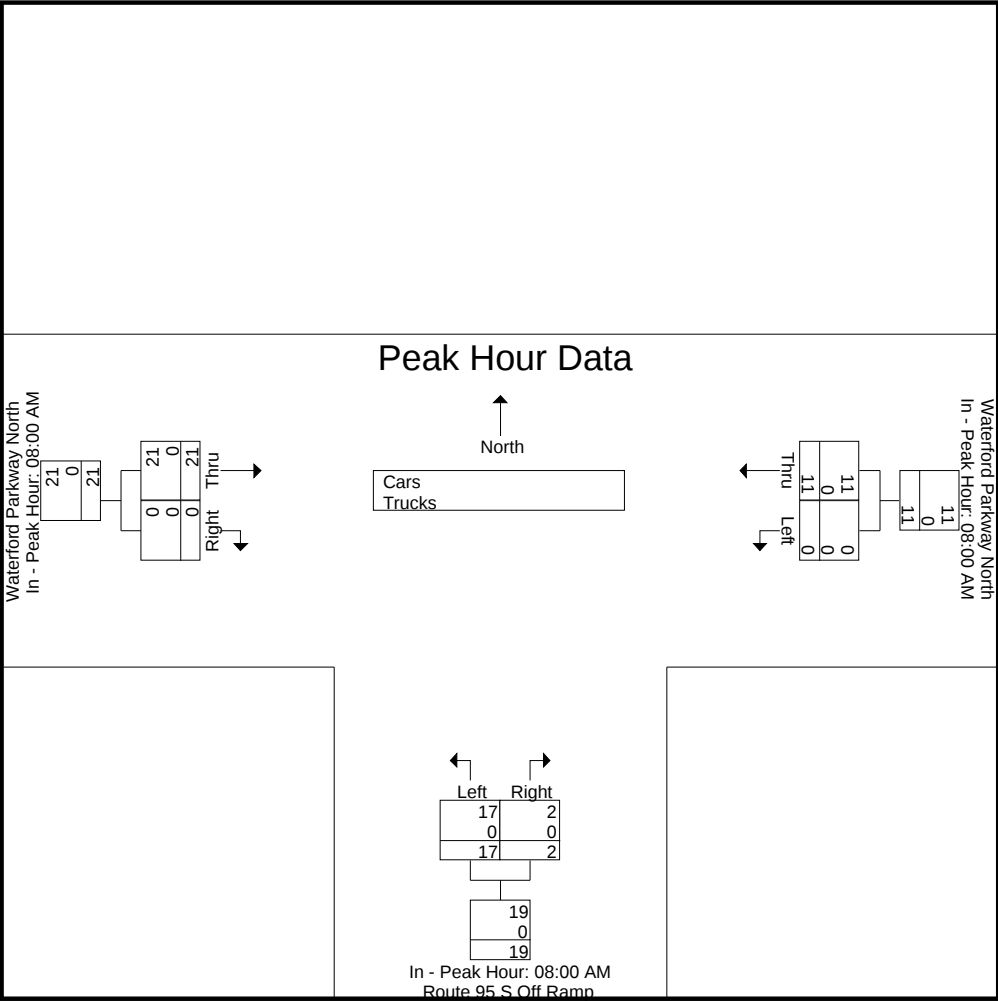


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 4

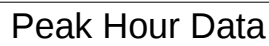
Groups Printed- Cars

	Waterford Parkway North From East		Route 95 S Off Ramp From South		Waterford Parkway North From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	0	1	0	3	0	4
07:15 AM	0	1	2	0	5	0	8
07:30 AM	0	2	1	0	4	0	7
07:45 AM	0	1	4	0	3	0	8
Total	0	4	8	0	15	0	27
08:00 AM	0	4	5	1	5	0	15
08:15 AM	0	2	4	0	7	0	13
08:30 AM	0	1	3	1	5	0	10
08:45 AM	0	4	5	0	4	0	13
Total	0	11	17	2	21	0	51
Grand Total	0	15	25	2	36	0	78
Apprch %	0	100	92.6	7.4	100	0	
Total %	0	19.2	32.1	2.6	46.2	0	

	Waterford Parkway North From East			Route 95 S Off Ramp From South			Waterford Parkway North From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	4	4	5	1	6	5	0	5	15
08:15 AM	0	2	2	4	0	4	7	0	7	13
08:30 AM	0	1	1	3	1	4	5	0	5	10
08:45 AM	0	4	4	5	0	5	4	0	4	13
Total Volume	0	11	11	17	2	19	21	0	21	51
% App. Total	0	100		89.5	10.5		100	0		
PHF	.000	.688	.688	.850	.500	.792	.750	.000	.750	.850

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File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 5



Peak Hour Begins at 08:00 AM
Cars

Left Right

17 2

0 19 19

Out In Total

Route 95 S Off Ramp

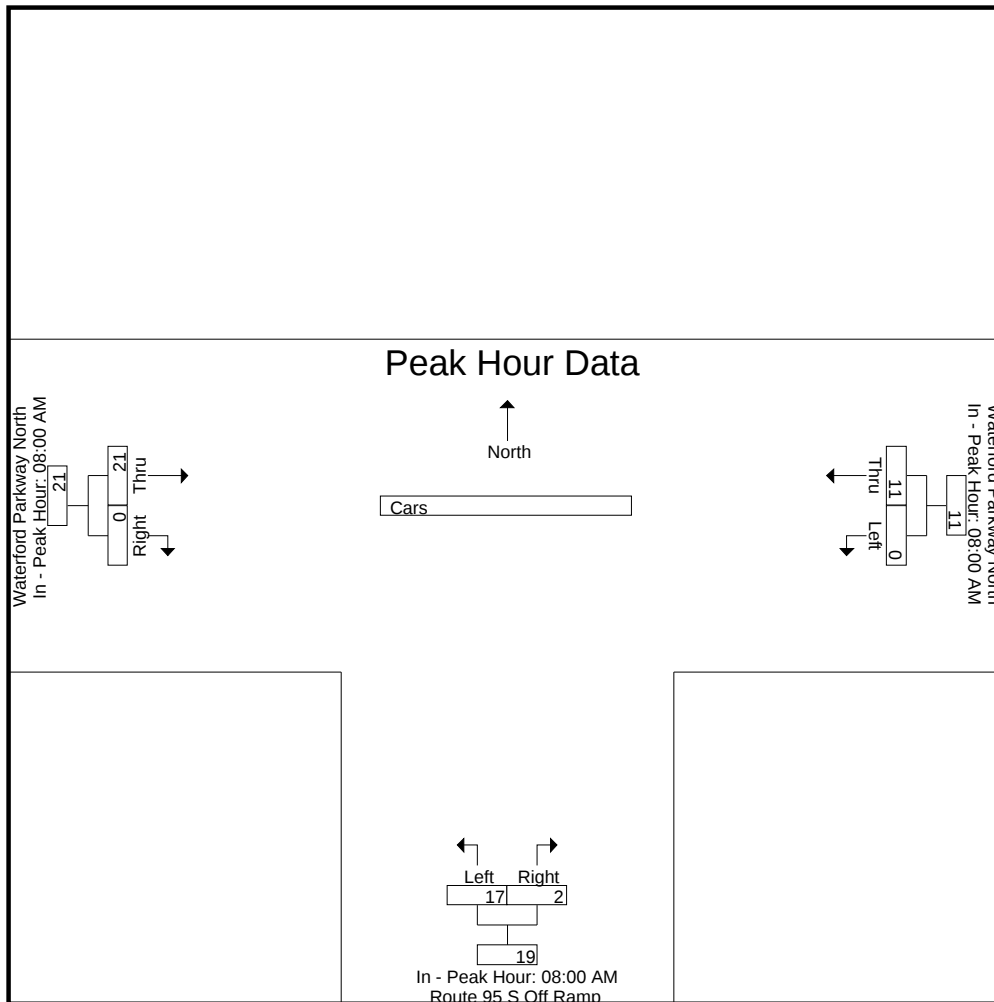
Peak Hour for Each Approach Begins at:									
	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	4	4	5	1	6	5	0	5
+15 mins.	0	2	2	4	0	4	7	0	7
+30 mins.	0	1	1	3	1	4	5	0	5
+45 mins.	0	4	4	5	0	5	4	0	4
Total Volume	0	11	11	17	2	19	21	0	21
% App. Total	0	100		89.5	10.5		100	0	
PHF	.000	.688	.688	.850	.500	.792	.750	.000	.750

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978-664-2565

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
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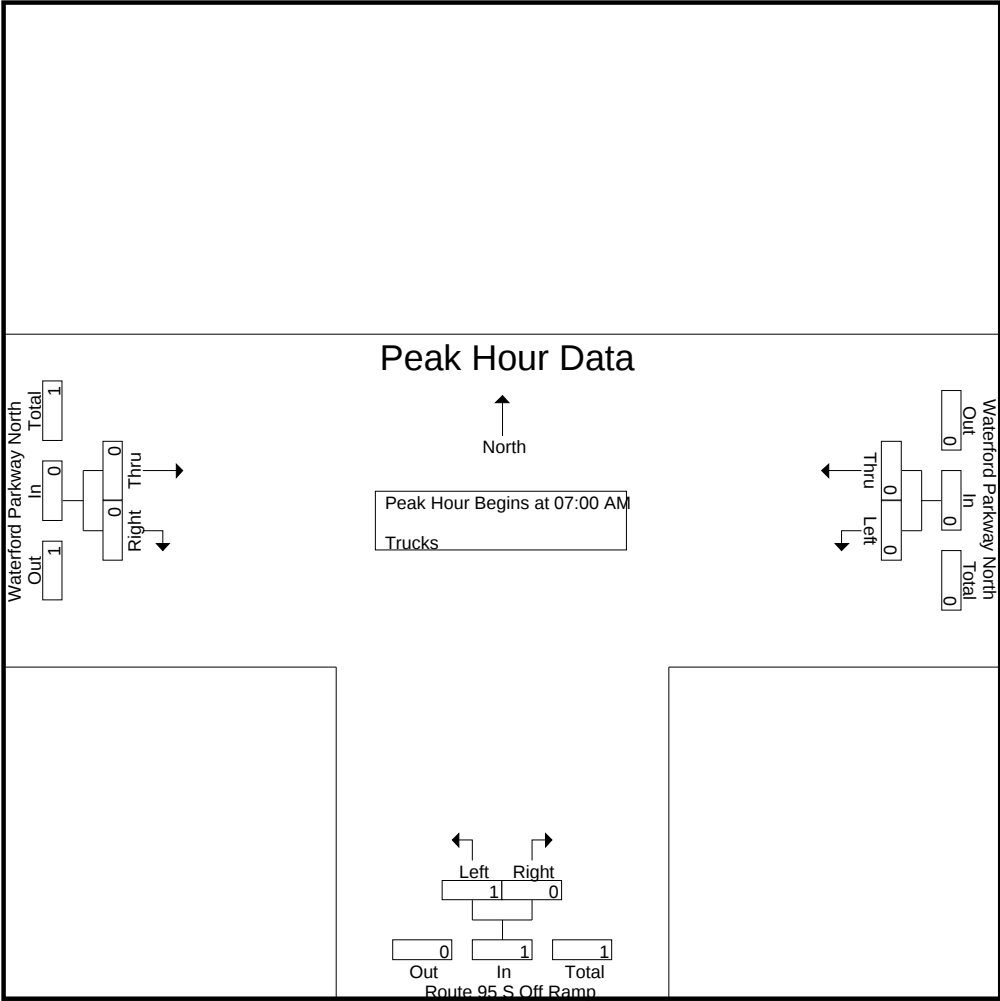
Groups Printed- Trucks

	Waterford Parkway North From East		Route 95 S Off Ramp From South		Waterford Parkway North From West		Int. Total
Start Time	Left	Thru	Left	Right	Thru	Right	
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	1	0	0	0	1
Apprch %	0	0	100	0	0	0	
Total %	0	0	100	0	0	0	

	Waterford Parkway North From East			Route 95 S Off Ramp From South			Waterford Parkway North From West			Int. Total
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 8

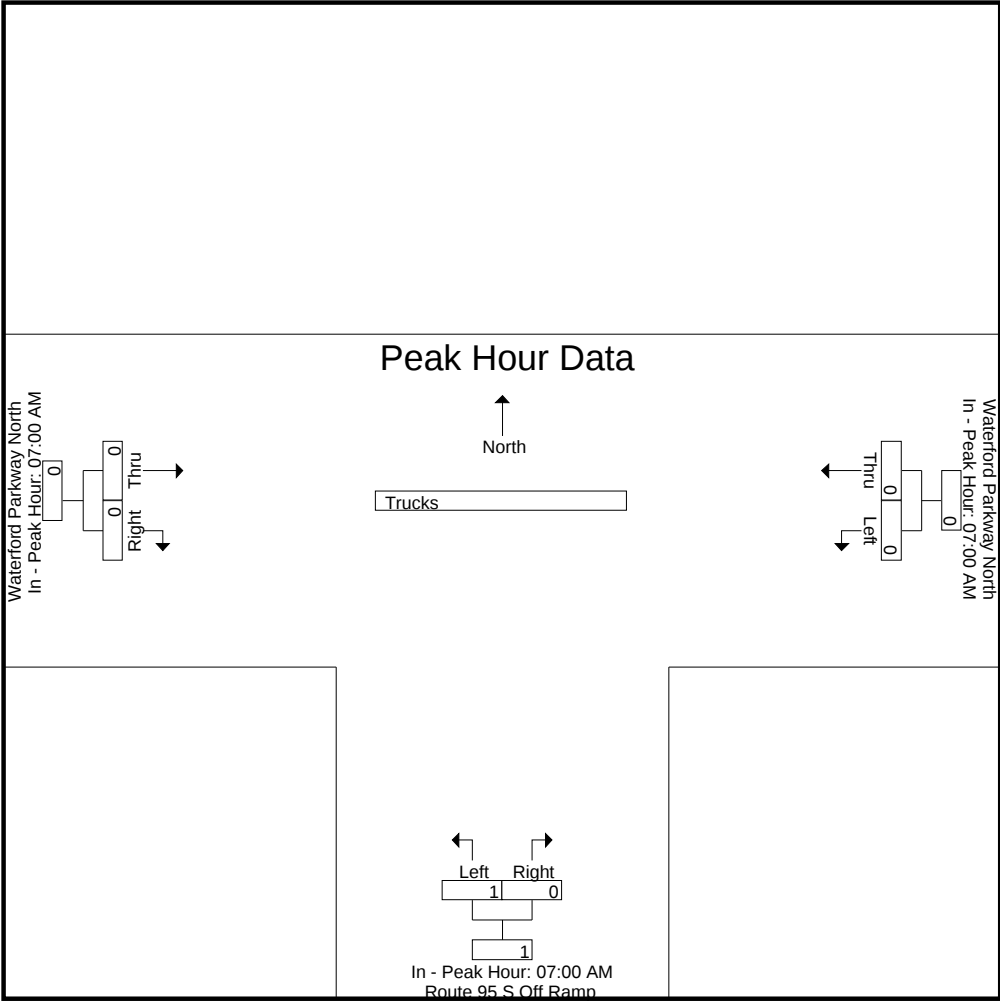


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 9



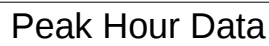
978-664-2565

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 10

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File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 11



Peak Hour Begins at 07:00 AM
Bikes Peds

Left Right

0 0

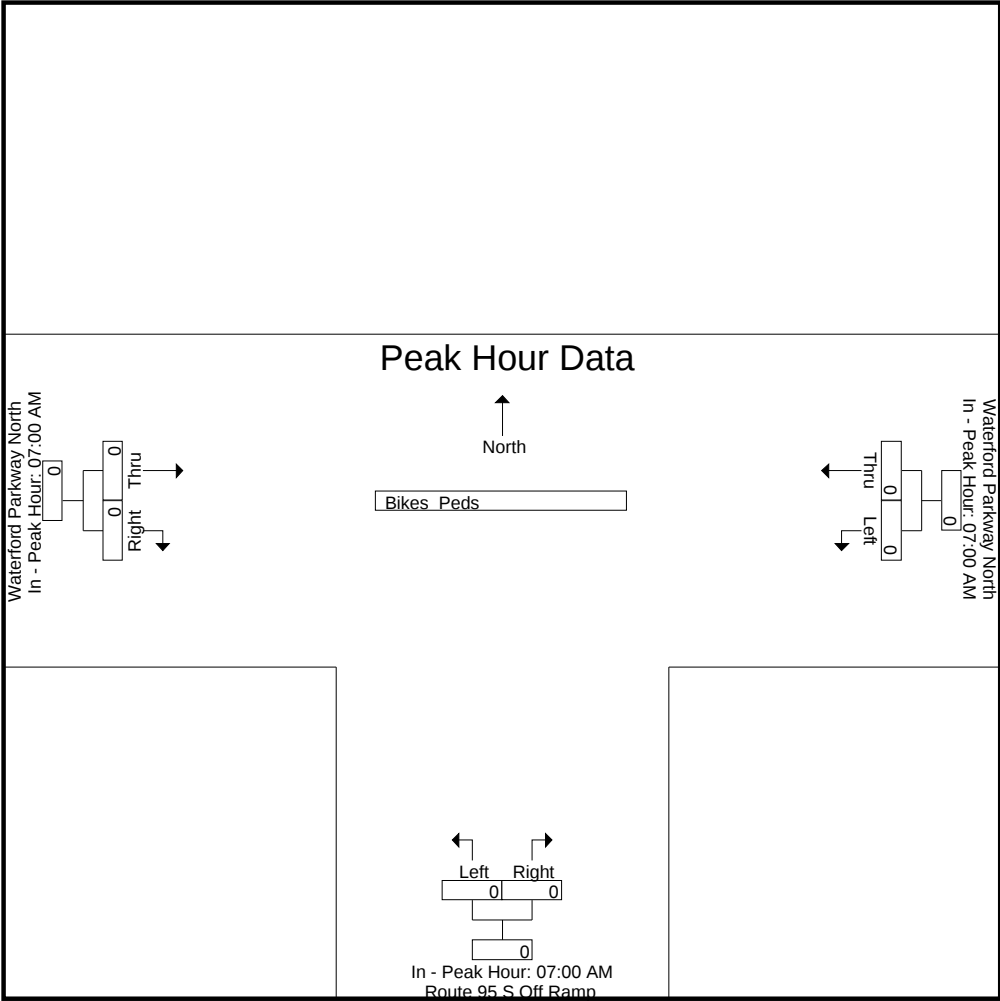
Out In Total

Route 95 S Off Ramp

Peak Hour for Each Approach Begins at:									
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHE	.000	.000	.000	.000	.000	.000	.000	.000	.000

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 1

Groups Printed- Cars - Trucks

	Waterford Parkway North From East		Route 95 S Off Ramp From South		Waterford Parkway North From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	8	7	0	4	0	19
04:15 PM	0	5	16	0	3	0	24
04:30 PM	0	8	13	1	6	0	28
04:45 PM	0	13	14	1	7	0	35
Total	0	34	50	2	20	0	106
05:00 PM	0	13	7	0	4	0	24
05:15 PM	0	6	17	0	4	0	27
05:30 PM	0	11	5	0	3	0	19
05:45 PM	0	4	5	0	3	0	12
Total	0	34	34	0	14	0	82
Grand Total	0	68	84	2	34	0	188
Apprch %	0	100	97.7	2.3	100	0	
Total %	0	36.2	44.7	1.1	18.1	0	
Cars	0	68	83	2	34	0	187
% Cars	0	100	98.8	100	100	0	99.5
Trucks	0	0	1	0	0	0	1
% Trucks	0	0	1.2	0	0	0	0.5

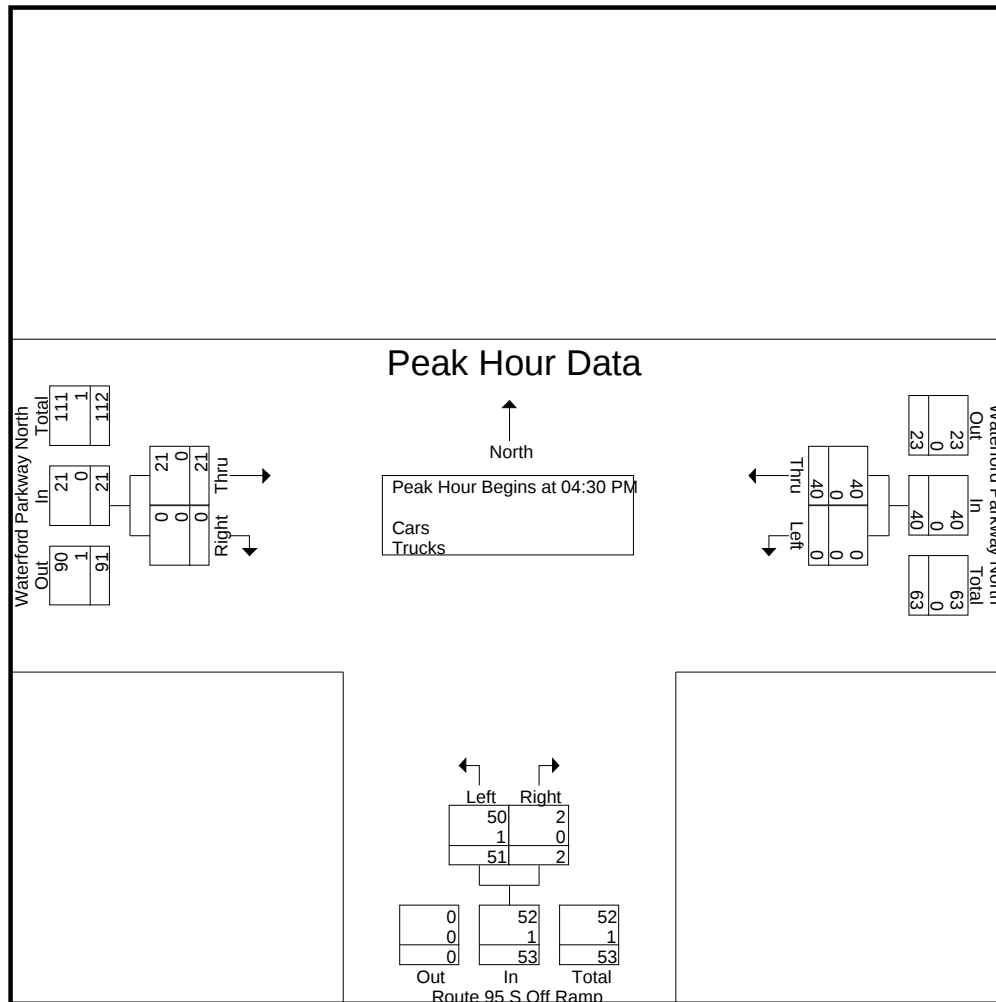
	Waterford Parkway North From East			Route 95 S Off Ramp From South			Waterford Parkway North From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	8		13	1	14	6	0	6	28
04:45 PM	0	13	13	14	1	15	7	0	7	35
05:00 PM	0	13	13	7	0	7	4	0	4	24
05:15 PM	0	6	6	17	0	17	4	0	4	27
Total Volume	0	40	40	51	2	53	21	0	21	114
% App. Total	0	100		96.2	3.8		100	0		
PHF	.000	.769	.769	.750	.500	.779	.750	.000	.750	.814
Cars	0	40	40	50	2	52	21	0	21	113
% Cars	0	100	100	98.0	100	98.1	100	0	100	99.1
Trucks	0	0	0	1	0	1	0	0	0	1
% Trucks	0	0	0	2.0	0	1.9	0	0	0	0.9

Accurate Counts

978-664-2565

N/S Street : Route 95 S Off Ramp
 E/W Street : Waterford Parkway North
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370004
 Site Code : 91370004
 Start Date : 11/16/2021
 Page No : 2

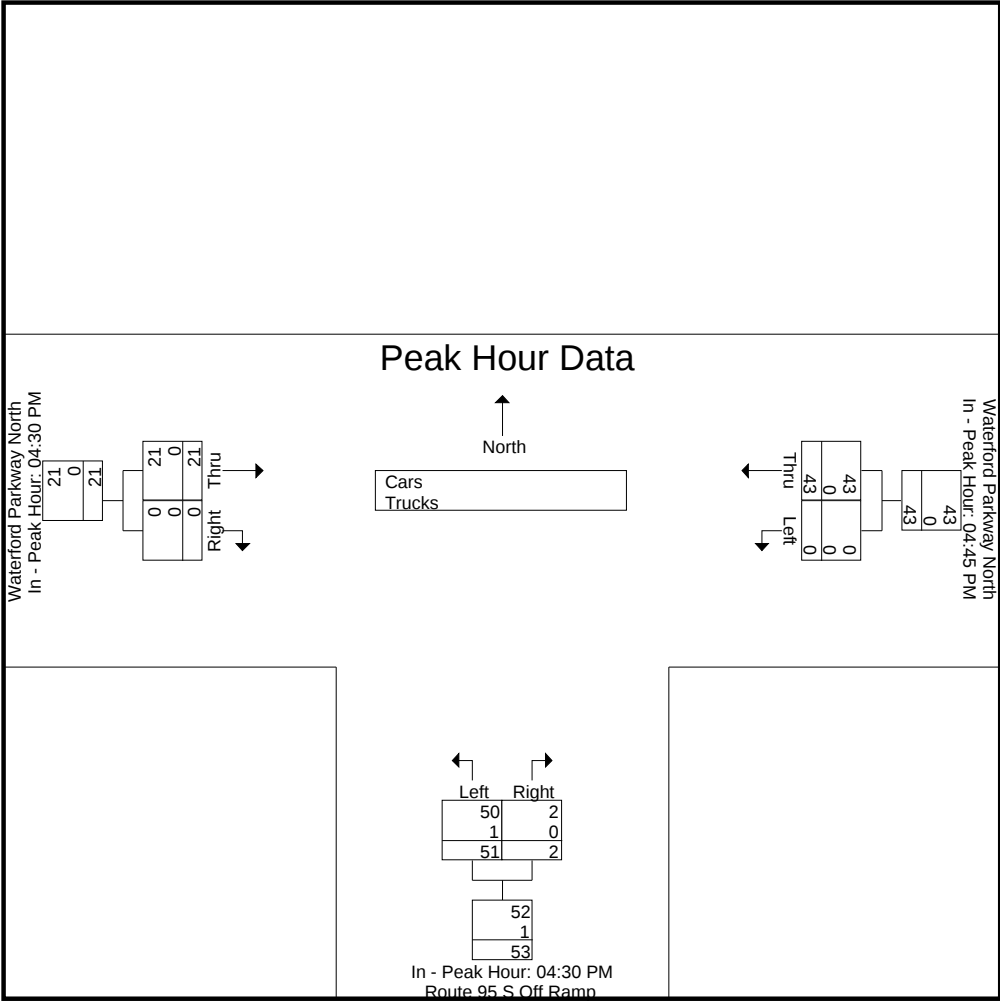


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:30 PM		
+0 mins.	0	13	13	13	1	14	6	0	6
+15 mins.	0	13	13	14	1	15	7	0	7
+30 mins.	0	6	6	7	0	7	4	0	4
+45 mins.	0	11	11	17	0	17	4	0	4
Total Volume	0	43	43	51	2	53	21	0	21
% App. Total	0	100		96.2	3.8		100	0	
PHF	.000	.827	.827	.750	.500	.779	.750	.000	.750
Cars	0	43	43	50	2	52	21	0	21
% Cars	0	100	100	98	100	98.1	100	0	100
Trucks	0	0	0	1	0	1	0	0	0
% Trucks	0	0	0	2	0	1.9	0	0	0

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 4

Groups Printed- Cars

	Waterford Parkway North From East		Route 95 S Off Ramp From South		Waterford Parkway North From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	8	7	0	4	0	19
04:15 PM	0	5	16	0	3	0	24
04:30 PM	0	8	13	1	6	0	28
04:45 PM	0	13	13	1	7	0	34
Total	0	34	49	2	20	0	105
05:00 PM	0	13	7	0	4	0	24
05:15 PM	0	6	17	0	4	0	27
05:30 PM	0	11	5	0	3	0	19
05:45 PM	0	4	5	0	3	0	12
Total	0	34	34	0	14	0	82
Grand Total	0	68	83	2	34	0	187
Apprch %	0	100	97.6	2.4	100	0	
Total %	0	36.4	44.4	1.1	18.2	0	

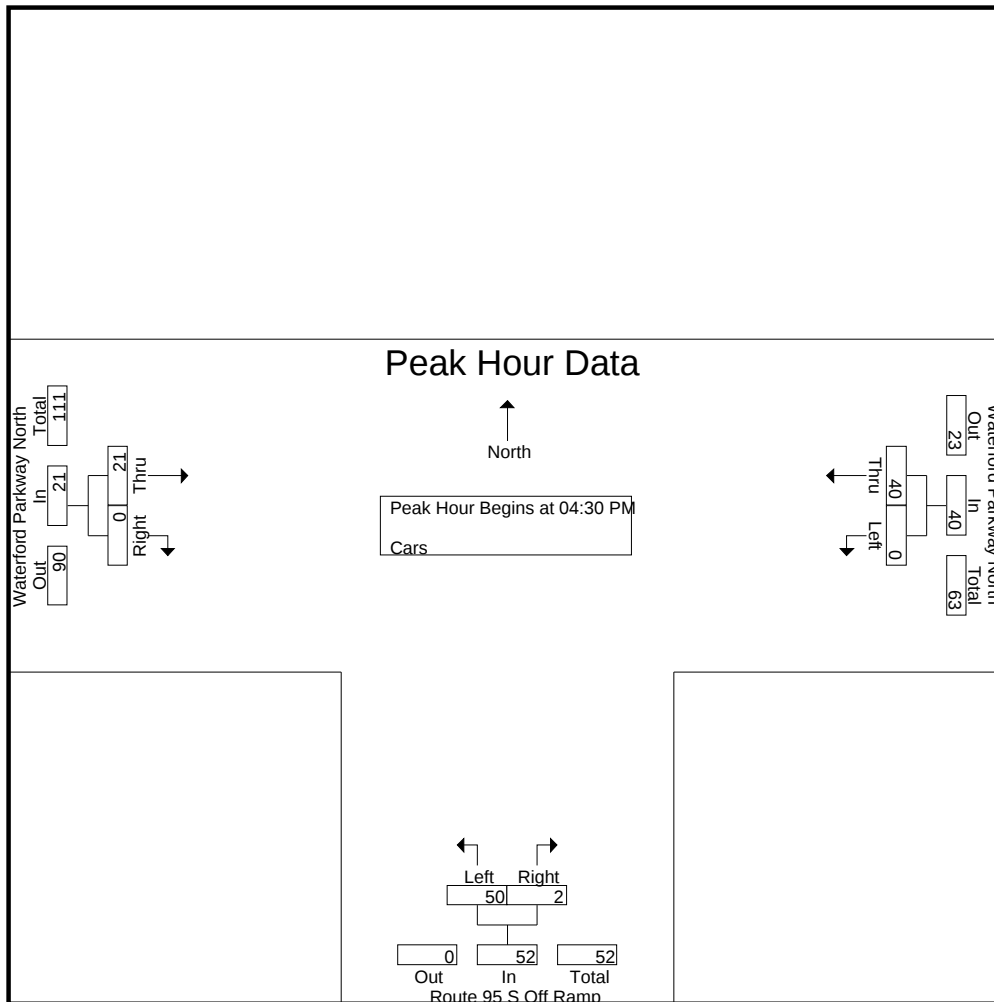
	Waterford Parkway North From East			Route 95 S Off Ramp From South			Waterford Parkway North From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	8	8	13	1	14	6	0	6	28
04:45 PM	0	13	13	13	1	14	7	0	7	34
05:00 PM	0	13	13	7	0	7	4	0	4	24
05:15 PM	0	6	6	17	0	17	4	0	4	27
Total Volume	0	40	40	50	2	52	21	0	21	113
% App. Total	0	100		96.2	3.8		100	0		
PHF	.000	.769	.769	.735	.500	.765	.750	.000	.750	.831

Accurate Counts

978-664-2565

N/S Street : Route 95 S Off Ramp
 E/W Street : Waterford Parkway North
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370004
 Site Code : 91370004
 Start Date : 11/16/2021
 Page No : 5

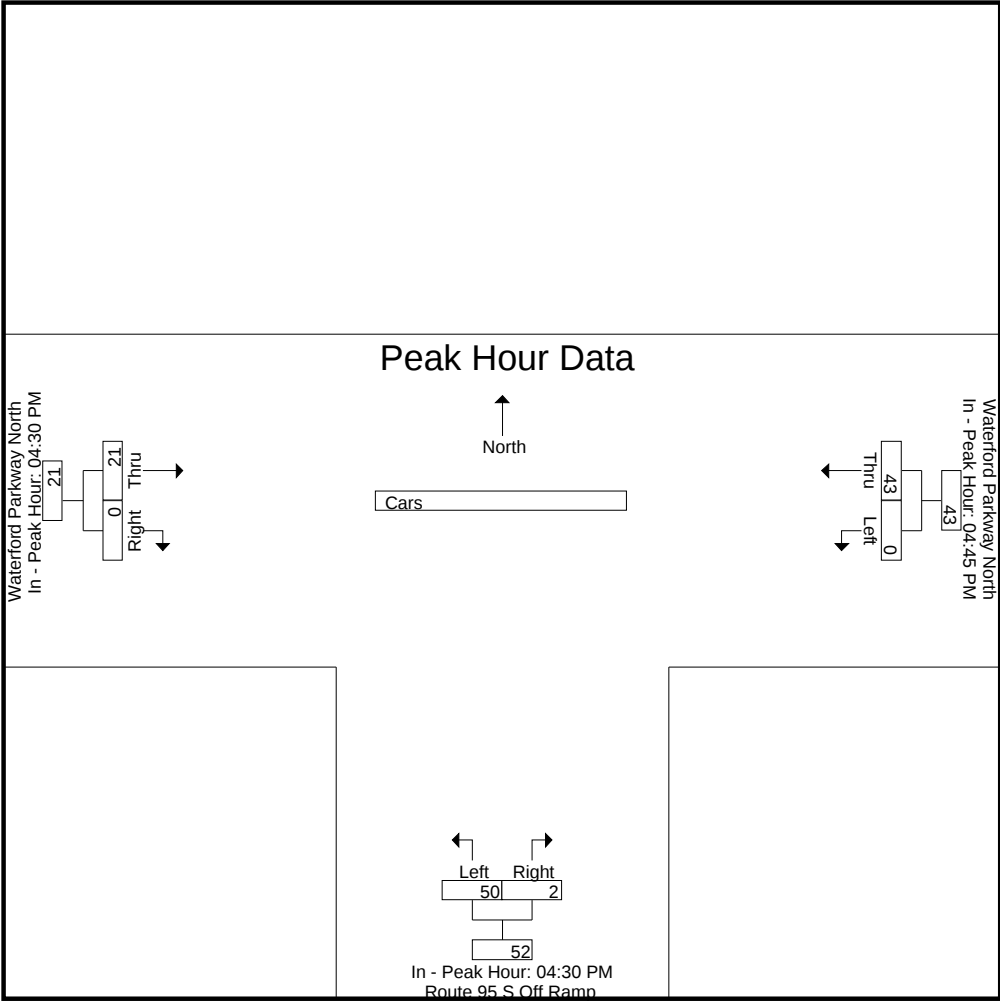


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:30 PM		
+0 mins.	0	13	13	13	1	14	6	0	6
+15 mins.	0	13	13	13	1	14	7	0	7
+30 mins.	0	6	6	7	0	7	4	0	4
+45 mins.	0	11	11	17	0	17	4	0	4
Total Volume	0	43	43	50	2	52	21	0	21
% App. Total	0	100		96.2	3.8		100	0	
PHF	.000	.827	.827	.735	.500	.765	.750	.000	.750

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
Page No : 7

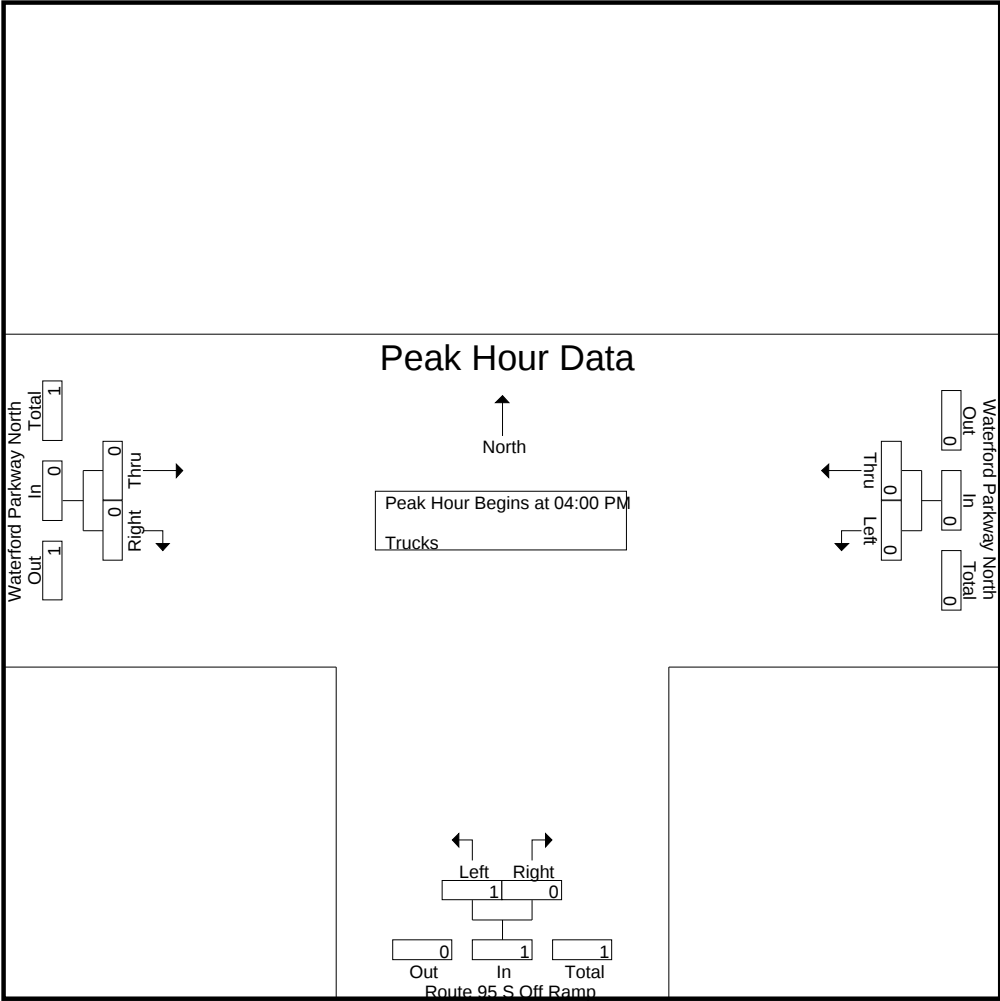
Groups Printed- Trucks

	Waterford Parkway North From East		Route 95 S Off Ramp From South		Waterford Parkway North From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	1
Total	0	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	1	0	0	0	1
Apprch %	0	0	100	0	0	0	
Total %	0	0	100	0	0	0	

	Waterford Parkway North From East			Route 95 S Off Ramp From South			Waterford Parkway North From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
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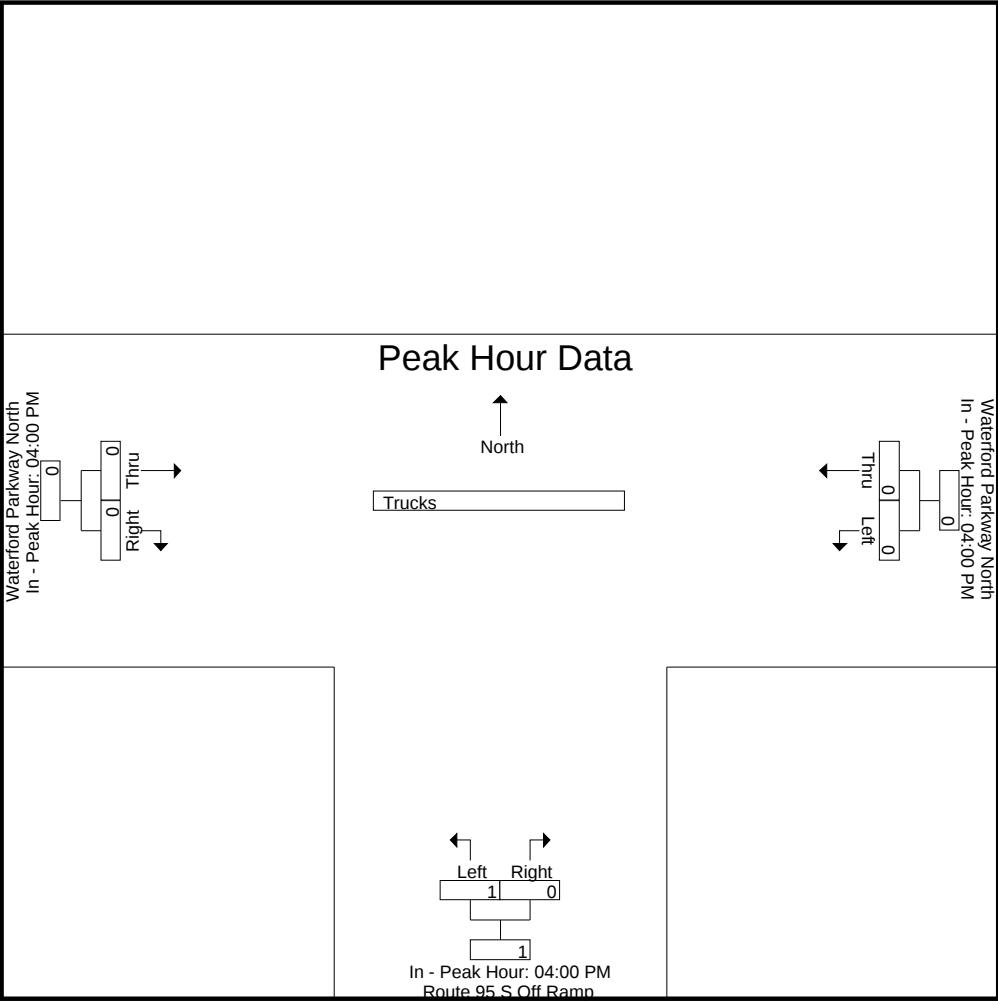


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
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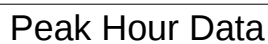
978-664-2565

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
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File Name : 91370004
Site Code : 91370004
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North

Peak Hour Begins at 04:00 PM

Bikes	Peds
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

Left	Right
0	0

Out	In	Total
0	0	0

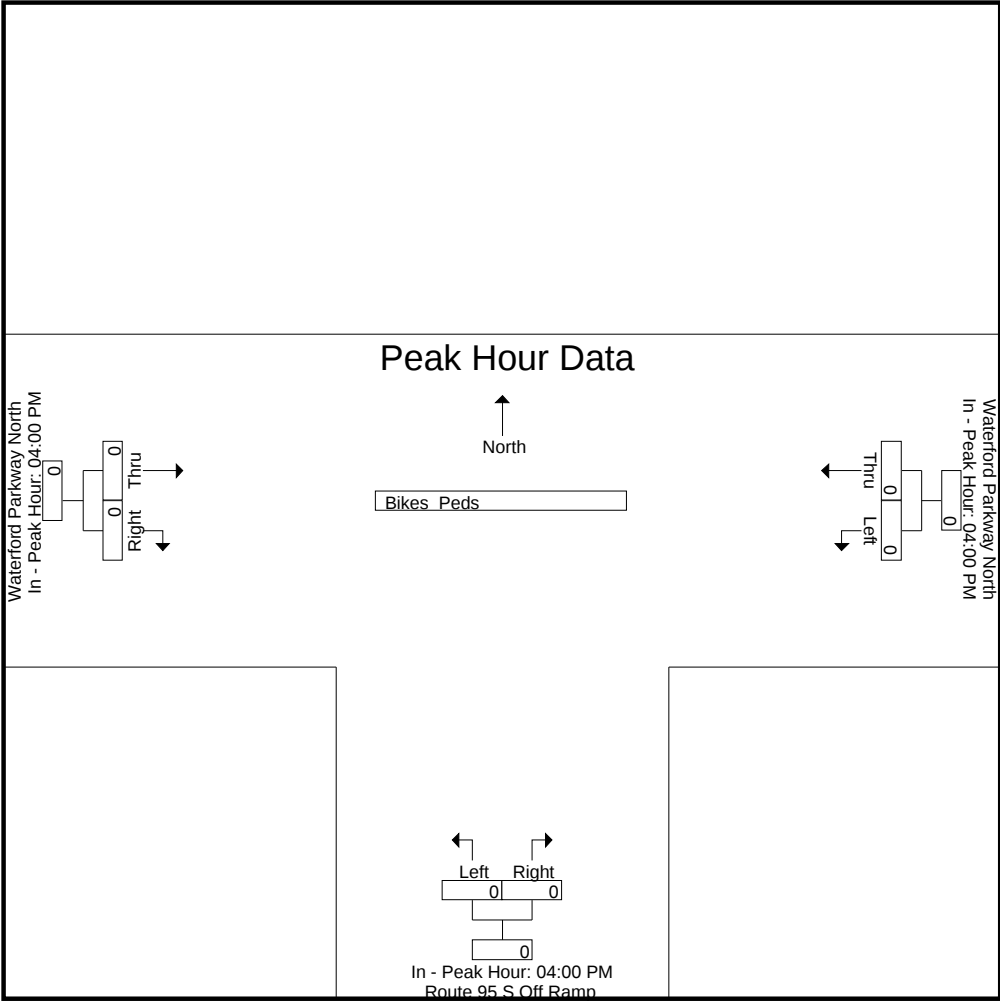
Route 95 S Off Ramp

Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Route 95 S Off Ramp
E/W Street : Waterford Parkway North
City/State : Waterford, CT
Weather : Clear

File Name : 91370004
Site Code : 91370004
Start Date : 11/16/2021
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File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 1

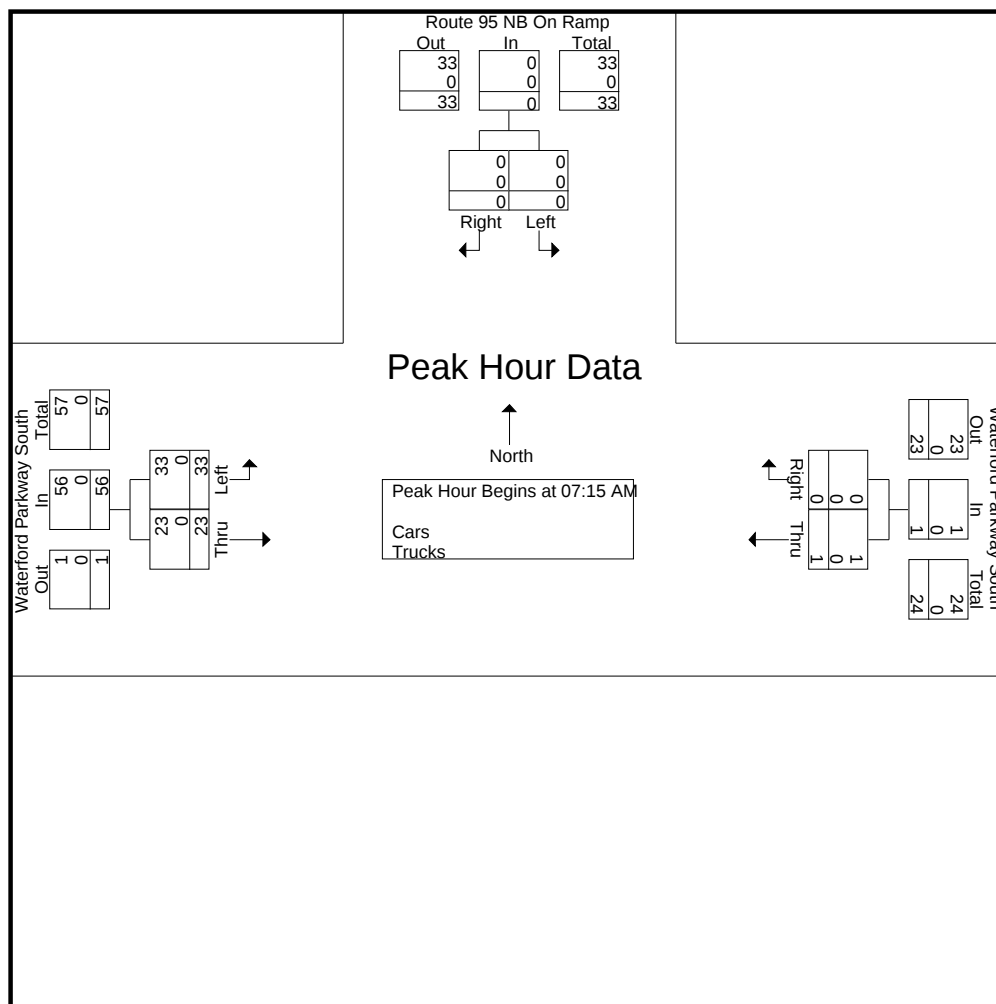
	Route 95 NB On Ramp From North		Waterford Parkway South From East		Waterford Parkway South From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	1	0	5	3	9
07:15 AM	0	0	1	0	9	8	18
07:30 AM	0	0	0	0	7	3	10
07:45 AM	0	0	0	0	8	6	14
Total	0	0	2	0	29	20	51
08:00 AM	0	0	0	0	9	6	15
08:15 AM	0	0	1	0	7	3	11
08:30 AM	0	0	1	0	9	4	14
08:45 AM	0	0	2	0	10	5	17
Total	0	0	4	0	35	18	57
Grand Total	0	0	6	0	64	38	108
Apprch %	0	0	100	0	62.7	37.3	
Total %	0	0	5.6	0	59.3	35.2	
Cars	0	0	6	0	64	38	108
% Cars	0	0	100	0	100	100	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0

[illegible]

Accurate Counts
978-664-2565

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 2

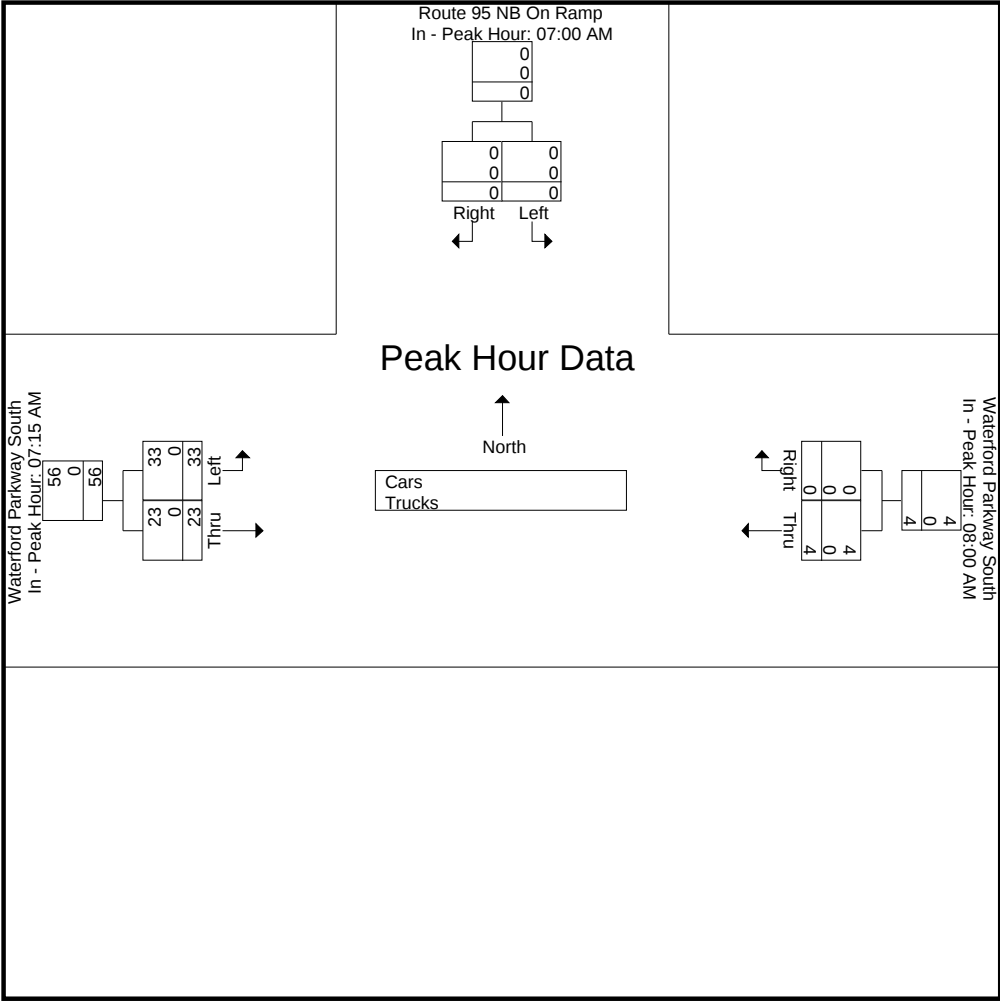


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
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Accurate Counts

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N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 4

Groups Printed- Cars

	Route 95 NB On Ramp From North		Waterford Parkway South From East		Waterford Parkway South From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	1	0	5	3	9
07:15 AM	0	0	1	0	9	8	18
07:30 AM	0	0	0	0	7	3	10
07:45 AM	0	0	0	0	8	6	14
Total	0	0	2	0	29	20	51
08:00 AM	0	0	0	0	9	6	15
08:15 AM	0	0	1	0	7	3	11
08:30 AM	0	0	1	0	9	4	14
08:45 AM	0	0	2	0	10	5	17
Total	0	0	4	0	35	18	57
Grand Total	0	0	6	0	64	38	108
Apprch %	0	0	100	0	62.7	37.3	
Total %	0	0	5.6	0	59.3	35.2	

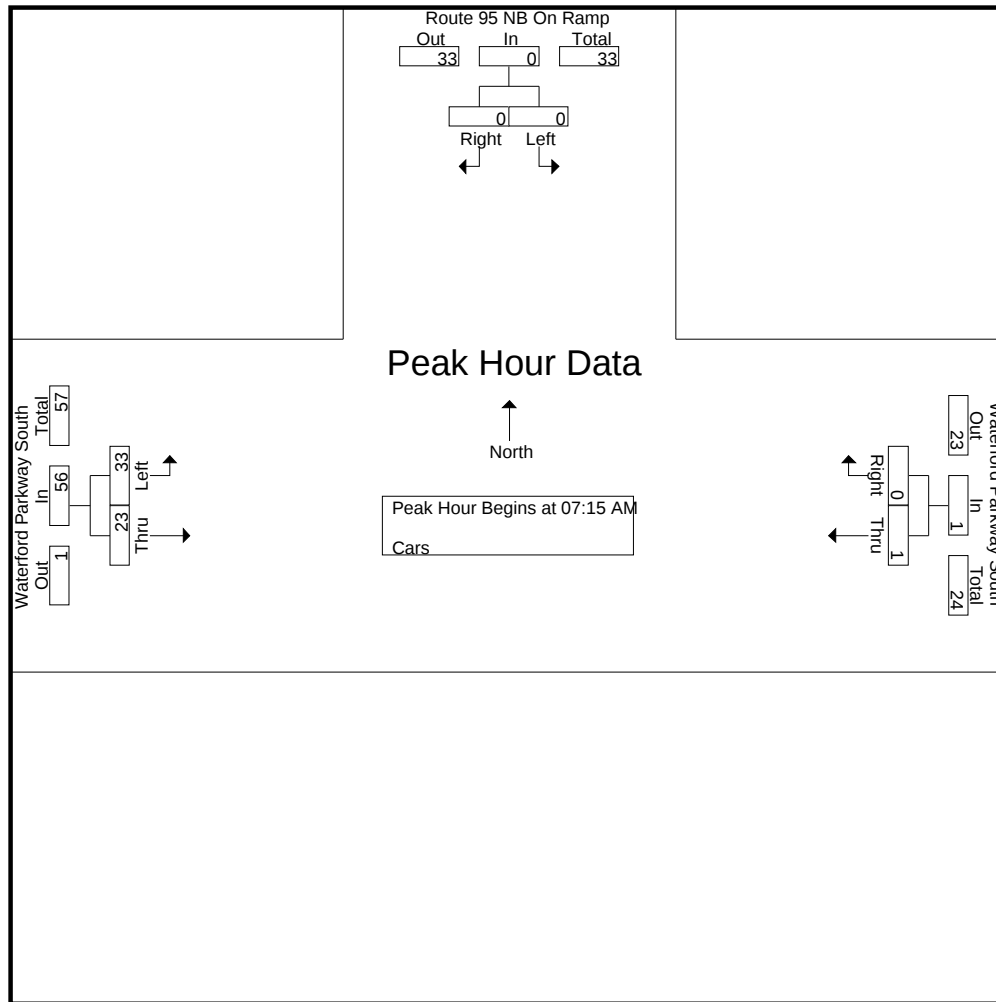
	Route 95 NB On Ramp From North			Waterford Parkway South From East			Waterford Parkway South From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	1	0	1	9	8	17	18
07:30 AM	0	0	0	0	0	0	7	3	10	10
07:45 AM	0	0	0	0	0	0	8	6	14	14
08:00 AM	0	0	0	0	0	0	9	6	15	15
Total Volume	0	0	0	1	0	1	33	23	56	57
% App. Total	0	0		100	0		58.9	41.1		
PHF	.000	.000	.000	.250	.000	.250	.917	.719	.824	.792

Accurate Counts

978-664-2565

N/S Street : Route 95 NB On Ramp
 E/W Street : Waterford Parkway South
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370005
 Site Code : 91370005
 Start Date : 11/16/2021
 Page No : 5

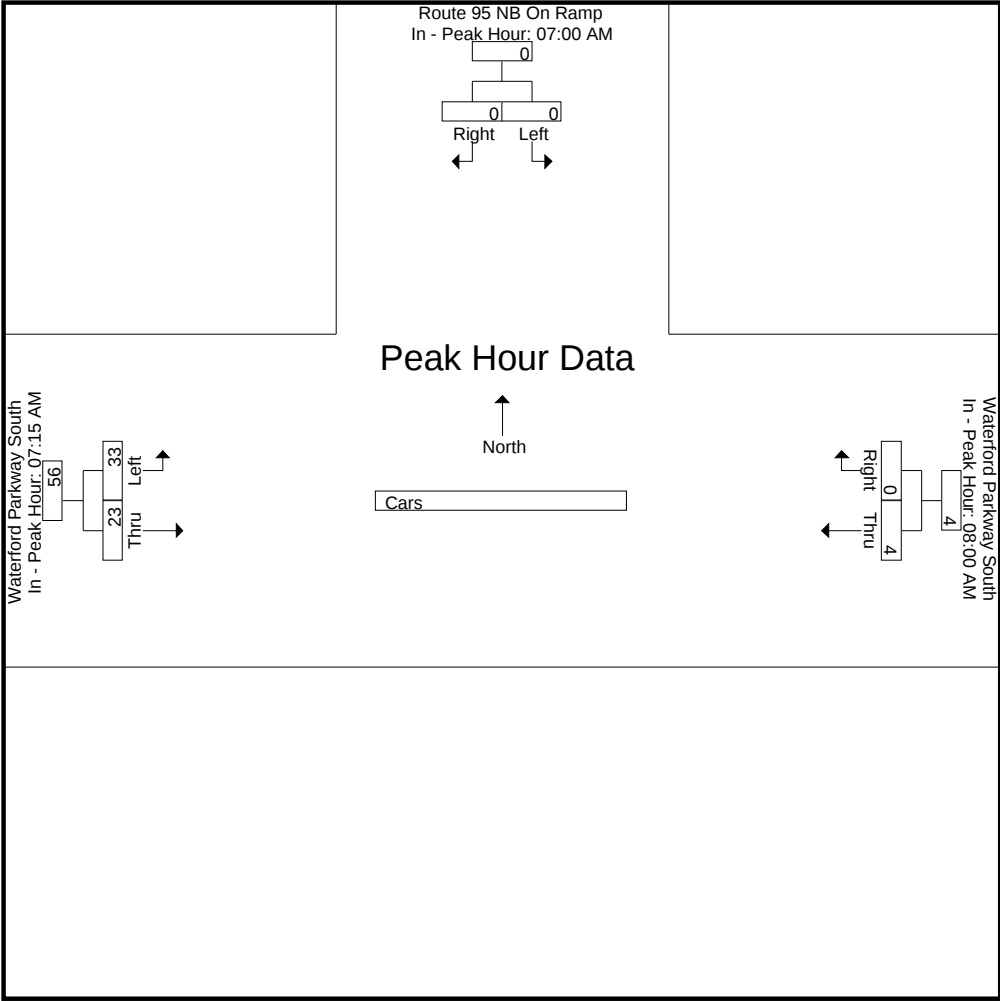


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	9	8	17
+15 mins.	0	0	0	1	0	1	7	3	10
+30 mins.	0	0	0	1	0	1	8	6	14
+45 mins.	0	0	0	2	0	2	9	6	15
Total Volume	0	0	0	4	0	4	33	23	56
% App. Total	0	0		100	0		58.9	41.1	
PHF	.000	.000	.000	.500	.000	.500	.917	.719	.824

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
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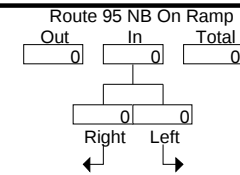
File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
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	Route 95 NB On Ramp From North		Waterford Parkway South From East		Waterford Parkway South From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	
Total %							

[illegible]

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File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 8



North

Peak Hour Begins at 07:00 AM
Trucks

Waterford Parkway South

Out	0	In	0	Total	0
-----	---	----	---	-------	---

Thru 0 Left 0

Waterford Parkway South

Out	In	Total
0	0	0

Right	Thru
0	0

←

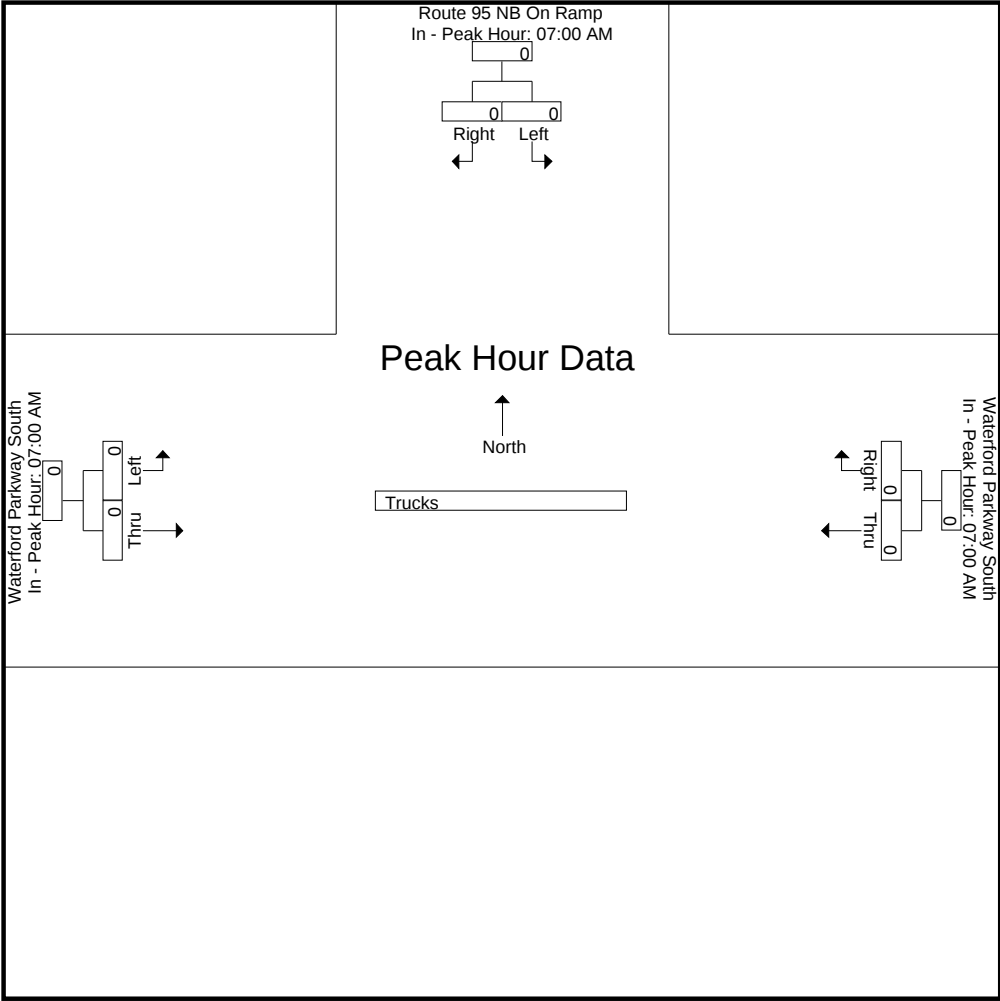
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 9



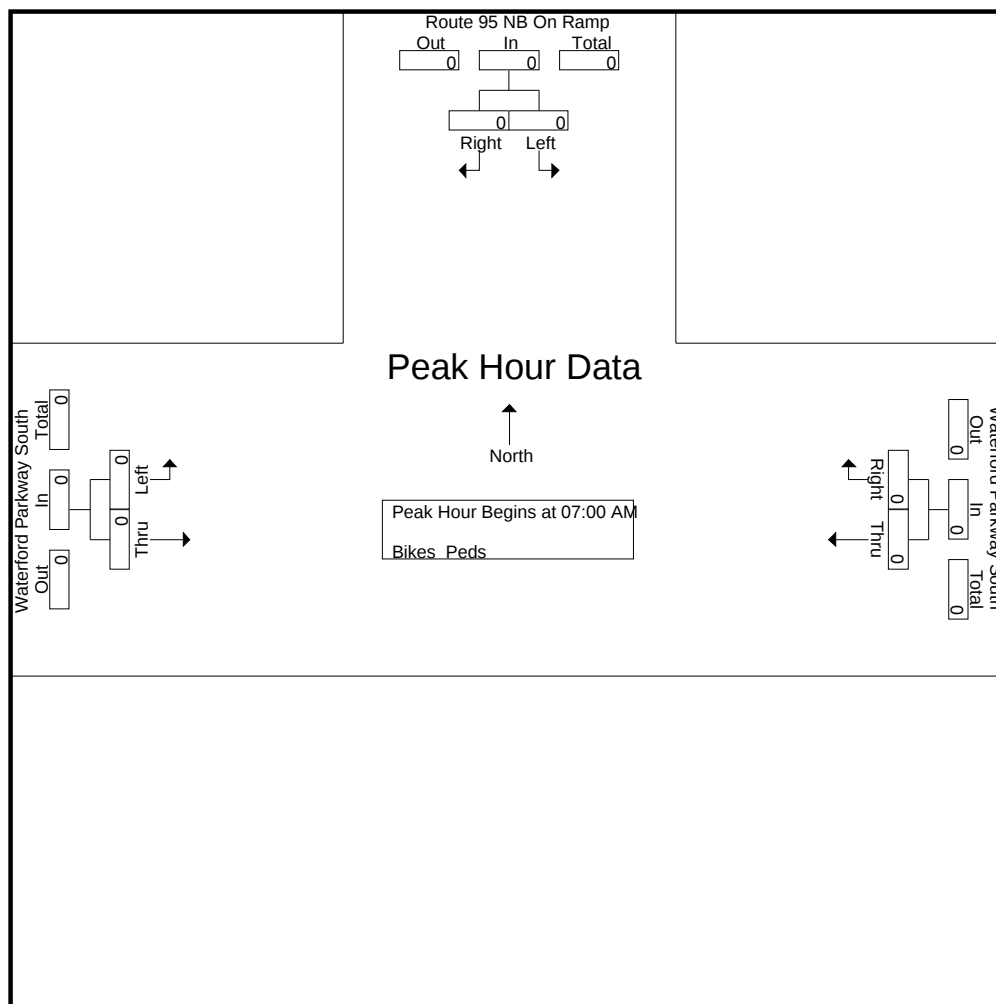
978-664-2565

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 10

[illegible][illegible]

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File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 11

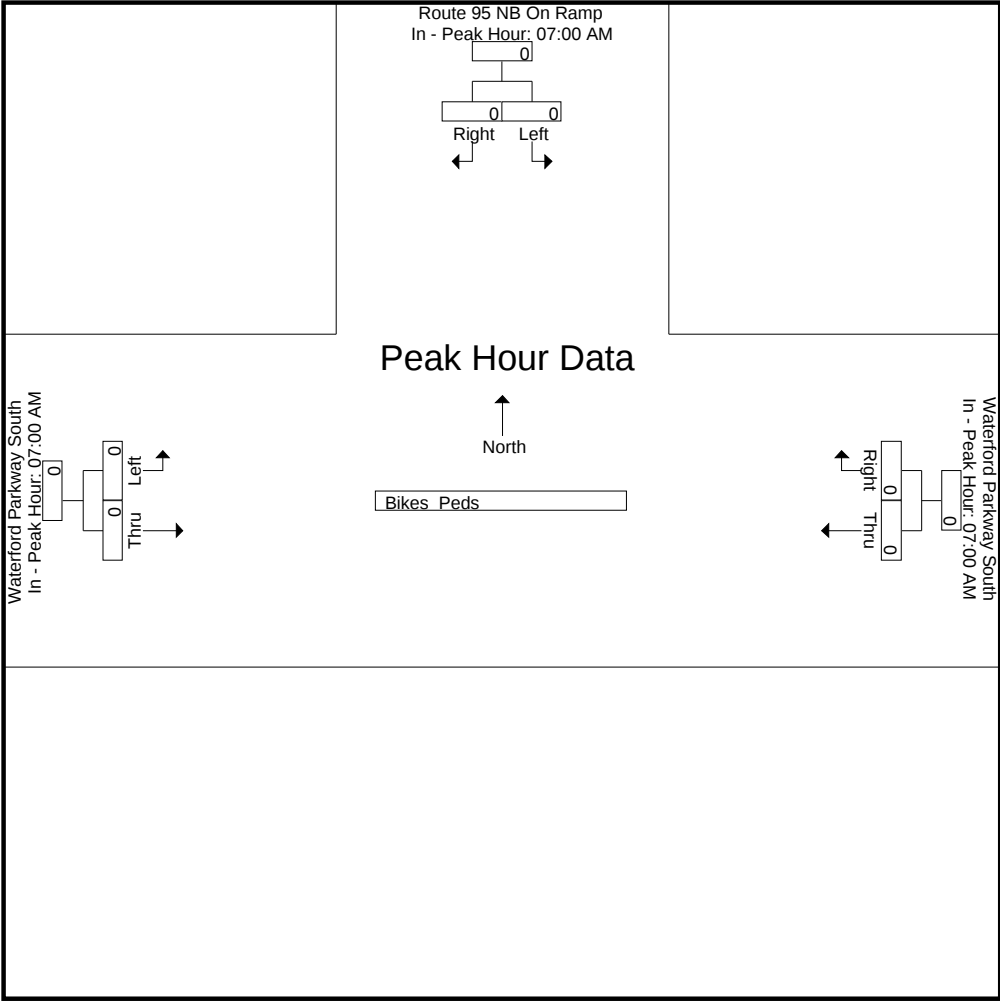


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
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Accurate Counts

978-664-2565

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 1

Groups Printed- Cars - Trucks

	Route 95 NB On Ramp From North		Waterford Parkway South From East		Waterford Parkway South From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	4	0	5	4	13
04:15 PM	0	0	11	0	5	2	18
04:30 PM	0	0	4	0	3	2	9
04:45 PM	0	0	5	0	6	2	13
Total	0	0	24	0	19	10	53
05:00 PM	0	0	8	0	9	1	18
05:15 PM	0	0	7	0	1	2	10
05:30 PM	0	0	3	0	6	2	11
05:45 PM	0	0	6	0	5	1	12
Total	0	0	24	0	21	6	51
Grand Total	0	0	48	0	40	16	104
Apprch %	0	0	100	0	71.4	28.6	
Total %	0	0	46.2	0	38.5	15.4	
Cars	0	0	47	0	40	16	103
% Cars	0	0	97.9	0	100	100	99
Trucks	0	0	1	0	0	0	1
% Trucks	0	0	2.1	0	0	0	1

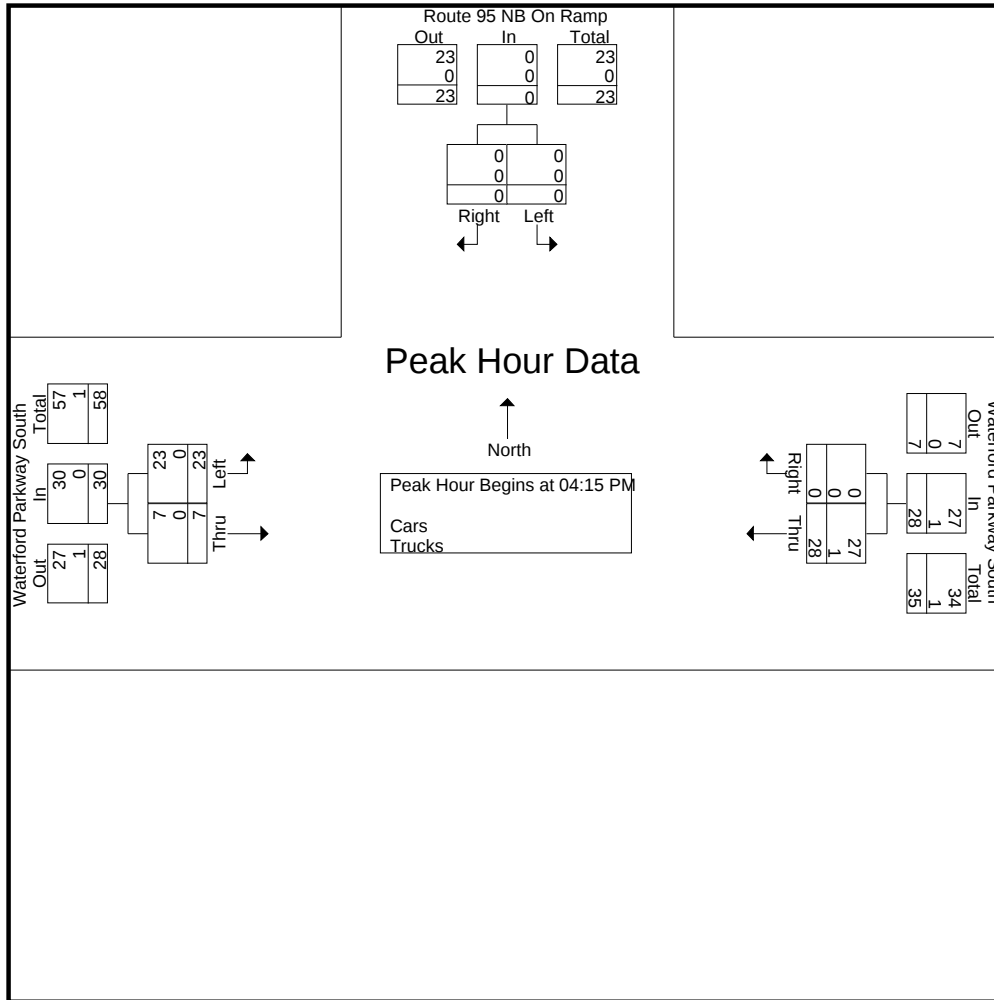
	Route 95 NB On Ramp From North			Waterford Parkway South From East			Waterford Parkway South From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	11	0	11	5	2	7	18
04:30 PM	0	0	0	4	0	4	3	2	5	9
04:45 PM	0	0	0	5	0	5	6	2	8	13
05:00 PM	0	0	0	8	0	8	9	1	10	18
Total Volume	0	0	0	28	0	28	23	7	30	58
% App. Total	0	0	0	100	0	100	76.7	23.3		
PHF	.000	.000	.000	.636	.000	.636	.639	.875	.750	.806
Cars	0	0	0	27	0	27	23	7	30	57
% Cars	0	0	0	96.4	0	96.4	100	100	100	98.3
Trucks	0	0	0	1	0	1	0	0	0	1
% Trucks	0	0	0	3.6	0	3.6	0	0	0	1.7

Accurate Counts

978-664-2565

N/S Street : Route 95 NB On Ramp
 E/W Street : Waterford Parkway South
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370005
 Site Code : 91370005
 Start Date : 11/16/2021
 Page No : 2

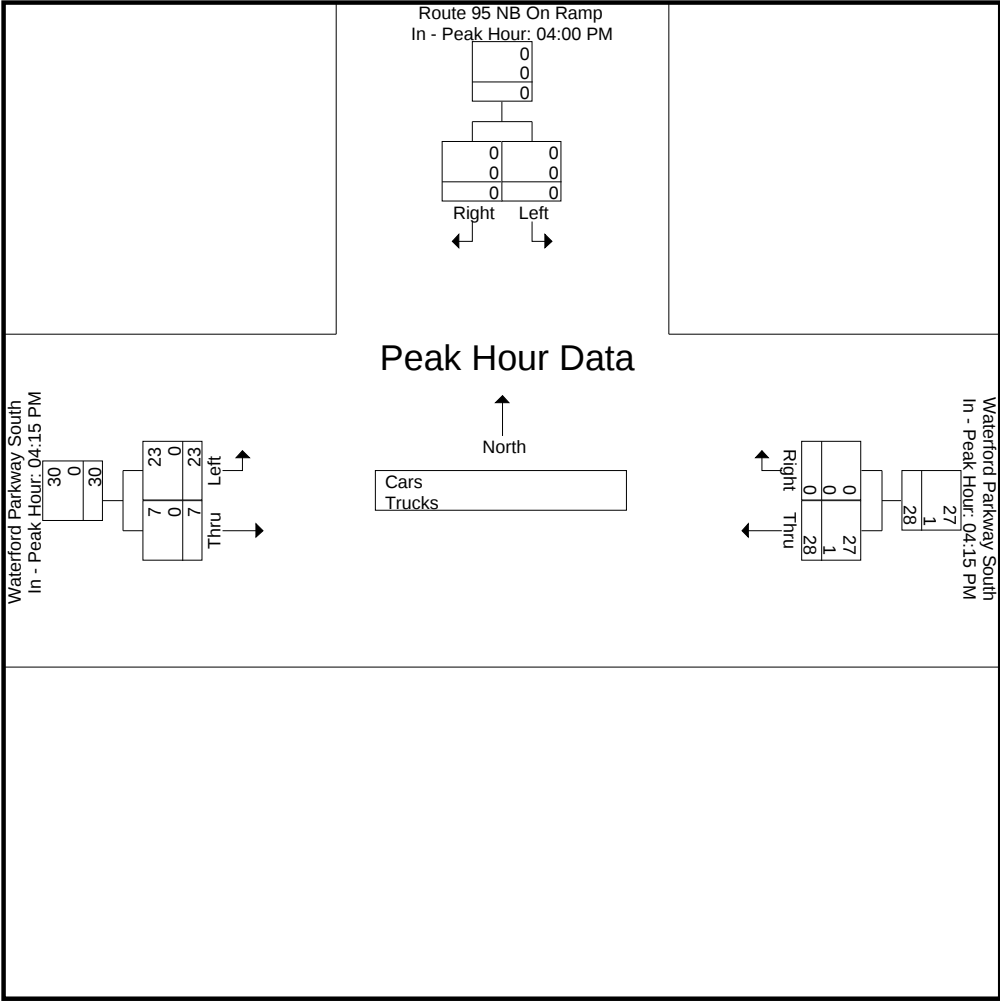


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	11	0	11	5	2	7
+15 mins.	0	0	0	4	0	4	3	2	5
+30 mins.	0	0	0	5	0	5	6	2	8
+45 mins.	0	0	0	8	0	8	9	1	10
Total Volume	0	0	0	28	0	28	23	7	30
% App. Total	0	0		100	0		76.7	23.3	
PHF	.000	.000	.000	.636	.000	.636	.639	.875	.750
Cars	0	0	0	27	0	27	23	7	30
% Cars	0	0	0	96.4	0	96.4	100	100	100
Trucks	0	0	0	1	0	1	0	0	0
% Trucks	0	0	0	3.6	0	3.6	0	0	0

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 4

Groups Printed- Cars

	Route 95 NB On Ramp From North		Waterford Parkway South From East		Waterford Parkway South From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	4	0	5	4	13
04:15 PM	0	0	10	0	5	2	17
04:30 PM	0	0	4	0	3	2	9
04:45 PM	0	0	5	0	6	2	13
Total	0	0	23	0	19	10	52
05:00 PM	0	0	8	0	9	1	18
05:15 PM	0	0	7	0	1	2	10
05:30 PM	0	0	3	0	6	2	11
05:45 PM	0	0	6	0	5	1	12
Total	0	0	24	0	21	6	51
Grand Total	0	0	47	0	40	16	103
Apprch %	0	0	100	0	71.4	28.6	
Total %	0	0	45.6	0	38.8	15.5	

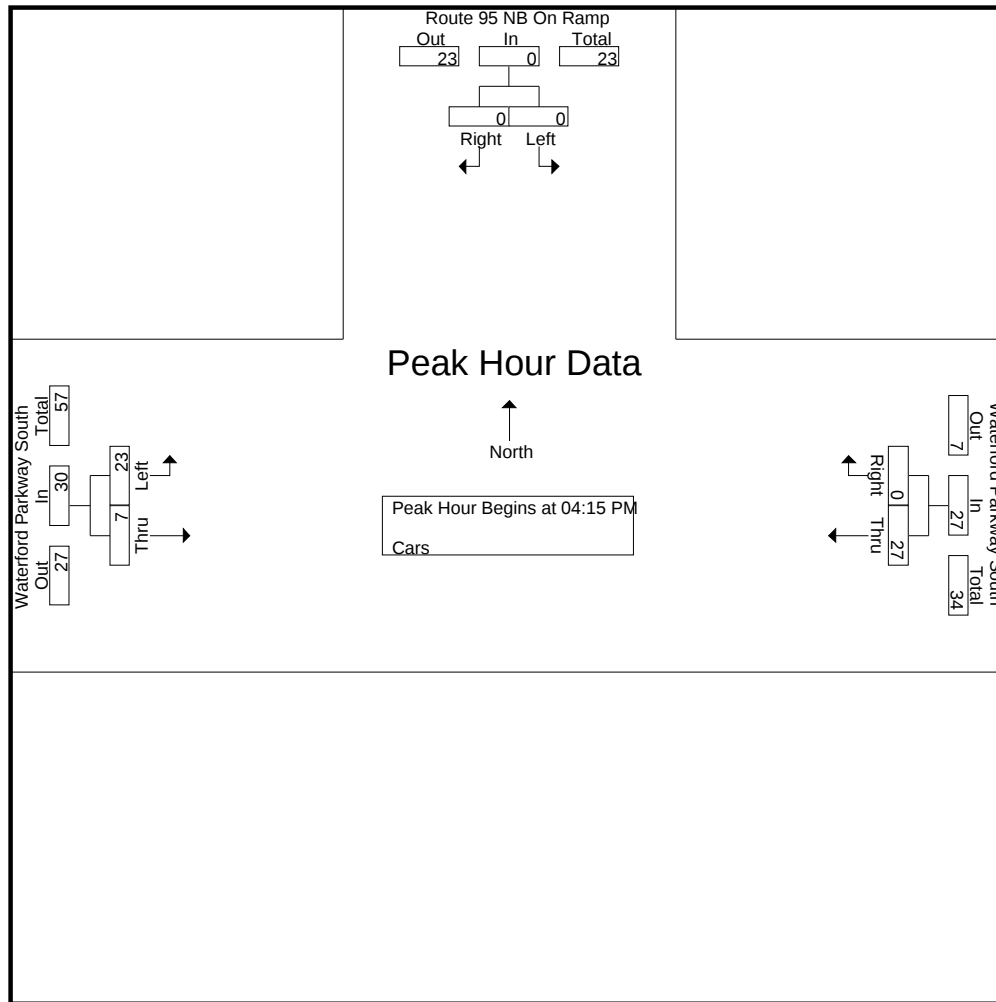
	Route 95 NB On Ramp From North			Waterford Parkway South From East			Waterford Parkway South From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	10	0	10	5	2	7	17
04:30 PM	0	0	0	4	0	4	3	2	5	9
04:45 PM	0	0	0	5	0	5	6	2	8	13
05:00 PM	0	0	0	8	0	8	9	1	10	18
Total Volume	0	0	0	27	0	27	23	7	30	57
% App. Total	0	0		100	0		76.7	23.3		
PHF	.000	.000	.000	.675	.000	.675	.639	.875	.750	.792

Accurate Counts

978-664-2565

N/S Street : Route 95 NB On Ramp
 E/W Street : Waterford Parkway South
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370005
 Site Code : 91370005
 Start Date : 11/16/2021
 Page No : 5

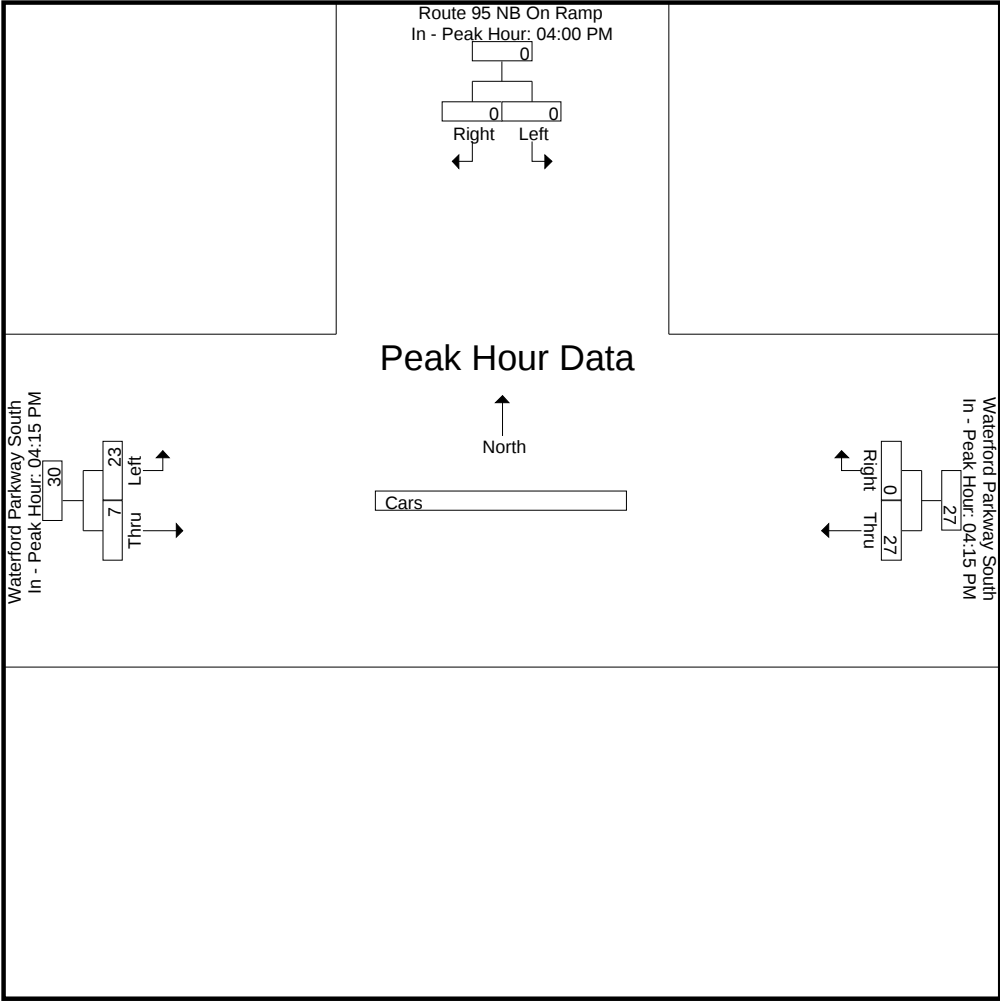


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	10	0	10	5	2	7
+15 mins.	0	0	0	4	0	4	3	2	5
+30 mins.	0	0	0	5	0	5	6	2	8
+45 mins.	0	0	0	8	0	8	9	1	10
Total Volume	0	0	0	27	0	27	23	7	30
% App. Total	0	0		100	0		76.7	23.3	
PHF	.000	.000	.000	.675	.000	.675	.639	.875	.750

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 7

Groups Printed- Trucks

	Route 95 NB On Ramp From North		Waterford Parkway South From East		Waterford Parkway South From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	1	0	0	0	1
Apprch %	0	0	100	0	0	0	
Total %	0	0	100	0	0	0	

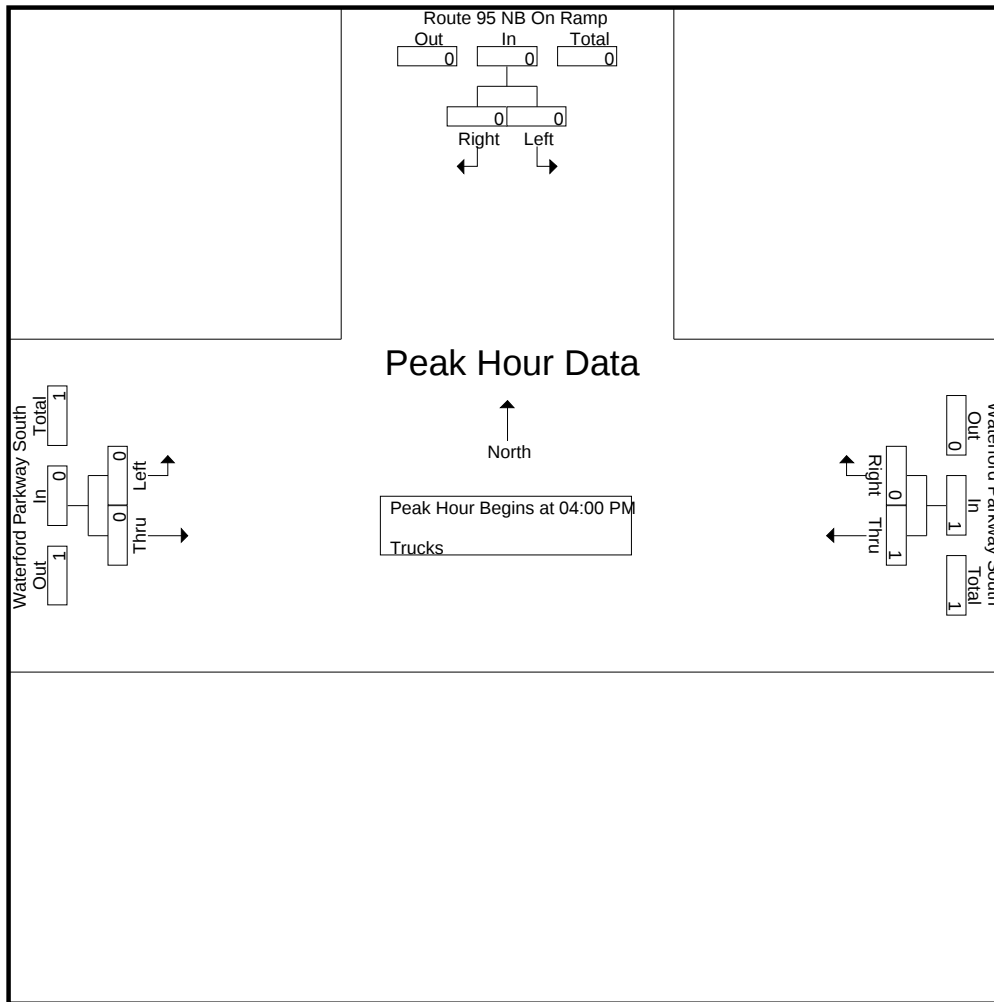
	Route 95 NB On Ramp From North			Waterford Parkway South From East			Waterford Parkway South From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Route 95 NB On Ramp
 E/W Street : Waterford Parkway South
 City/State : Waterford, CT
 Weather : Clear

File Name : 91370005
 Site Code : 91370005
 Start Date : 11/16/2021
 Page No : 8

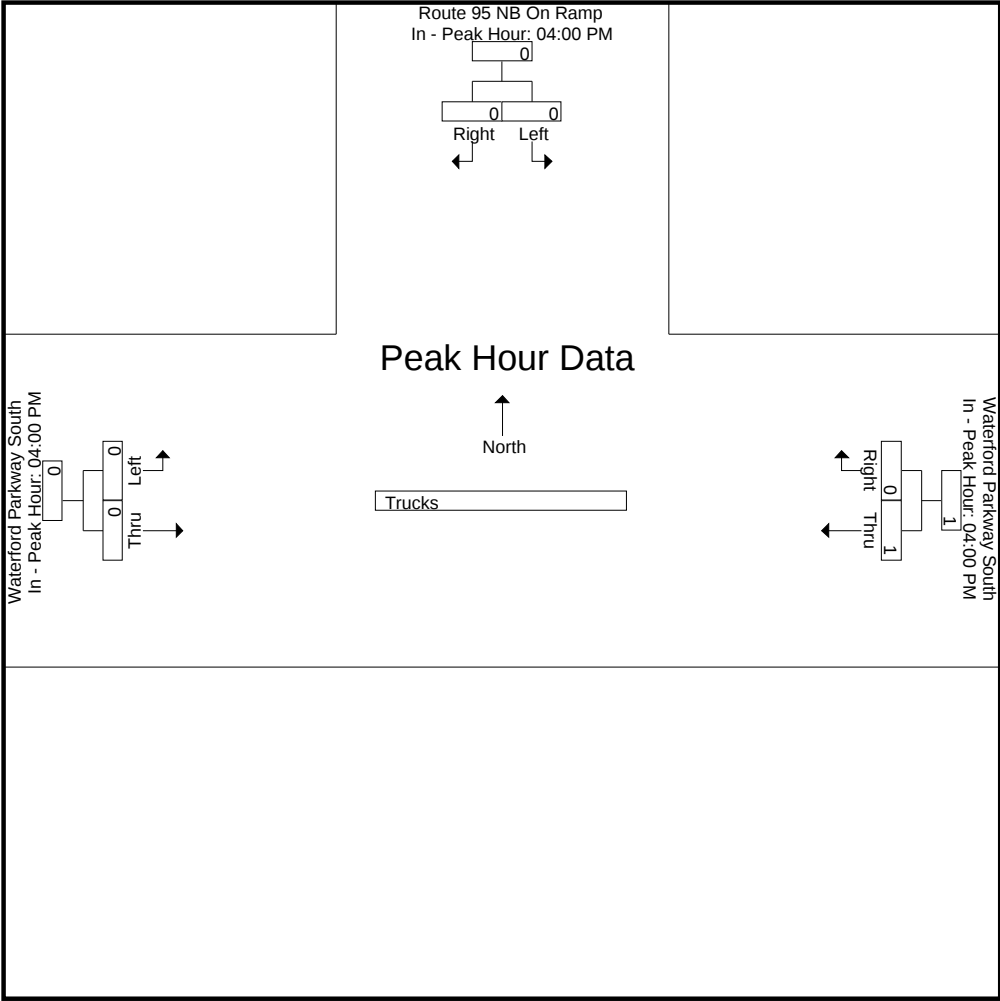


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 9



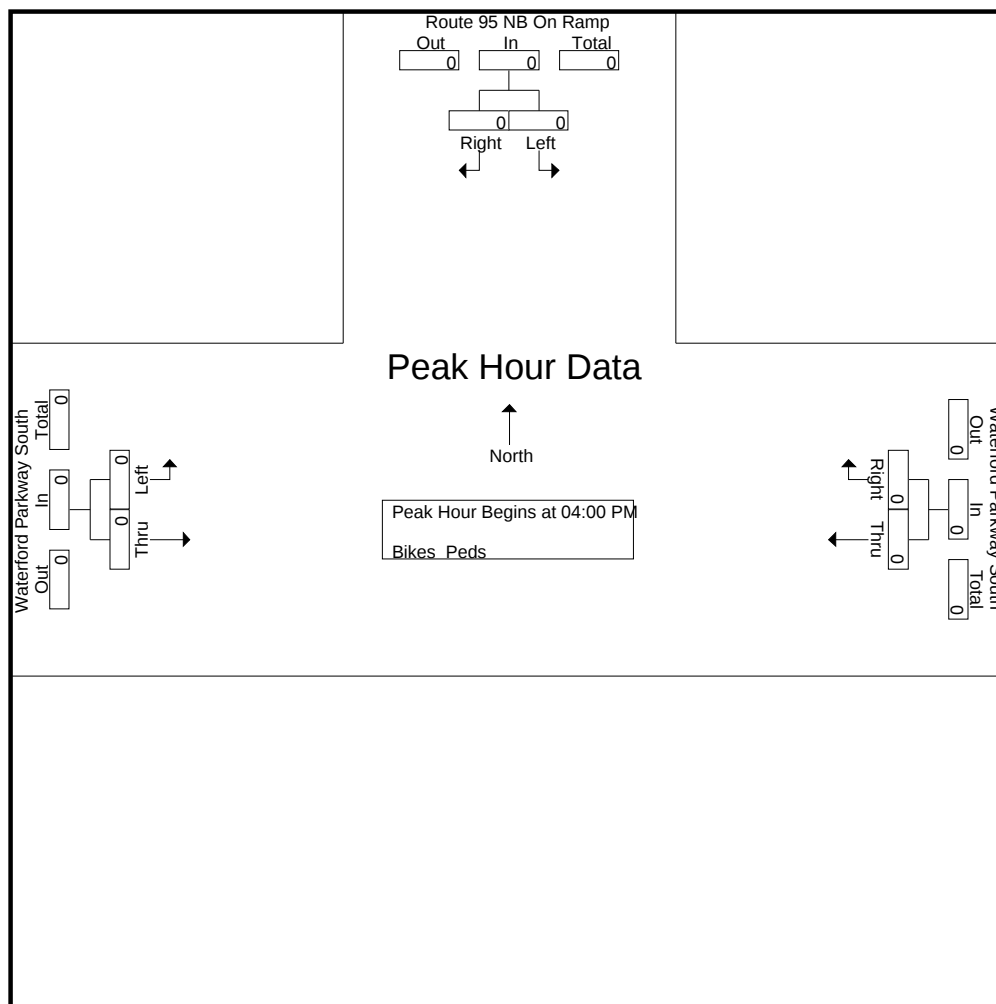
978-664-2565

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 10

[illegible][illegible]

978-664-2565

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 11

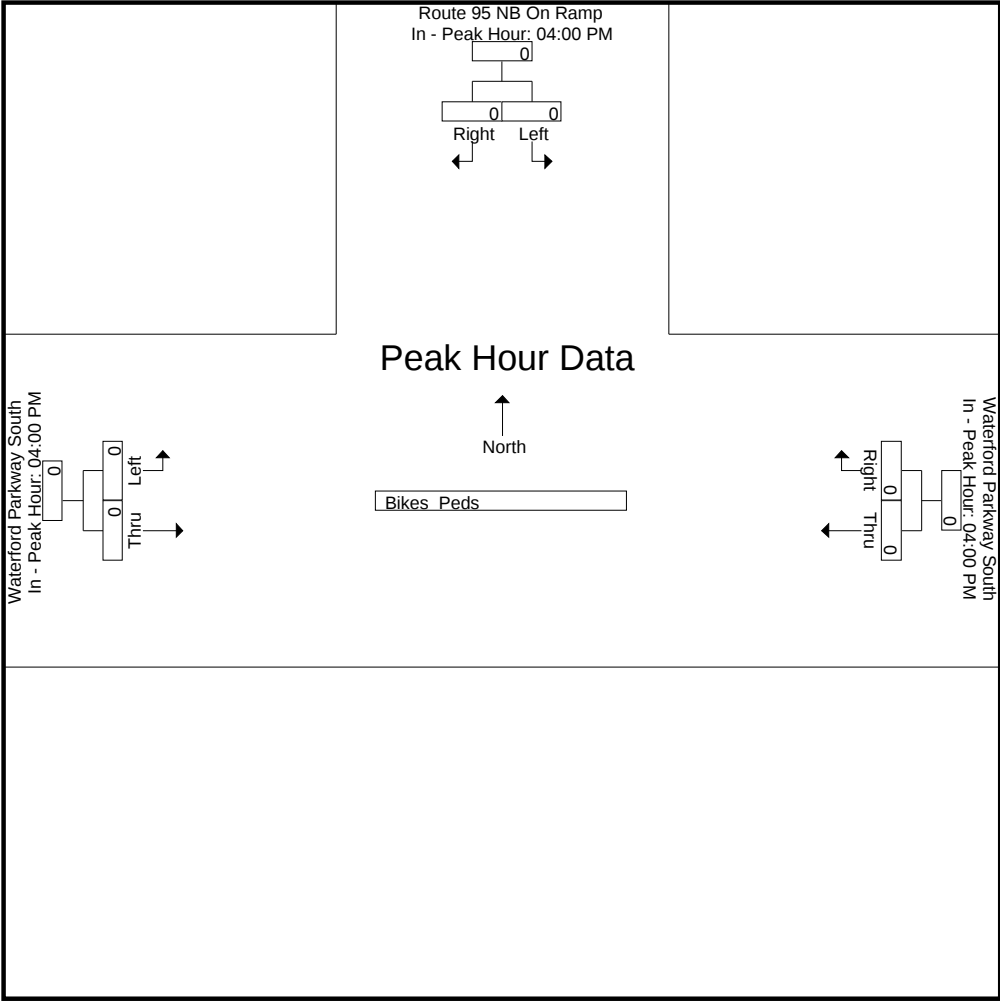


Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Route 95 NB On Ramp
E/W Street : Waterford Parkway South
City/State : Waterford, CT
Weather : Clear

File Name : 91370005
Site Code : 91370005
Start Date : 11/16/2021
Page No : 12



MOTOR VEHICLE CRASH DATA

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

Automobiles, Motorcycles, etc.

2

Form PR-1 REV January 2017

Case Number:

2019-00551

Number of Non-Motorists:

Pedestrians, Bicyclists, etc.

0

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)

2 0 1 9 0 3 2 7

Time (0000-2359)

1 7 3 0

Town Name

Waterford

Town #

152

Crash Severity

☐ Fatal ☐ Injury ☒ PDO

Latitude

41.368387

Crash occurred on (street name or route #) at its intersection with (street name or route #)

RTE 1

at Oil Mill Road

Longitude

-72.190568

If not at an intersection: distance

☐ Feet

N, S, E, W

name of nearest intersecting road, town line, or mile marker

☐ Tenth of Mile

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP

01. Public Road
02. Private Road
88. Not Applicable

01

LOCATION OF FIRST HARMFUL EVENT

01. On Roadway
02. Shoulder
03. Median
04. Roadside
05. Gore
06. Separator
07. In Parking Lane or Zone
08. Off-Roadway Location Unknown
09. Outside Right-of-Way (trafficway)
97. Other

05

FIRST HARMFUL EVENT

Non-Collision:

01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

14

MANNER OF IMPACT

(Applies to: multi-vehicle crashes)

01. Front to Rear
02. Front to Front
03. Angle
04. Sideswipe, Same Direction
05. Sideswipe, Opposite Direction
06. Rear to Side
07. Rear to Rear
88. Not Applicable
97. Other

01

TRAFFICWAY CLASS

01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

01

LIGHT CONDITIONS

01. Daylight
02. Dawn
03. Dusk
04. Dark- Lighted
05. Dark- Not Lighted
06. Dark Unknown Lighting
97. Other

01

CRASH-SPECIFIC LOCATION

01. Non-Junction
02. Intersection
03. Intersection-Related
04. Entrance / Exit Ramp
05. Entrance / Exit Ramp-Related
06. Railway Grade Crossing
07. Crossover-Related
08. Driveway Access
09. Driveway Access-Related
10. Shared-Use Path or Trail
11. Through Roadway
12. Acceleration / Deceleration Lane
13. On A Bridge
14. HOV Lane
15. Service or Rest Area
16. Weigh Station
17. Other Location Not Listed Above
Within an Interchange Area
(median, shoulder and roadside)
97. Other

02

Collision with Person, Vehicle, or Non-Fixed Object:

09. Pedestrian
10. Pedal cycle/Pedal-cyclist
11. Other Non-motorist
12. Railway Vehicle (train, engine)
40. Deer
13. Animal Other Than Deer (live)
14. Motor Vehicle in Operation
15. Parked Motor Vehicle
16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
17. Work Zone/Maintenance Equipment
18. Other Non-Fixed Object

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)

00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
88. Not Applicable
97. Other

00

88

WEATHER CONDITIONS (choose up to 2)

01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

01

88

Collision With Fixed Object:

19. Impact Attenuator/Crash Cushion
20. Bridge Overhead Structure
21. Bridge Pier or Support
22. Bridge Rail
23. Cable Barrier
24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
30. Concrete Traffic Barrier
31. Other Traffic Barrier
32. Tree (standing)
33. Utility Pole/Light Support
34. Traffic Sign Support
35. Traffic Signal Support
36. Fence
37. Mailbox
38. Other Post, Pole or Support
39. Other Fixed Object (wall, building, tunnel, etc.)

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)

00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
04. Toll Booth/Plaza Related
05. Road Surface Condition (wet, icy, snow, slush, etc.)
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone (construction/ maintenance/utility)
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder (none, low, soft, high)
13. Non-Highway Work
88. Not Applicable
97. Other

00

88

TRAFFICWAY SURFACE CONDITIONS

01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

01

TYPE OF INTERSECTION

01. Not an Intersection
02. Four-Way Intersection
03. T-Intersection
04. Y-Intersection
05. L-Intersection
06. Traffic Circle
07. Roundabout
08. Five-Point, or More

03

SCHOOL BUS RELATED

01. No
02. Yes, a school bus was directly involved
03. Yes, a school bus was indirectly involved

01

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE

01. No
02. Yes

01

LOCATION

01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

88

TYPE

01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

88

WORKERS PRESENT

01. No
02. Yes
88. Not Applicable

88

ENFORCEMENT PRESENT

01. No
02. Yes
88. Not Applicable

88

CONNECTICUT UNIFORM POLICE CRASH REPORT
Form PR-1 REV January 2017

Crash Summary (Back)

Case Number: 2019-00551

DOT Identifier:
For DOT use only

DIAGRAM

Not To Scale

RTE 1

OIL MILL ROAD

☐ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Vehicle 2 was traveling east and stopped for the traffic light at the intersection of RTE 1 and Oil Mill Road. Vehicle 1 was also traveling east on RTE 1 directly behind Vehicle 2. Vehicle 1 rolled forward and struck the rear bumper of Vehicle 2. No injuries were reported. Operator 1 stated that she reached down and took her eyes off the roadway. That's when her vehicle rolled forward and struck vehicle 2. Operator 2 was issued a written warning for Following Too Close.

Related Incident Number		Officer First Name John	Officer Last Name Bunce	Badge Number 46	Police Agency Code CT0015200
Case Status O - Open C - Closed C	Officer Name: John Bunce		Supervisor: Roger Reed		
Date & Time: 2 0 1 9 0 3 2 7 1 8 0 0		Date & Time: 2 0 1 9 0 3 2 8 1 7 3 0			
☐ This report is a revision to a previously submitted report					

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

Automobiles, Motorcycles, etc.

1

Form PR-1 REV January 2017

Case Number:

2019-01472

Number of Non-Motorists:

Pedestrians, Bicyclists, etc.

0

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)

2 0 1 9 0 8 1 3

Time (0000-2359)

0 9 3 9

Town Name

Waterford

Town #

152

Crash Severity

☐ Fatal ☐ Injury ☒ PDO

Latitude

41.369035

Crash occurred on (street name or route #) at its intersection with (street name or route #)

Oil Mill RD

at Boston Post RD

Longitude

-72.192333

If not at an intersection: distance

☐ Feet

N, S, E, W

name of nearest intersecting road, town line, or mile marker

☐ Tenth of Mile

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP

01. Public Road
02. Private Road
88. Not Applicable

01

TRAFFICWAY CLASS

01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

01

LIGHT CONDITIONS

01. Daylight
02. Dawn
03. Dusk
04. Dark- Lighted
05. Dark- Not Lighted
06. Dark Unknown Lighting
97. Other

01

WEATHER CONDITIONS (choose up to 2)

01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

01

88

TRAFFICWAY SURFACE CONDITIONS

01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

01

LOCATION OF FIRST HARMFUL EVENT

01. On Roadway
02. Shoulder
03. Median
04. Roadside
05. Gore
06. Separator
07. In Parking Lane or Zone
08. Off-Roadway Location Unknown
09. Outside Right-of-Way (trafficway)
97. Other

01

CRASH-SPECIFIC LOCATION

01. Non-Junction
02. Intersection
03. Intersection-Related
04. Entrance / Exit Ramp
05. Entrance / Exit Ramp-Related
06. Railway Grade Crossing
07. Crossover-Related
08. Driveway Access
09. Driveway Access-Related
10. Shared-Use Path or Trail
11. Through Roadway
12. Acceleration / Deceleration Lane
13. On A Bridge
14. HOV Lane
15. Service or Rest Area
16. Weigh Station
17. Other Location Not Listed Above
Within an Interchange Area
(median, shoulder and roadside)
97. Other

02

TYPE OF INTERSECTION

01. Not an Intersection
02. Four-Way Intersection
03. T-Intersection
04. Y-Intersection
05. L-Intersection
06. Traffic Circle
07. Roundabout
08. Five-Point, or More

03

SCHOOL BUS RELATED

01. No
02. Yes, a school bus was directly involved
03. Yes, a school bus was indirectly involved

01

FIRST HARMFUL EVENT

Non-Collision:

01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

28

Collision with Person, Vehicle, or Non-Fixed Object:

09. Pedestrian
10. Pedal cycle/Pedal-cyclist
11. Other Non-motorist
12. Railway Vehicle (train, engine)
40. Deer
13. Animal Other Than Deer (live)
14. Motor Vehicle in Operation
15. Parked Motor Vehicle
16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
17. Work Zone/Maintenance Equipment
18. Other Non-Fixed Object

Collision With Fixed Object:

19. Impact Attenuator/Crash Cushion
20. Bridge Overhead Structure
21. Bridge Pier or Support
22. Bridge Rail
23. Cable Barrier
24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
30. Concrete Traffic Barrier
31. Other Traffic Barrier
32. Tree (standing)
33. Utility Pole/Light Support
34. Traffic Sign Support
35. Traffic Signal Support
36. Fence
37. Mailbox
38. Other Post, Pole or Support
39. Other Fixed Object (wall, building, tunnel, etc.)

MANNER OF IMPACT

(Applies to: multi-vehicle crashes)

01. Front to Rear
02. Front to Front
03. Angle
04. Sideswipe, Same Direction
05. Sideswipe, Opposite Direction
06. Rear to Side
07. Rear to Rear
88. Not Applicable
97. Other

88

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)

00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
88. Not Applicable
97. Other

00

88

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)

00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
04. Toll Booth/Plaza Related
05. Road Surface Condition (wet, icy, snow, slush, etc.)
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone (construction/ maintenance/utility)
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder (none, low, soft, high)
13. Non-Highway Work
88. Not Applicable
97. Other

00

88

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE

01. No
02. Yes

01

LOCATION

01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

88

TYPE

01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

88

WORKERS PRESENT

01. No
02. Yes
88. Not Applicable

88

ENFORCEMENT PRESENT

01. No
02. Yes
88. Not Applicable

88

CONNECTICUT UNIFORM POLICE CRASH REPORT

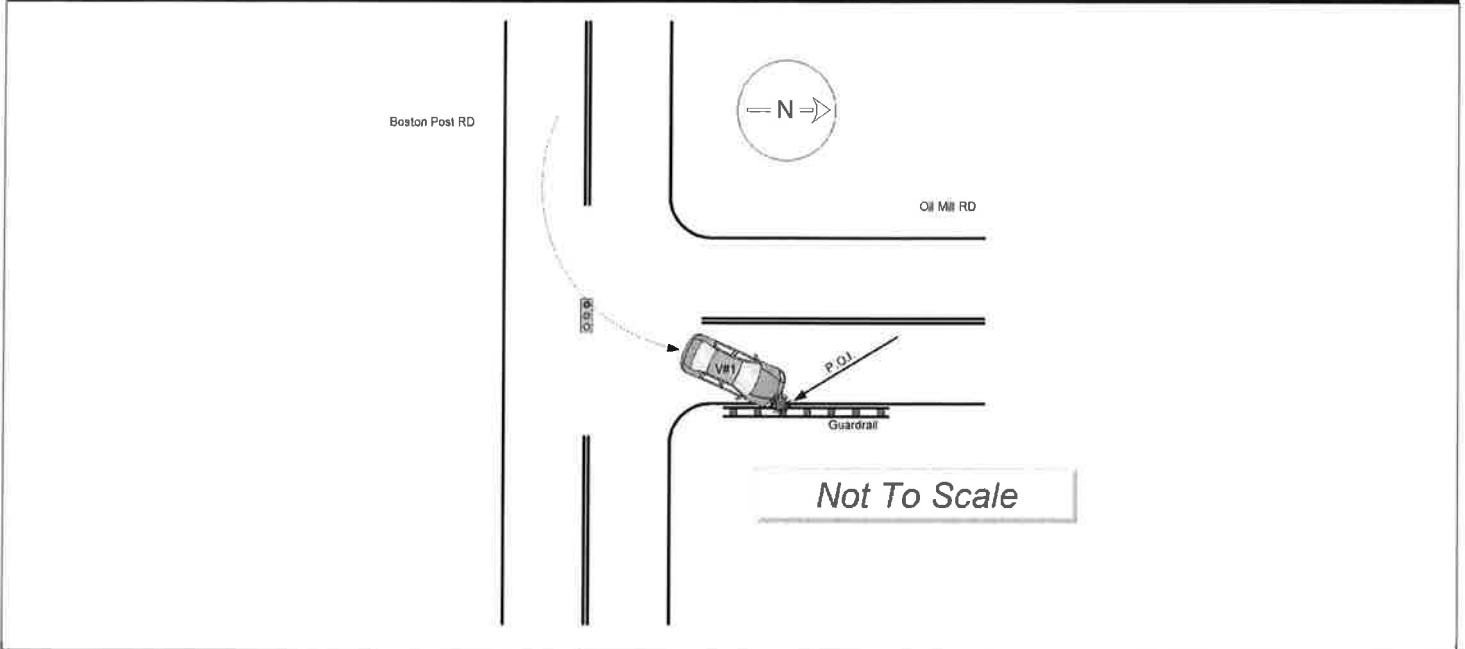
Form PR-1 REV January 2017

Case Number: 2019-01472

Crash Summary (Back)

DOT Identifier:
For DOT use only

DIAGRAM

☐ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Vehicle #1 was traveling East on Boston Post RD. Vehicle #1 took a left turn onto Oil Mill RD but failed to maintain it's lane and struck the guardrail. Operator #1 stated that she was attempting to "eat a bagel" while driving and it caused her to lose focus and ultimately swerve off of the road and strike the guardrail.

Based on the statement made by Operator #1 and the damaged observed, Operator #1 was found to be in violation of C.G.S. 14-236 (Failure to Maintain Proper Lane).

Related Incident Number 2019-0147	Officer First Name Patrick	Officer Last Name Flanagan	Badge Number 61	Police Agency Code CT0015200
Case Status O - Open C - Closed C	Officer Name: Patrick Flanagan		Supervisor: Roger Reed	
Date & Time: 201908130939	Date & Time: 201908161400			
☐ This report is a revision to a previously submitted report				

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

2

Automobiles, Motorcycles, etc.

Form PR-1 REV October 2018

Case Number:

2019-01684

Number of Non-Motorists:

0

Pedestrians, Bicyclists, etc.

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)	Time (0000-2359)	Town Name	Town #	Crash Severity
2 0 1 9 0 9 1 9	1 6 3 4	Waterford	152	☐ Fatal ☐ Injury ☒ PDO
Latitude	Crash occurred on (street name or route #) at its intersection with (street name or route #)			
41.368820	RTE 1 at			
Longitude	If not at an intersection: distance	☒ Feet ☐ Tenths of Mile	N, S, E, W	name of nearest intersecting road, town line, or mile marker
-72.192490	20		W	Oil Mill Road

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP 01. Public Road 02. Private Road 88. Not Applicable	01	LOCATION OF FIRST HARMFUL EVENT 01. On Roadway 02. Shoulder 03. Median 04. Roadside 05. Gore 06. Separator 07. In Parking Lane or Zone 08. Off-Roadway Location Unknown 09. Outside Right-of-Way (trafficway) 97. Other	01	FIRST HARMFUL EVENT Non-Collision: 01. Overturn/Rollover 02. Fire / Explosion 03. Immersion, Full or Partial 04. Jackknife 05. Cargo/Equipment Loss or Shift 06. Fell/Jumped from Vehicle 07. Thrown or Falling Object 08. Other Non-Collision Collision with Person, Vehicle, or Non-Fixed Object: 09. Pedestrian 10. Pedal cycle/Pedal-cyclist 11. Other Non-motorist 12. Railway Vehicle (train, engine) 40. Deer 13. Animal Other Than Deer (live) 14. Motor Vehicle in Operation 15. Parked Motor Vehicle 16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 17. Work Zone/Maintenance Equipment 18. Other Non-Fixed Object Collision With Fixed Object: 19. Impact Attenuator/Crash Cushion 20. Bridge Overhead Structure 21. Bridge Pier or Support 22. Bridge Rail 23. Cable Barrier 24. Culvert 25. Curb 26. Ditch 27. Embankment 28. Guardrail Face 29. Guardrail End 30. Concrete Traffic Barrier 31. Other Traffic Barrier 32. Tree (standing) 33. Utility Pole/Light Support 34. Traffic Sign Support 35. Traffic Signal Support 36. Fence 37. Mailbox 38. Other Post, Pole or Support 39. Other Fixed Object (wall, building, tunnel, etc.)	14	MANNER OF IMPACT (Applies to: multi-vehicle crashes) 01. Front to Rear 02. Front to Front 03. Angle 04. Sideswipe, Same Direction 05. Sideswipe, Opposite Direction 06. Rear to Side 07. Rear to Rear 88. Not Applicable 97. Other	01		
TRAFFICWAY CLASS 01. Trafficway, On Road 02. Trafficway, Not on Road 03. Non-Trafficway 04. Parking Lot	01	CRASH-SPECIFIC LOCATION 01. Non-Junction 02. Intersection 03. Intersection-Related 04. Entrance / Exit Ramp 05. Entrance / Exit Ramp-Related 06. Railway Grade Crossing 07. Crossover-Related 08. Driveway Access 09. Driveway Access-Related 10. Shared-Use Path or Trail 11. Through Roadway 12. Acceleration / Deceleration Lane 13. On A Bridge 14. HOV Lane 15. Service or Rest Area 16. Weigh Station 17. Other Location Not Listed Above Within an Interchange Area (median, shoulder and roadside) 97. Other	03	CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3) 00. None 01. Weather Conditions 02. Visual Obstruction(s) 03. Glare 04. Animal(s) in Roadway 88. Not Applicable 97. Other			00 88 88		
LIGHT CONDITIONS 01. Daylight 02. Dawn 03. Dusk 04. Dark- Lighted 05. Dark- Not Lighted 06. Dark Unknown Lighting 97. Other	01	WEATHER CONDITIONS (choose up to 2) 01. Clear 02. Cloudy 03. Fog, Smog, Smoke 04. Rain 05. Sleet or Hail 06. Freezing Rain/Drizzle 07. Snow 08. Blowing Snow 09. Severe Crosswinds 10. Blowing Sand, Soil, Dirt 88. Not Applicable 97. Other			01 88	CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3) 00. None 01. Backup Due to Prior Crash 02. Backup Due to Prior Non-recurring Incident 03. Backup Due to Regular Congestion 04. Toll Booth/Plaza Related 05. Road Surface Condition (wet, icy, snow, slush, etc.) 06. Debris 07. Ruts, Holes, Bumps 08. Work Zone (construction/ maintenance/utility) 09. Worn, Travel-Polished Surface 10. Obstruction in Roadway 11. Traffic Control Device Inoperative, Missing, or Obscured 12. Shoulder (none, low, soft, high) 13. Non-Highway Work 88. Not Applicable 97. Other			00 88
TRAFFICWAY SURFACE CONDITIONS 01. Dry 02. Wet 03. Snow 04. Slush 05. Ice/Frost 06. Moving Water 07. Sand 08. Mud, Dirt, Gravel 09. Oil 10. Standing Water 97. Other	01	TYPE OF INTERSECTION 01. Not an Intersection 02. Four-Way Intersection 03. T-Intersection 04. Y-Intersection 05. L-Intersection 06. Traffic Circle 07. Roundabout 08. Five-Point, or More	03	SCHOOL BUS RELATED 01. No 02. Yes, a school bus was directly involved 03. Yes, a school bus was indirectly involved			01		

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE 01. No 02. Yes	LOCATION 01. Before the First Work Zone Warning Sign 02. Advance Warning Area 03. Transition Area 04. Activity Area 05. Termination Area 88. Not Applicable	TYPE 01. Lane Closure 02. Lane Shift / Crossover 03. Work on Shoulder or Median 04. Intermittent or Moving Work 88. Not Applicable 97. Other	WORKERS PRESENT 01. No 02. Yes 88. Not Applicable	ENFORCEMENT PRESENT 01. No 02. Yes 88. Not Applicable
01	88	88	88	88

CONNECTICUT UNIFORM POLICE CRASH REPORT

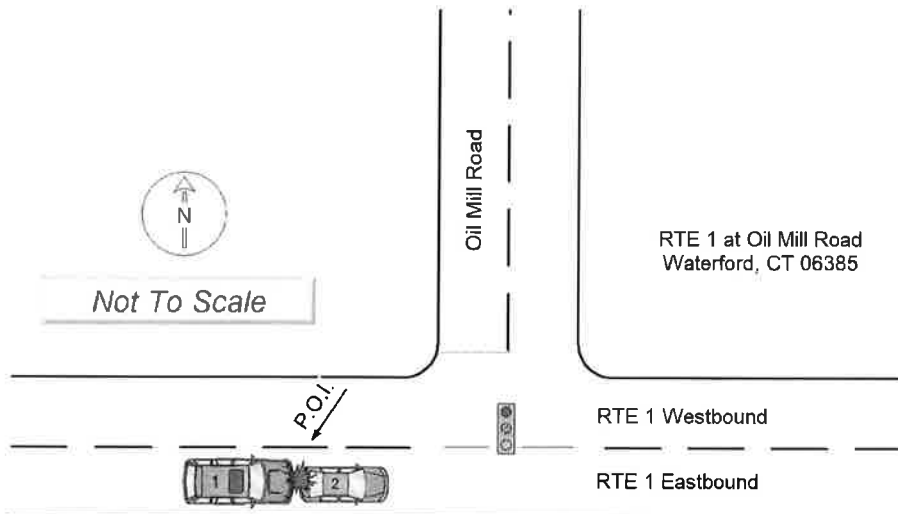
Form PR-1 REV October 2018

Case Number: 2019-01684

Crash Summary (Back)

DOT Identifier:
For DOT use only

DIAGRAM

☐ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

This is a two car motor vehicle accident without reported injuries that occurred on RTE 1 eastbound in the area of Oil Mill Road. Vehicle # 2 was traveling eastbound on RTE 1 and vehicle # 1, which was traveling directly behind vehicle # 2, collided into the rear of vehicle # 2 causing minor damage.

Operator # 1 stated she was traveling eastbound on RTE 1, approached the intersection of Oil Mill Road and observed the traffic control signal began to cycle from green to red. Operator # 1 stated vehicle # 2, which was traveling directly in front of her, abruptly applied it's brakes prior to the traffic control signal cycling to red but stated the signal was still yellow. Operator # 1 stated she was unable to avoid a collision causing damage to the rear of vehicle # 2.

Operator # 2 stated she was traveling eastbound on RTE 1, approached the intersection of Oil Mill Road and observed the traffic control signal began to cycle from green to red. Operator # 2 stated she slowed for the control signal, at which point vehicle # 1 collided into the rear of her vehicle causing minor damage.

No ambulances or wreckers were needed to respond to the scene. Operator # 1 was issued a written warning charging her with C.G.S. 14-240(d)(2) Failure to Drive a Reasonable Distance Apart Resulting in a Motor Vehicle Accident.

Related Incident Number	Officer First Name Nicolas	Officer Last Name Surdo	Badge Number 60	Police Agency Code 152
Case Status O - Open C - Closed C	Officer Name: Officer Surdo	Supervisor: SGT Matthew Fedor #S17	Date & Time: 2 0 1 9 0 9 1 9 1 8 1 2	
Date & Time: 2 0 1 9 0 9 1 9 1 8 1 2		Date & Time: 2 0 1 9 0 9 2 0 1 6 1 0		
☐ This report is a revision to a previously submitted report				

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

2

Automobiles, Motorcycles, etc.

Form PR-1 REV October 2018

Case Number:

2019-01836

Number of Non-Motorists:

0

Pedestrians, Bicyclists, etc.

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)

2 0 1 9 1 0 0 9

Time (0000-2359)

0 7 4 1

Town Name

Waterford

Town #

152

Crash Severity

☐ Fatal ☐ Injury ☒ PDO

Latitude

41.368856

Crash occurred on (street name or route #) at its intersection with (street name or route #)

RTE 1

at Oil Mill Road

Longitude

-72.192384

If not at an intersection: distance

☐ Feet

N, S, E, W

name of nearest intersecting road, town line, or mile marker

☐ Tenth of Mile

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP

01. Public Road
02. Private Road
88. Not Applicable

01

TRAFFICWAY CLASS

01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

01

LIGHT CONDITIONS

01. Daylight
02. Dawn
03. Dusk
04. Dark- Lighted
05. Dark- Not Lighted
06. Dark Unknown Lighting
97. Other

01

WEATHER CONDITIONS (choose up to 2)

01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

04

88

TRAFFICWAY SURFACE CONDITIONS

01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

02

LOCATION OF FIRST HARMFUL EVENT

01. On Roadway
02. Shoulder
03. Median
04. Roadside
05. Gore
06. Separator
07. In Parking Lane or Zone
08. Off-Roadway Location Unknown
09. Outside Right-of-Way (trafficway)
97. Other

01

CRASH-SPECIFIC LOCATION

01. Non-Junction
02. Intersection
03. Intersection-Related
04. Entrance / Exit Ramp
05. Entrance / Exit Ramp-Related
06. Railway Grade Crossing
07. Crossover-Related
08. Driveway Access
09. Driveway Access-Related
10. Shared-Use Path or Trail
11. Through Roadway
12. Acceleration / Deceleration Lane
13. On A Bridge
14. HOV Lane
15. Service or Rest Area
16. Weigh Station
17. Other Location Not Listed Above
 Within an Interchange Area
 (median, shoulder and roadside)
97. Other

03

TYPE OF INTERSECTION

01. Not an Intersection
02. Four-Way Intersection
03. T-Intersection
04. Y-Intersection
05. L-Intersection
06. Traffic Circle
07. Roundabout
08. Five-Point, or More

03

SCHOOL BUS RELATED

01. No
02. Yes, a school bus was directly involved
03. Yes, a school bus was indirectly involved

01

FIRST HARMFUL EVENT

Non-Collision:

01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

14

Collision with Person, Vehicle, or Non-Fixed Object:

09. Pedestrian
10. Pedal cycle/Pedal-cyclist
11. Other Non-motorist
12. Railway Vehicle (train, engine)
40. Deer
13. Animal Other Than Deer (live)
14. Motor Vehicle in Operation
15. Parked Motor Vehicle
16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
17. Work Zone/Maintenance Equipment
18. Other Non-Fixed Object

Collision With Fixed Object:

19. Impact Attenuator/Crash Cushion
20. Bridge Overhead Structure
21. Bridge Pier or Support
22. Bridge Rail
23. Cable Barrier
24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
30. Concrete Traffic Barrier
31. Other Traffic Barrier
32. Tree (standing)
33. Utility Pole/Light Support
34. Traffic Sign Support
35. Traffic Signal Support
36. Fence
37. Mailbox
38. Other Post, Pole or Support
39. Other Fixed Object (wall, building, tunnel, etc.)

MANNER OF IMPACT

(Applies to: multi-vehicle crashes)

01. Front to Rear
02. Front to Front
03. Angle
04. Sideswipe, Same Direction
05. Sideswipe, Opposite Direction
06. Rear to Side
07. Rear to Rear
88. Not Applicable
97. Other

02

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)

00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
88. Not Applicable
97. Other

00

88

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)

00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
04. Toll Booth/Plaza Related
05. Road Surface Condition (wet, icy, snow, slush, etc.)
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone (construction/ maintenance/utility)
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder (none, low, soft, high)
13. Non-Highway Work
88. Not Applicable
97. Other

00

88

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE

01. No
02. Yes

01

LOCATION

01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

88

TYPE

01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

88

WORKERS PRESENT

01. No
02. Yes
88. Not Applicable

88

ENFORCEMENT PRESENT

01. No
02. Yes
88. Not Applicable

88

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV October 2018

Case Number: 2019-01836

Crash Summary (Back)

DOT Identifier:

For DOT use only

DIAGRAM



Not To Scale

☒ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Vehicle 1 was traveling Southbound on RTE 1 approaching Oil Mill Road.

Vehicle 2 was traveling Northbound on RTE 1 at the intersection of Oil Mill Road.

Traffic heading Southbound was stopped at the traffic signal.

Vehicle 1 attempted to stop but was unable to stop and veered left into oncoming traffic. Vehicle 1 crossed the center line and struck Vehicle 2.

Vehicle 1 had damage to the front left. Vehicle 2 had minor damage to the front left.

No tows were requested. No injuries were reported.

Related Incident Number

2019-01836

Officer First Name

Stephen

Officer Last Name

Rogers

Badge Number

82

Police Agency Code

152

Case Status

O - Open
C - Closed

O

Officer Name: Stephen Rogers

Date & Time:

2 0 1 9 1 0 1 2 1 3 1 0

Supervisor: SGT Matt Fedor #S17

Date & Time:

2 0 1 9 1 0 1 8 1 1 2 8

☐ This report is a revision to a previously submitted report

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

Automobiles, Motorcycles, etc.

2

Form PR-1 REV October 2018

Case Number:

2019-02192

Number of Non-Motorists:

Pedestrians, Bicyclists, etc.

0

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)

2 0 1 9 1 2 0 1

Time (0000-2359)

1 6 0 4

Town Name

Waterford

Town #

152

Crash Severity

☐ Fatal
 ☐ Injury
 ☒ PDO

Latitude

41.368913

Crash occurred on (street name or route #) at its intersection with (street name or route #)

Boston Post Road

at Oil Mill Rd

Longitude

-72.192620

If not at an intersection: distance

☐ Feet

N, S, E, W

name of nearest intersecting road, town line, or mile marker

☐ Tenth of a Mile

of

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP

01. Public Road
02. Private Road
88. Not Applicable

01

TRAFFICWAY CLASS

01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

01

LIGHT CONDITIONS

01. Daylight
02. Dawn
03. Dusk
04. Dark- Lighted
05. Dark- Not Lighted
06. Dark Unknown Lighting
97. Other

03

WEATHER CONDITIONS (choose up to 2)

01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

07

88

TRAFFICWAY SURFACE CONDITIONS

01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

03

LOCATION OF FIRST HARMFUL EVENT

01. On Roadway
02. Shoulder
03. Median
04. Roadside
05. Gore
06. Separator
07. In Parking Lane or Zone
08. Off-Roadway Location Unknown
09. Outside Right-of-Way (trafficway)
97. Other

01

CRASH-SPECIFIC LOCATION

01. Non-Junction
02. Intersection
03. Intersection-Related
04. Entrance / Exit Ramp
05. Entrance / Exit Ramp-Related
06. Railway Grade Crossing
07. Crossover-Related
08. Driveway Access
09. Driveway Access-Related
10. Shared-Use Path or Trail
11. Through Roadway
12. Acceleration / Deceleration Lane
13. On A Bridge
14. HOV Lane
15. Service or Rest Area
16. Weigh Station
17. Other Location Not Listed Above
Within an Interchange Area
(median, shoulder and roadside)
97. Other

02

TYPE OF INTERSECTION

01. Not an Intersection
02. Four-Way Intersection
03. T-Intersection
04. Y-Intersection
05. L-Intersection
06. Traffic Circle
07. Roundabout
08. Five-Point, or More

03

SCHOOL BUS RELATED

01. No
02. Yes, a school bus was directly involved
03. Yes, a school bus was indirectly involved

01

FIRST HARMFUL EVENT

Non-Collision:

01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

14

Collision with Person, Vehicle, or Non-Fixed Object:

09. Pedestrian
10. Pedal cycle/Pedal-cyclist
11. Other Non-motorist
12. Railway Vehicle (train, engine)
40. Deer
13. Animal Other Than Deer (live)
14. Motor Vehicle in Operation
15. Parked Motor Vehicle
16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
17. Work Zone/Maintenance Equipment
18. Other Non-Fixed Object

Collision With Fixed Object:

19. Impact Attenuator/Crash Cushion
20. Bridge Overhead Structure
21. Bridge Pier or Support
22. Bridge Rail
23. Cable Barrier
24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
30. Concrete Traffic Barrier
31. Other Traffic Barrier
32. Tree (standing)
33. Utility Pole/Light Support
34. Traffic Sign Support
35. Traffic Signal Support
36. Fence
37. Mailbox
38. Other Post, Pole or Support
39. Other Fixed Object (wall, building, tunnel, etc.)

MANNER OF IMPACT

(Applies to: multi-vehicle crashes)

01. Front to Rear
02. Front to Front
03. Angle
04. Sideswipe, Same Direction
05. Sideswipe, Opposite Direction
06. Rear to Side
07. Rear to Rear
88. Not Applicable
97. Other

03

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)

00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
88. Not Applicable
97. Other

01

88

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)

00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
04. Toll Booth/Plaza Related
05. Road Surface Condition (wet, icy, snow, slush, etc.)
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone (construction/ maintenance/utility)
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder (none, low, soft, high)
13. Non-Highway Work
88. Not Applicable
97. Other

05

88

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE

01. No
02. Yes

01

LOCATION

01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

88

TYPE

01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

88

WORKERS PRESENT

01. No
02. Yes
88. Not Applicable

88

ENFORCEMENT PRESENT

01. No
02. Yes
88. Not Applicable

88

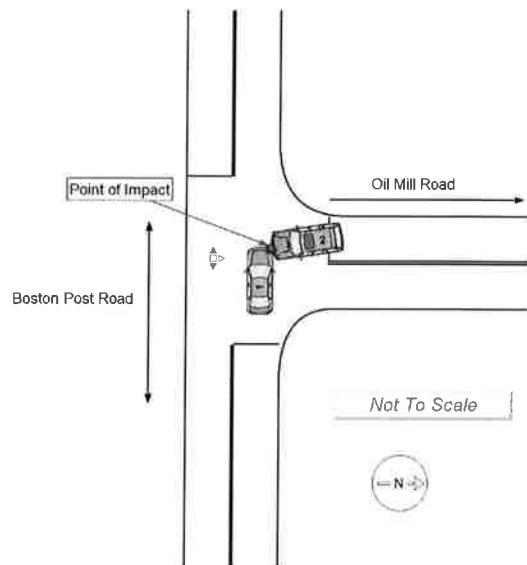
CONNECTICUT UNIFORM POLICE CRASH REPORT
Form PR-1 REV October 2018

Crash Summary (Back)

Case Number: 2019-02192

DOT Identifier:
For DOT use only

DIAGRAM

☒ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Vehicle #1 was traveling West on Boston Post Road approaching the intersection with Oil Mill Road. Vehicle #2 was making a left turn from Oil Mill Road on to Boston Post Road under a green light. Vehicle #1 slid on a snow covered road way through a red light and struck Vehicle #1 in the intersection.

Operator #1 stated he could not stop at the intersection with Oil Mill Road due to the snowy downgrade and struck the front of Vehicle #2. Operator #2 stated she had had a green light long enough for another vehicle in front of her to turn left before she entered the intersection. Operator #2 stated Vehicle #1 failed to stop for a red light and slid into the front of her vehicle.

Operator #1 stated his vehicle was not insured. Operator #1 failed to provide a valid insurance card and COLLECT showed unconfirmed insurance.

None of the vehicle occupants complained of any injuries. Vehicle #1 sustained damage to the passenger side front and Vehicle #2 sustained damage to the driver side front bumper. Vehicle #1 was towed due to lack of insurance and Vehicle #2 was driven from the scene.

Operator #1 was issued a Misdemeanor Summons for violation of C.G.S. 14-213b Insufficient Insurance and C.G.S. 14-218a(a) Traveling Too Fast for Conditions.

Related Incident Number		Officer First Name Vincent	Officer Last Name Mancini	Badge Number 81	Police Agency Code 152
Case Status O - Open C - Closed C	Officer Name: Vincent Mancini		Supervisor: Roger Reed		
Date & Time: 2 0 1 9 1 2 0 4 2 0 0 0		Date & Time: 2 0 1 9 1 2 0 5 2 0 3 0			
☐ This report is a revision to a previously submitted report					

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

Automobiles, Motorcycles, etc.

1

Form PR-1 REV October 2018

Case Number:

2020-00756

Number of Non-Motorists:

Pedestrians, Bicyclists, etc.

0

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)

2 0 2 0 0 5 2 5

Time (0000-2359)

1 7 1 8

Town Name

Waterford

Town #

152

Crash Severity

☐ Fatal ☐ Injury ☒ PDO

Latitude

41.368938

Crash occurred on (street name or route #) at its intersection with (street name or route #)

Route 1

at Oil Mill Rd

Longitude

-72.192321

If not at an intersection:

distance

☐ Feet

N, S, E, W

name of nearest intersecting road, town line, or mile marker

☐ Tenths of Mile

of

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP

01. Public Road

02. Private Road

88. Not Applicable

01

TRAFFICWAY CLASS

01. Trafficway, On Road

02. Trafficway, Not on Road

03. Non-Trafficway

04. Parking Lot

01

LIGHT CONDITIONS

01. Daylight

02. Dawn

03. Dusk

04. Dark- Lighted

05. Dark- Not Lighted

06. Dark Unknown Lighting

97. Other

01

WEATHER CONDITIONS (choose up to 2)

01. Clear

02. Cloudy

03. Fog, Smog, Smoke

04. Rain

05. Sleet or Hail

06. Freezing Rain/Drizzle

07. Snow

08. Blowing Snow

09. Severe Crosswinds

10. Blowing Sand, Soil, Dirt

88. Not Applicable

97. Other

01

88

TRAFFICWAY SURFACE CONDITIONS

01. Dry

02. Wet

03. Snow

04. Slush

05. Ice/Frost

06. Moving Water

07. Sand

08. Mud, Dirt, Gravel

09. Oil

10. Standing Water

97. Other

01

LOCATION OF FIRST HARMFUL EVENT

01. On Roadway

02. Shoulder

03. Median

04. Roadside

05. Gore

06. Separator

07. In Parking Lane or Zone

08. Off-Roadway Location Unknown

09. Outside Right-of-Way (trafficway)

97. Other

01

CRASH-SPECIFIC LOCATION

01. Non-Junction

02. Intersection

03. Intersection-Related

04. Entrance / Exit Ramp

05. Entrance / Exit Ramp-Related

06. Railway Grade Crossing

07. Crossover-Related

08. Driveway Access

09. Driveway Access-Related

10. Shared-Use Path or Trail

11. Through Roadway

12. Acceleration / Deceleration Lane

13. On A Bridge

14. HOV Lane

15. Service or Rest Area

16. Weigh Station

17. Other Location Not Listed Above

Within an Interchange Area

(median, shoulder and roadside)

97. Other

02

TYPE OF INTERSECTION

01. Not an Intersection

02. Four-Way Intersection

03. T-Intersection

04. Y-Intersection

05. L-Intersection

06. Traffic Circle

07. Roundabout

08. Five-Point, or More

03

SCHOOL BUS RELATED

01. No

02. Yes, a school bus was

directly involved

03. Yes, a school bus was indirectly involved

01

FIRST HARMFUL EVENT

Non-Collision:

01. Overturn/Rollover

02. Fire / Explosion

03. Immersion, Full or Partial

04. Jackknife

05. Cargo/Equipment Loss or Shift

06. Fell/Jumped from Vehicle

07. Thrown or Falling Object

08. Other Non-Collision

28

Collision with Person, Vehicle, or Non-Fixed Object:

09. Pedestrian

10. Pedal cycle/Pedal-cyclist

11. Other Non-motorist

12. Railway Vehicle (train, engine)

40. Deer

13. Animal Other Than Deer (live)

14. Motor Vehicle in Operation

15. Parked Motor Vehicle

16. Struck by Falling, Shifting Cargo or

Anything Set in Motion by Motor Vehicle

17. Work Zone/Maintenance Equipment

18. Other Non-Fixed Object

Collision With Fixed Object:

19. Impact Attenuator/Crash Cushion

20. Bridge Overhead Structure

21. Bridge Pier or Support

22. Bridge Rail

23. Cable Barrier

24. Culvert

25. Curb

26. Ditch

27. Embankment

28. Guardrail Face

29. Guardrail End

30. Concrete Traffic Barrier

31. Other Traffic Barrier

32. Tree (standing)

33. Utility Pole/Light Support

34. Traffic Sign Support

35. Traffic Signal Support

36. Fence

37. Mailbox

38. Other Post, Pole or Support

39. Other Fixed Object (wall, building, tunnel, etc.)

MANNER OF IMPACT

(Applies to: multi-vehicle crashes)

01. Front to Rear

02. Front to Front

03. Angle

04. Sideswipe, Same Direction

05. Sideswipe, Opposite Direction

06. Rear to Side

07. Rear to Rear

88. Not Applicable

97. Other

88

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)

00. None

01. Weather Conditions

02. Visual Obstruction(s)

03. Glare

04. Animal(s) in Roadway

88. Not Applicable

97. Other

00

88

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)

00. None

01. Backup Due to Prior Crash

02. Backup Due to Prior

Non-recurring Incident

03. Backup Due to Regular

Congestion

04. Toll Booth/Plaza Related

05. Road Surface Condition

(wet, icy, snow, slush, etc.)

06. Debris

07. Ruts, Holes, Bumps

08. Work Zone

(construction/ maintenance/utility)

09. Worn, Travel-Polished Surface

10. Obstruction in Roadway

11. Traffic Control Device Inoperative, Missing,

or Obscured

12. Shoulder (none, low, soft, high)

13. Non-Highway Work

88. Not Applicable

97. Other

00

88

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE

01. No

02. Yes

01

LOCATION

01. Before the First Work Zone Warning Sign

02. Advance Warning Area

03. Transition Area

04. Activity Area

05. Termination Area

88. Not Applicable

88

TYPE

01. Lane Closure

02. Lane Shift / Crossover

03. Work on Shoulder or Median

04. Intermittent or Moving Work

88. Not Applicable

97. Other

88

WORKERS PRESENT

01. No

02. Yes

88. Not Applicable

88

ENFORCEMENT PRESENT

01. No

02. Yes

88. Not Applicable

88

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV October 2018

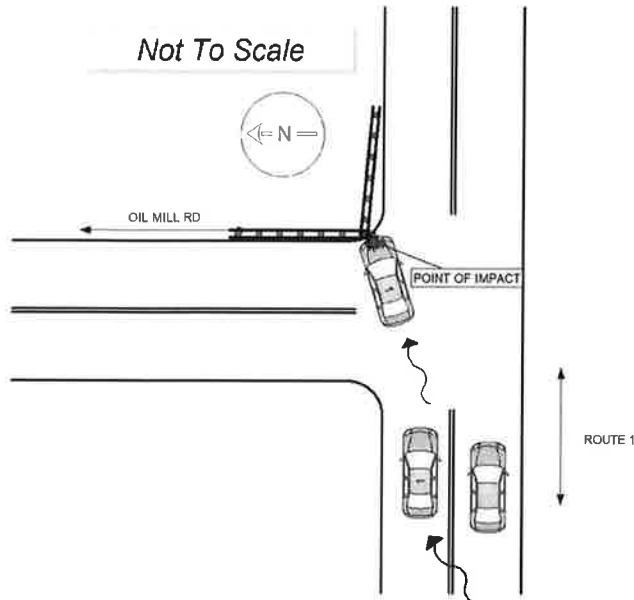
Case Number: 2020-00756

Crash Summary (Back)

DOT Identifier:

For DOT use only

DIAGRAM

☐ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Vehicle #1 was traveling East on Route 1. Vehicle #1 improperly passed a vehicle on Route 1 at Oil Mill Rd. Vehicle #1 lost control and crashed head on into the Route 1 guardrail.

Operator #1 stated he was traveling East on Route 1. Operator #1 stated he passed a vehicle on Route 1 at Oil Mill Rd and lost control of Vehicle #1. Vehicle #1 hit the guardrail on Route 1.

Based on Operator #1's statement and damage observed, Operator #1 was issued a Written Warning for Improper Passing (C.G.S. 14-232(b)).

Related Incident Number 2020-00756		Officer First Name Taylor	Officer Last Name Zaldivar	Badge Number 75	Police Agency Code 152
Case Status O - Open C - Closed C	Officer Name: Taylor Zaldivar		Supervisor: Sgt Michael Fedor		
Date & Time : 2 0 2 0 0 5 2 5 1 8 3 0		Date & Time : 2 0 2 0 0 5 2 6 1 8 1 1			
☐ This report is a revision to a previously submitted report					

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

1

Automobiles, Motorcycles, etc.

Form PR-1 REV October 2018

Case Number:

2019-02229

Number of Non-Motorists:

0

Pedestrians, Bicyclists, etc.

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)

2 0 1 9 1 2 0 7

Time (0000-2359)

2 0 5 5

Town Name

Waterford

Town #

152

Crash Severity

☐ Fatal ☒ Injury ☐ PDO

Latitude

41.376083

Crash occurred on (street name or route #) at its intersection with (street name or route #)

Oil Mill Road

at Parkway North

Longitude

-72.189911

If not at an intersection: distance

☐ Feet

N, S, E, W

name of nearest intersecting road, town line, or mile marker

☐ Tenths of Mile

W

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP

01. Public Road
02. Private Road
88. Not Applicable

01

TRAFFICWAY CLASS

01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

01

LIGHT CONDITIONS

01. Daylight
02. Dawn
03. Dusk
04. Dark- Lighted
05. Dark- Not Lighted
06. Dark Unknown Lighting
97. Other

04

WEATHER CONDITIONS (choose up to 2)

01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

01

88

TRAFFICWAY SURFACE CONDITIONS

01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

01

LOCATION OF FIRST HARMFUL EVENT

01. On Roadway
02. Shoulder
03. Median
04. Roadside
05. Gore
06. Separator
07. In Parking Lane or Zone
08. Off-Roadway Location Unknown
09. Outside Right-of-Way (trafficway)
97. Other

01

CRASH-SPECIFIC LOCATION

01. Non-Junction
02. Intersection
03. Intersection-Related
04. Entrance / Exit Ramp
05. Entrance / Exit Ramp-Related
06. Railway Grade Crossing
07. Crossover-Related
08. Driveway Access
09. Driveway Access-Related
10. Shared-Use Path or Trail
11. Through Roadway
12. Acceleration / Deceleration Lane
13. On A Bridge
14. HOV Lane
15. Service or Rest Area
16. Weigh Station
17. Other Location Not Listed Above
Within an Interchange Area
(median, shoulder and roadside)
97. Other

02

TYPE OF INTERSECTION

01. Not an Intersection
02. Four-Way Intersection
03. T-Intersection
04. Y-Intersection
05. L-Intersection
06. Traffic Circle
07. Roundabout
08. Five-Point, or More

03

SCHOOL BUS RELATED

01. No
02. Yes, a school bus was directly involved
03. Yes, a school bus was indirectly involved

01

FIRST HARMFUL EVENT

Non-Collision:

01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

28

Collision with Person, Vehicle, or Non-Fixed Object:

09. Pedestrian
10. Pedal cycle/Pedal-cyclist
11. Other Non-motorist
12. Railway Vehicle (train, engine)
13. Animal Other Than Deer (live)
14. Motor Vehicle in Operation
15. Parked Motor Vehicle
16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
17. Work Zone/Maintenance Equipment
18. Other Non-Fixed Object

Collision With Fixed Object:

19. Impact Attenuator/Crash Cushion
20. Bridge Overhead Structure
21. Bridge Pier or Support
22. Bridge Rail
23. Cable Barrier
24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
30. Concrete Traffic Barrier
31. Other Traffic Barrier
32. Tree (standing)
33. Utility Pole/Light Support
34. Traffic Sign Support
35. Traffic Signal Support
36. Fence
37. Mailbox
38. Other Post, Pole or Support
39. Other Fixed Object (wall, building, tunnel, etc.)

MANNER OF IMPACT

(Applies to: multi-vehicle crashes)

01. Front to Rear
02. Front to Front
03. Angle
04. Sideswipe, Same Direction
05. Sideswipe, Opposite Direction
06. Rear to Side
07. Rear to Rear
88. Not Applicable
97. Other

88

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)

00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
88. Not Applicable
97. Other

00

88

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)

00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
04. Toll Booth/Plaza Related
05. Road Surface Condition (wet, icy, snow, slush, etc.)
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone (construction/ maintenance/utility)
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder (none, low, soft, high)
13. Non-Highway Work
88. Not Applicable
97. Other

00

88

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE

01. No
02. Yes

01

LOCATION

01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

88

TYPE

01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

88

WORKERS PRESENT

01. No
02. Yes
88. Not Applicable

88

ENFORCEMENT PRESENT

01. No
02. Yes
88. Not Applicable

88

CONNECTICUT UNIFORM POLICE CRASH REPORT

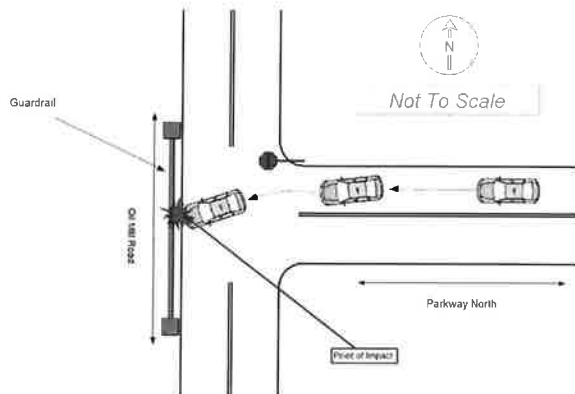
Form PR-1 REV October 2018

Case Number: 2019-02229

Crash Summary (Back)

DOT Identifier:
For DOT use only

DIAGRAM

☐ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Officer Caler conducted a motor vehicle stop on Vehicle #1 on Cross Roads in Waterford, Connecticut. Vehicle #1 fled the scene and turned right onto Parkway North. Officer Caler stopped the pursuit under the direction of Lieutenant Balestracci. Vehicle #1 continued traveling west on Parkway North. Vehicle #1 was unable to negotiate the T-intersection of Parkway North and Oil Mill Road. Vehicle #1 attempted to turn left onto Oil Mill Road but was unable to do so and drove head on into the guard rail.

Operator #1 initially stated that he was not driving Vehicle #1 but later stated that he was driving. Operator #1 sustained a head injury and was transported to Lawrence and Memorial Hospital by the Oswegatchie Fire Department. Vehicle #1 sustained heavy front end damage and was towed from the scene by Sireci's Automotive.

Officer Caler obtained an arrest warrant for Operator #1 and he was arrested and charged for Operating under the Influence of Drugs and or Alcohol (C.G.S. 14-227a), Engaging an Officer in Pursuit (C.G.S. 14-223(b)), Reckless Driving (C.G.S. 14-222), Traveling too Fast (C.G.S. 14-218a), Traffic Control Signal Violation (C.G.S. 14-299), and Failure to Stop at a Stop Sign (C.G.S. 14-301).

Related Incident Number 2019-02229		Officer First Name Wilfred	Officer Last Name Blanchette IV	Badge Number 76	Police Agency Code 152
Case Status O - Open C - Closed O	Officer Name: Wilfred J. Blanchette IV		Supervisor: Sergeant Andrew Farrior #18		
Date & Time: 201912080510		Date & Time: 202001250026			
☐ This report is a revision to a previously submitted report					

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

2

Automobiles, Motorcycles, etc.

Form PR-1 REV October 2018

Case Number:

2020-01920

Number of Non-Motorists:

0

Pedestrians, Bicyclists, etc.

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)

2 0 2 0 1 1 2 8

Time (0000-2359)

1 1 3 3

Town Name

Waterford

Town #

152

Crash Severity

☐ Fatal ☐ Injury ☒ PDO

Latitude

41.372799

Crash occurred on (street name or route #) at its intersection with (street name or route #)

Oil Mill Road

at

Longitude

-72.191584

If not at an intersection: distance

50

☒ Feet☐ Tenths of Mile

N, S, E, W

S

name of nearest intersecting road, town line, or mile marker

Gurley Road

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP

01. Public Road
02. Private Road
88. Not Applicable

01

TRAFFICWAY CLASS

01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

01

LIGHT CONDITIONS

01. Daylight
02. Dawn
03. Dusk
04. Dark - Lighted
05. Dark - Not Lighted
06. Dark Unknown Lighting
97. Other

01

WEATHER CONDITIONS (choose up to 2)

01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

01

88

TRAFFICWAY SURFACE CONDITIONS

01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

01

LOCATION OF FIRST HARMFUL EVENT

01. On Roadway
02. Shoulder
03. Median
04. Roadside
05. Gore
06. Separator
07. In Parking Lane or Zone
08. Off-Roadway Location Unknown
09. Outside Right-of-Way (trafficway)
97. Other

01

CRASH-SPECIFIC LOCATION

01. Non-Junction
02. Intersection
03. Intersection-Related
04. Entrance / Exit Ramp
05. Entrance / Exit Ramp-Related
06. Railway Grade Crossing
07. Crossover-Related
08. Driveway Access
09. Driveway Access-Related
10. Shared-Use Path or Trail
11. Through Roadway
12. Acceleration / Deceleration Lane
13. On A Bridge
14. HOV Lane
15. Service or Rest Area
16. Weigh Station
17. Other Location Not Listed Above
Within an Interchange Area
(median, shoulder and roadside)
97. Other

01

TYPE OF INTERSECTION

01. Not an Intersection
02. Four-Way Intersection
03. T-Intersection
04. Y-Intersection
05. L-Intersection
06. Traffic Circle
07. Roundabout
08. Five-Point, or More

01

SCHOOL BUS RELATED

01. No
02. Yes, a school bus was directly involved
03. Yes, a school bus was indirectly involved

01

FIRST HARMFUL EVENT

Non-Collision:

01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

14

Collision with Person, Vehicle, or Non-Fixed Object:

09. Pedestrian
10. Pedal cycle/Pedal-cyclist
11. Other Non-motorist
12. Railway Vehicle (train, engine)
13. Animal Other Than Deer (live)
14. Motor Vehicle in Operation
15. Parked Motor Vehicle
16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
17. Work Zone/Maintenance Equipment
18. Other Non-Fixed Object

Collision With Fixed Object:

19. Impact Attenuator/Crash Cushion
20. Bridge Overhead Structure
21. Bridge Pier or Support
22. Bridge Rail
23. Cable Barrier
24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
30. Concrete Traffic Barrier
31. Other Traffic Barrier
32. Tree (standing)
33. Utility Pole/Light Support
34. Traffic Sign Support
35. Traffic Signal Support
36. Fence
37. Mailbox
38. Other Post, Pole or Support
39. Other Fixed Object (wall, building, tunnel, etc.)

MANNER OF IMPACT

(Applies to: multi-vehicle crashes)

01. Front to Rear
02. Front to Front
03. Angle
04. Sideswipe, Same Direction
05. Sideswipe, Opposite Direction
06. Rear to Side
07. Rear to Rear
88. Not Applicable
97. Other

02

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)

00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
88. Not Applicable
97. Other

00

88

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)

00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
04. Toll Booth/Plaza Related
05. Road Surface Condition (wet, icy, snow, slush, etc.)
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone (construction/ maintenance/utility)
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder (none, low, soft, high)
13. Non-Highway Work
88. Not Applicable
97. Other

00

88

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE

01. No
02. Yes

01

LOCATION

01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

88

TYPE

01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

88

WORKERS PRESENT

01. No
02. Yes
88. Not Applicable

88

ENFORCEMENT PRESENT

01. No
02. Yes
88. Not Applicable

88

CONNECTICUT UNIFORM POLICE CRASH REPORT

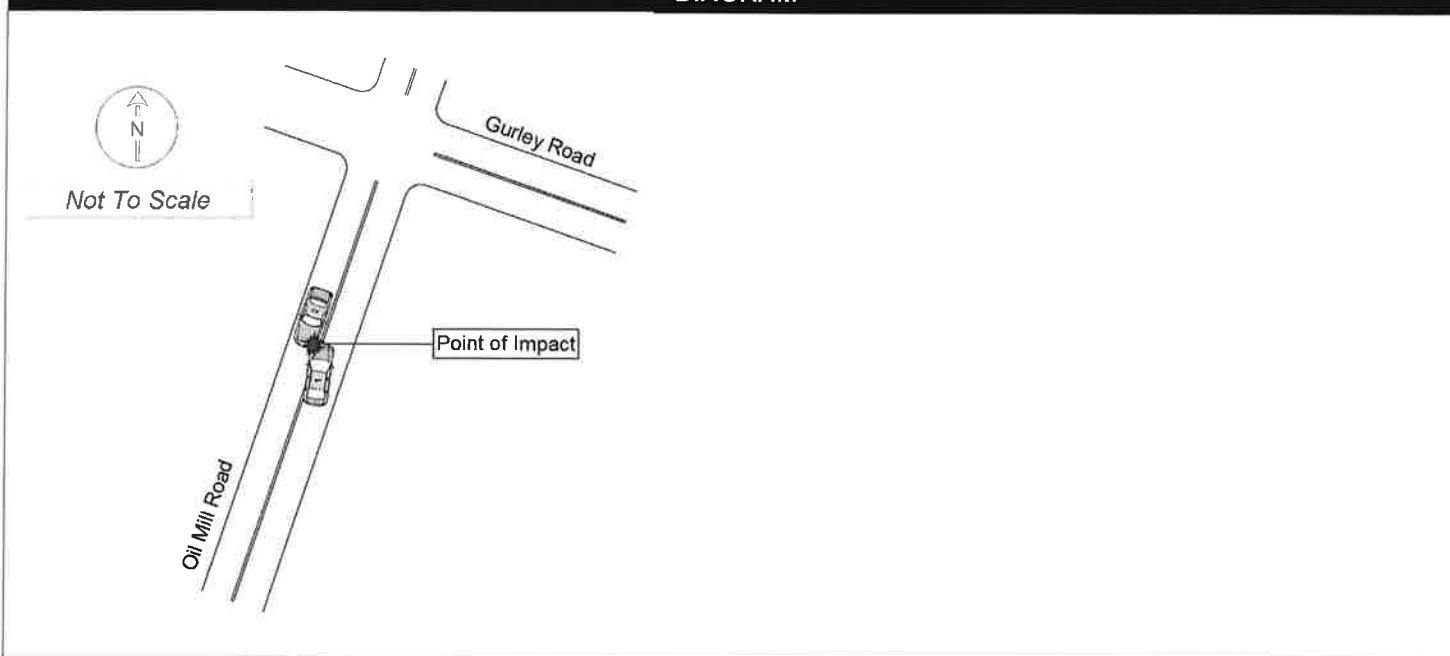
Form PR-1 REV October 2018

Case Number: 2020-01920

Crash Summary (Back)

DOT Identifier:
For DOT use only

DIAGRAM

☐ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Vehicle #1 was traveling north in the northbound lane on Oil Mill Road. Vehicle #2 was traveling south in the southbound lane on Oil Mill Road. Vehicle #1 crossed the double yellow lines and struck Vehicle #2's front driver's side bumper with its front driver's side bumper.

Upon my arrival, Operator #1 immediately told me "it was my fault". Operator #1 stated she became distracted by her mask that was covering her face, drifted over the double yellow lines, and struck the front end of Vehicle #2. Operator #2 stated he observed Vehicle #1 drifting into his lane and attempted to alert Vehicle #1 by honking his horn before his vehicle was struck in the southbound lane.

Neither Operator #1 or #2 reported any injuries and both declined further evaluation from Waterford Emergency Medical Services (EMS) personnel who responded to the scene. Vehicle #1 sustained damage to its front driver's side bumper and wheel well. Vehicle #2 sustained damage to its front driver's side bumper and wheel well.

Operator #1 was issued a written warning for failure to maintain lane in violation of C.G.S. 14-236.

Related Incident Number 2020-01920	Officer First Name Peter	Officer Last Name Barrows	Badge Number 83	Police Agency Code 152
Case Status O - Open C - Closed C	Officer Name: Peter Barrows	Supervisor: Sgt. Patrick Flanagan #13	Date & Time: 2 0 2 0 1 1 2 8 2 1 3 0	
Date & Time: 2 0 2 0 1 1 2 9 1 4 1 0				
☐ This report is a revision to a previously submitted report				

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

Automobiles, Motorcycles, etc.

2

Form PR-1 REV October 2018

Case Number:

2021-01240

Number of Non-Motorists:

Pedestrians, Bicyclists, etc.

0

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)

2 0 2 1 0 7 2 3

Time (0000-2359)

1 4 2 9

Town Name

Waterford

Town #

152

Crash Severity

☐ Fatal
 ☐ Injury
 ☒ PDO

Latitude

41.373418

Crash occurred on (street name or route #) at its intersection with (street name or route #)

Oil Mill RD

at

Longitude

-72.191112

If not at an intersection:

distance

200

☒ Feet

☐ Tenths of Mile

N, S, E, W

N

name of nearest intersecting road, town line, or mile marker

Gurley RD

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP

01. Public Road
02. Private Road
88. Not Applicable

01

TRAFFICWAY CLASS

01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

01

LIGHT CONDITIONS

01. Daylight
02. Dawn
03. Dusk
04. Dark- Lighted
05. Dark- Not Lighted
06. Dark Unknown Lighting
97. Other

01

WEATHER CONDITIONS (choose up to 2)

01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

01

88

TRAFFICWAY SURFACE CONDITIONS

01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

01

LOCATION OF FIRST HARMFUL EVENT

01. On Roadway
02. Shoulder
03. Median
04. Roadside
05. Gore
06. Separator
07. In Parking Lane or Zone
08. Off-Roadway Location Unknown
09. Outside Right-of-Way (trafficway)
97. Other

01

CRASH-SPECIFIC LOCATION

01. Non-Junction
02. Intersection
03. Intersection-Related
04. Entrance / Exit Ramp
05. Entrance / Exit Ramp-Related
06. Railway Grade Crossing
07. Crossover-Related
08. Driveway Access
09. Driveway Access-Related
10. Shared-Use Path or Trail
11. Through Roadway
12. Acceleration / Deceleration Lane
13. On A Bridge
14. HOV Lane
15. Service or Rest Area
16. Weigh Station
17. Other Location Not Listed Above
Within an Interchange Area
(median, shoulder and roadside)
97. Other

01

TYPE OF INTERSECTION

01. Not an Intersection
02. Four-Way Intersection
03. T-Intersection
04. Y-Intersection
05. L-Intersection
06. Traffic Circle
07. Roundabout
08. Five-Point, or More

01

SCHOOL BUS RELATED

01. No
02. Yes, a school bus was directly involved
03. Yes, a school bus was indirectly involved

01

FIRST HARMFUL EVENT

Non-Collision:

01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

14

Collision with Person, Vehicle, or Non-Fixed Object:

09. Pedestrian
10. Pedal cycle/Pedal-cyclist
11. Other Non-motorist
12. Railway Vehicle (train, engine)
13. Animal Other Than Deer (live)
14. Motor Vehicle in Operation
15. Parked Motor Vehicle
16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
17. Work Zone/Maintenance Equipment
18. Other Non-Fixed Object

Collision With Fixed Object:

19. Impact Attenuator/Crash Cushion
20. Bridge Overhead Structure
21. Bridge Pier or Support
22. Bridge Rail
23. Cable Barrier
24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
30. Concrete Traffic Barrier
31. Other Traffic Barrier
32. Tree (standing)
33. Utility Pole/Light Support
34. Traffic Sign Support
35. Traffic Signal Support
36. Fence
37. Mailbox
38. Other Post, Pole or Support
39. Other Fixed Object (wall, building, tunnel, etc.)

MANNER OF IMPACT

(Applies to: multi-vehicle crashes)

01. Front to Rear
02. Front to Front
03. Angle
04. Sideswipe, Same Direction
05. Sideswipe, Opposite Direction
06. Rear to Side
07. Rear to Rear
88. Not Applicable
97. Other

03

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)

00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
88. Not Applicable
97. Other

00

88

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)

00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
04. Toll Booth/Plaza Related
05. Road Surface Condition (wet, icy, snow, slush, etc.)
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone (construction/ maintenance/utility)
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder (none, low, soft, high)
13. Non-Highway Work
88. Not Applicable
97. Other

00

88

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE

01. No
02. Yes

01

LOCATION

01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

88

TYPE

01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

88

WORKERS PRESENT

01. No
02. Yes
88. Not Applicable

88

ENFORCEMENT PRESENT

01. No
02. Yes
88. Not Applicable

88

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV October 2018

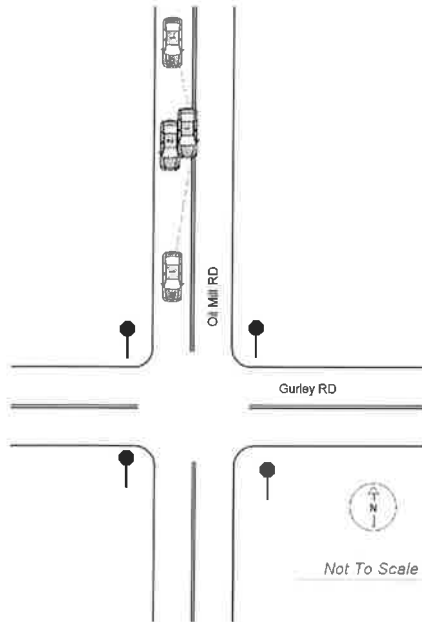
Case Number: 2021-01240

Crash Summary (Back)

DOT Identifier:

For DOT use only

DIAGRAM

☐ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Vehicle #2 was traveling southbound on Oil Mill Road directly in front of Vehicle #1. Vehicle #1 attempted to pass Vehicle #2 in a no passing zone and struck the rear left of the vehicle when trying to do so.

Operator #2 advised after, that Vehicle #1, which she described as a blue Chevrolet Cobalt with a Massachusetts Registration struck her vehicle, continued traveling southbound on Oil Mill Road and did not attempt to stop to provide his information.

None of the occupants in Vehicle #2 sustained injuries. Vehicle #2 sustained damage to the rear left of the vehicle and was driven from the scene.

Operator #1 was not on scene and I do not have any of his information.

Related Incident Number 2021-01240		Officer First Name Patrick	Officer Last Name Epps	Badge Number 73	Police Agency Code 152
Case Status O - Open C - Closed ☐ C	Officer Name: Epps #73		Supervisor: Sgt. Patrick Flanagan #13		
Date & Time: 2 0 2 1 0 7 2 5 1 3 5 0		Date & Time: 2 0 2 1 0 7 2 7 0 7 3 9			
☐ This report is a revision to a previously submitted report					

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

1

Automobiles, Motorcycles, etc.

Form PR-1 REV October 2018

Case Number:

2022-00003

Number of Non-Motorists:

0

Pedestrians, Bicyclists, etc.

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)

2 0 2 2 0 1 0 1

Time (0000-2359)

2 1 5 8

Town Name

Waterford

Town #

152

Crash Severity

☐ Fatal ☒ Injury ☐ PDO

Latitude

41.220700

Crash occurred on (street name or route #) at its intersection with (street name or route #)

Waterford Parkway North

at

Longitude

-72.091400

If not at an intersection: distance

1

☐ Feet☒ Tenths of Mile

N, S, E, W

W

name of nearest intersecting road, town line, or mile marker

I95 South Exit 81

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP

01. Public Road
02. Private Road
88. Not Applicable

01

TRAFFICWAY CLASS

01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

01

LIGHT CONDITIONS

01. Daylight
02. Dawn
03. Dusk
04. Dark- Lighted
05. Dark- Not Lighted
06. Dark Unknown Lighting
97. Other

04

WEATHER CONDITIONS (choose up to 2)

01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

04

88

TRAFFICWAY SURFACE CONDITIONS

01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

02

LOCATION OF FIRST HARMFUL EVENT

01. On Roadway
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09. Driveway Access-Related
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11. Through Roadway
12. Acceleration / Deceleration Lane
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14. HOV Lane
15. Service or Rest Area
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17. Other Location Not Listed Above
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(median, shoulder and roadside)
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02. Yes, a school bus was directly involved
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06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

28

Collision with Person, Vehicle, or Non-Fixed Object:

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15. Parked Motor Vehicle
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24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
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88

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)

00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
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97. Other

00

88

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)

00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
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05. Road Surface Condition (wet, icy, snow, slush, etc.)
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone (construction/ maintenance/utility)
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder (none, low, soft, high)
13. Non-Highway Work
88. Not Applicable
97. Other

00

88

For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

WORK ZONE

01. No
02. Yes

01

LOCATION

01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

88

TYPE

01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

88

WORKERS PRESENT

01. No
02. Yes
88. Not Applicable

88

ENFORCEMENT PRESENT

01. No
02. Yes
88. Not Applicable

88

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV October 2018

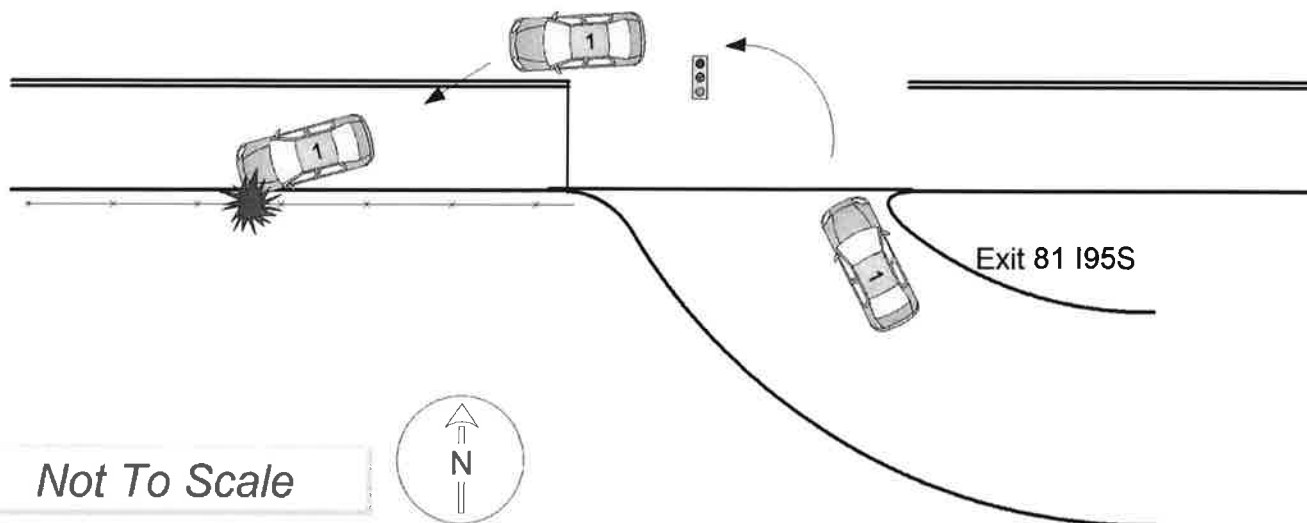
Case Number: 2022-00003

Crash Summary (Back)

DOT Identifier:
For DOT use only

DIAGRAM

Waterford Parkway North

☐ Vehicles were moved prior to police arrival

Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Vehicle #1 was exiting Interstate 95 South using Exit 81 and proceeded westbound onto Waterford Parkway North off of the exit. Vehicle #1 then continued to turn left and continued into the eastbound travel lane heading westbound. Vehicle #1 then collided into the guard rail on the eastbound travel lane side traveling westbound.

Operator #1 stated a pick-up truck passed him on the right on Exit 81 which is a one lane exit. Operator #1 stated he then avoided the pick-up truck and drove into the guard rail.

Vehicle #1 sustained disabling damage to the front driver side of the vehicle. Vehicle #1 was towed by Perry and Lathrop Auto Body.

Operator #1 had sustained an injury to his forehead during the collision into the guard rail but refused any medical treatment. Operator #1 was asked to perform Standardized Field Sobriety Tests due to the smell of an alcoholic beverage on his breath and admission to drinking alcohol. Operator #1 was subsequently arrested after failing to perform SFST's to standard.

Related Incident Number 2022-00003		Officer First Name Noah	Officer Last Name Brown	Badge Number 85	Police Agency Code 152
Case Status O - Open C - Closed O	Officer Name: Brown #85		Supervisor: Sergeant Andrew Farrior #18		
Date & Time: 2 0 2 2 0 1 0 1 2 2 0 0		Date & Time: 2 0 2 2 0 1 0 7 1 8 1 6			
☐ This report is a revision to a previously submitted report					

TRIP GENERATION DATA

Institute of Transportation Engineers (ITE)
Trip Generation, 11 th Edition
Land Use Code (LUC) 710 - General Office Building

Average Vehicle Trips Ends vs: 1,000 Square Feet Gross Floor Area
Independent Variable (X): 40.440

AVERAGE WEEKDAY DAILY

$T = 10.84 * (X)$
 $T = 10.84 * 40.440$
 $T = 438.37$
 $T = 438$ vehicle trips
with 50% (219 vpd) entering and 50% (219 vpd) exiting.

WEEKDAY MORNING PEAK HOUR

$T = 1.52 * (X)$
 $T = 1.52 * 40.440$
 $T = 61.47$
 $T = 61$ vehicle trips
with 88% (54 vph) entering and 12% (7 vph) exiting.

WEEKDAY EVENING PEAK HOUR

$T = 1.44 * (X)$
 $T = 1.44 * 40.44$
 $T = 58.23$
 $T = 58$ vehicle trips
with 17% (10 vph) entering and 83% (48 vph) exiting.

SATURDAY DAILY

$T = 2.21 * (X)$
 $T = 2.21 * 40.440$
 $T = 89.37$
 $T = 90$ vehicle trips
with 50% (45 vpd) entering and 50% (45 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$T = 0.53 * (X)$
 $T = 0.53 * 40.440$
 $T = 21.43$
 $T = 21$ vehicle trips
with 54% (11 vpd) entering and 46% (10 vpd) exiting.

Institute of Transportation Engineers (ITE)
Trip Generation, 11th Edition
Land Use Code (LUC) 150 - Warehousing

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 40.44

AVERAGE WEEKDAY DAILY

$$T = 1.71 * (X)$$

$$T = 1.71 * 40.44$$

$$T = 69.15$$

$$T = 70 \text{ vehicle trips}$$

with 50% (35 vpd) entering and 50% (35 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.17 * (X)$$

$$T = 0.17 * 40.44$$

$$T = 6.87$$

$$T = 7 \text{ vehicle trips}$$

with 77% (5 vph) entering and 23% (2 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.18 * (X)$$

$$T = 0.18 * 40.44$$

$$T = 7.28$$

$$T = 7 \text{ vehicle trips}$$

with 28% (2 vph) entering and 73% (5 vph) exiting.

SATURDAY DAILY

$$T = 0.15 * (X)$$

$$T = 0.15 * 40.44$$

$$T = 6.07$$

$$T = 6 \text{ vehicle trips}$$

with 50% (3 vpd) entering and 50% (3 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.05 * (X)$$

$$T = 0.05 * 40.44$$

$$T = 2.02$$

$$T = 2 \text{ vehicle trips}$$

with 64% (1 vph) entering and 36% (1 vph) exiting.

CAPACITY ANALYSIS RESULTS

Lanes, Volumes, Timings
3: Oil Mill Road

2021 AM EXISTING

03/25/2022

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	52	352	456	27	24	17
Future Volume (vph)	52	352	456	27	24	17
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			0.993		0.945	
Flt Protected		0.994			0.971	
Satd. Flow (prot)	0	1852	1850	0	1709	0
Flt Permitted		0.869			0.971	
Satd. Flow (perm)	0	1619	1850	0	1709	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			8		18	
Link Speed (mph)		30	30		30	
Link Distance (ft)		935	888		399	
Travel Time (s)		21.3	20.2		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	383	496	29	26	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	440	525	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	27.0	27.0	27.0		23.0	
Total Split (%)	54.0%	54.0%	54.0%		46.0%	
Maximum Green (s)	22.5	22.5	22.5		18.5	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		22.5	22.5		18.5	
Actuated g/C Ratio		0.45	0.45		0.37	
v/c Ratio		0.60	0.63		0.07	
Control Delay		14.8	14.5		7.7	
Queue Delay		0.0	0.0		0.0	
Total Delay		14.8	14.5		7.7	

Baseline

Lanes, Volumes, Timings
3: Oil Mill Road

2021 AM EXISTING
03/25/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	B		A	
Approach Delay		14.8	14.5		7.7	
Approach LOS		B	B		A	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2: and 6: SBL, Start of Green
 Natural Cycle: 50
 Control Type: Pretimed
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 14.3
 Intersection Capacity Utilization 62.5%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: Oil Mill Road

	→ Ø4
	27 s
	← Ø8
23 s	27 s

Intersection

Intersection Delay, s/veh 7.2
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	11	8	0	0	6	31	48	8	39	1
Future Vol, veh/h	1	2	11	8	0	0	6	31	48	8	39	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	12	9	0	0	7	34	52	9	42	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.8	7.5	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	7%	100%	17%
Vol Thru, %	36%	14%	0%	81%
Vol Right, %	56%	79%	0%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	14	8	48
LT Vol	6	1	8	8
Through Vol	31	2	0	39
RT Vol	48	11	0	1
Lane Flow Rate	92	15	9	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.016	0.011	0.059
Departure Headway (Hd)	3.691	3.731	4.395	4.067
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	971	952	810	881
Service Time	1.712	1.784	2.447	2.088
HCM Lane V/C Ratio	0.095	0.016	0.011	0.059
HCM Control Delay	7.1	6.8	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0	0.2

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y			Y
Traffic Vol, veh/h	28	3	14	18	5	19
Future Vol, veh/h	28	3	14	18	5	19
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	3	15	20	5	21

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	56	25	0	0	35
Stage 1	25	-	-	-	-
Stage 2	31	-	-	-	-
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	952	1051	-	-	1576
Stage 1	998	-	-	-	-
Stage 2	992	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	949	1051	-	-	1576
Mov Cap-2 Maneuver	949	-	-	-	-
Stage 1	998	-	-	-	-
Stage 2	989	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	958	1576
HCM Lane V/C Ratio	-	-	0.035	0.003
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	23	0	0	12	18	2
Future Vol, veh/h	23	0	0	12	18	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	13	20	2
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	38	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	974	1051
Stage 1	-	0	0	-	998	-
Stage 2	-	0	0	-	1010	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	974	1051
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1010	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		8.8		
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	981	-	-			
HCM Lane V/C Ratio	0.022	-	-			
HCM Control Delay (s)	8.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

Lanes, Volumes, Timings
3: Oil Mill Road

2021 PM EXISTING

03/25/2022

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	538	554	38	58	56
Future Volume (vph)	47	538	554	38	58	56
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			0.991		0.934	
Flt Protected		0.996			0.975	
Satd. Flow (prot)	0	1855	1846	0	1696	0
Flt Permitted		0.925			0.975	
Satd. Flow (perm)	0	1723	1846	0	1696	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			13		61	
Link Speed (mph)		30	30		30	
Link Distance (ft)		935	888		399	
Travel Time (s)		21.3	20.2		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	585	602	41	63	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	636	643	0	124	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	35.0	35.0	35.0		15.0	
Total Split (%)	70.0%	70.0%	70.0%		30.0%	
Maximum Green (s)	30.5	30.5	30.5		10.5	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		30.5	30.5		10.5	
Actuated g/C Ratio		0.61	0.61		0.21	
v/c Ratio		0.61	0.57		0.31	
Control Delay		9.1	8.2		12.2	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.1	8.2		12.2	

Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		A	A		B	
Approach Delay		9.1	8.2		12.2	
Approach LOS		A	A		B	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 9.0

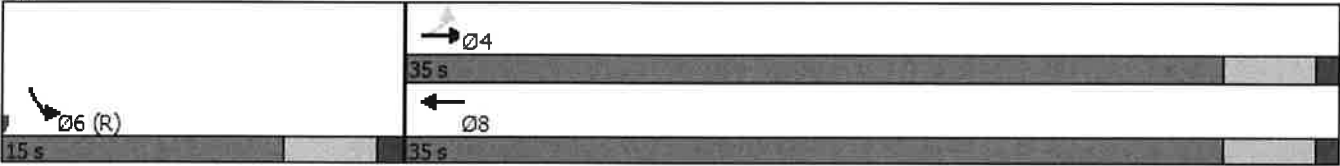
Intersection Capacity Utilization 80.3%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service D

Splits and Phases: 3: Oil Mill Road



Intersection

Intersection Delay, s/veh 7.6
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	8	28	0	4	9	45	20	10	88	10
Future Vol, veh/h	2	4	8	28	0	4	9	45	20	10	88	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	4	9	30	0	4	10	49	22	11	96	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.7	7.4	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	14%	88%	9%
Vol Thru, %	61%	29%	0%	81%
Vol Right, %	27%	57%	12%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	14	32	108
LT Vol	9	2	28	10
Through Vol	45	4	0	88
RT Vol	20	8	4	10
Lane Flow Rate	80	15	35	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.089	0.017	0.042	0.132
Departure Headway (Hd)	3.973	3.985	4.385	4.045
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	896	882	805	882
Service Time	2.024	2.083	2.476	2.089
HCM Lane V/C Ratio	0.089	0.017	0.043	0.133
HCM Control Delay	7.4	7.2	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.5

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	83	12	32	19	2	24
Future Vol, veh/h	83	12	32	19	2	24
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	13	35	21	2	26
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	76	46	0	0	56	0
Stage 1	46	-	-	-	-	-
Stage 2	30	-	-	-	-	-
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	927	1023	-	-	1549	-
Stage 1	976	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	926	1023	-	-	1549	-
Mov Cap-2 Maneuver	926	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.3	0	0.6			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	937	1549	-	
HCM Lane V/C Ratio	-	-	0.11	0.001	-	
HCM Control Delay (s)	-	-	9.3	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	23	0	0	43	55	2
Future Vol, veh/h	23	0	0	43	55	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	47	60	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	72	25
Stage 1	-	-	-	25	-
Stage 2	-	-	-	47	-
Critical Hdwy	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	932	1051
Stage 1	-	0	0	998	-
Stage 2	-	0	0	975	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	932	1051
Mov Cap-2 Maneuver	-	-	-	932	-
Stage 1	-	-	-	998	-
Stage 2	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	936	-	-
HCM Lane V/C Ratio	0.066	-	-
HCM Control Delay (s)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Lanes, Volumes, Timings
3: Oil Mill Road

2024 AM NO-BUILD

03/25/2022

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Volume (vph)	53	359	465	28	24	17
Future Volume (vph)	53	359	465	28	24	17
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			0.992		0.945	
Flt Protected		0.994			0.971	
Satd. Flow (prot)	0	1852	1848	0	1709	0
Flt Permitted		0.852			0.971	
Satd. Flow (perm)	0	1587	1848	0	1709	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			8		18	
Link Speed (mph)		30	30		30	
Link Distance (ft)		935	888		399	
Travel Time (s)		21.3	20.2		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	390	505	30	26	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	448	535	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	27.0	27.0	27.0		23.0	
Total Split (%)	54.0%	54.0%	54.0%		46.0%	
Maximum Green (s)	22.5	22.5	22.5		18.5	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		22.5	22.5		18.5	
Actuated g/C Ratio		0.45	0.45		0.37	
v/c Ratio		0.63	0.64		0.07	
Control Delay		15.4	14.8		7.7	
Queue Delay		0.0	0.0		0.0	
Total Delay		15.4	14.8		7.7	

Baseline

Synchro 10 Report
Page 1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	B		A	
Approach Delay		15.4	14.8		7.7	
Approach LOS		B	B		A	

Intersection Summary

Area Type:

Other

Cycle Length: 50

Actuated Cycle Length: 50

Offset: 0 (0%), Referenced to phase 2: and 6: SBL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 14.8

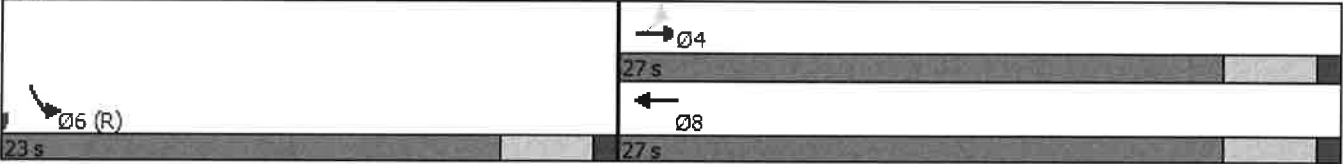
Intersection LOS: B

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Oil Mill Road



Intersection

Intersection Delay, s/veh 7.2
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	11	8	0	0	6	32	49	8	40	1
Future Vol, veh/h	1	2	11	8	0	0	6	32	49	8	40	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	12	9	0	0	7	35	53	9	43	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.5	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	7%	100%	16%
Vol Thru, %	37%	14%	0%	82%
Vol Right, %	56%	79%	0%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	14	8	49
LT Vol	6	1	8	8
Through Vol	32	2	0	40
RT Vol	49	11	0	1
Lane Flow Rate	95	15	9	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.016	0.011	0.06
Departure Headway (Hd)	3.692	3.737	4.401	4.068
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	971	950	809	881
Service Time	1.713	1.789	2.453	2.089
HCM Lane V/C Ratio	0.098	0.016	0.011	0.06
HCM Control Delay	7.1	6.9	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0	0.2

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y			Y
Traffic Vol, veh/h	29	3	14	18	5	19
Future Vol, veh/h	29	3	14	18	5	19
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	3	15	20	5	21
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	56	25	0	0	35	0
Stage 1	25	-	-	-	-	-
Stage 2	31	-	-	-	-	-
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	952	1051	-	-	1576	-
Stage 1	998	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1051	-	-	1576	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.9	0	1.5			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	958	1576	-	
HCM Lane V/C Ratio	-	-	0.036	0.003	-	
HCM Control Delay (s)	-	-	8.9	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	23	0	0	12	18	2
Future Vol, veh/h	23	0	0	12	18	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	13	20	2
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	-	-	38	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	974	1051
Stage 1	-	0	0	-	998	-
Stage 2	-	0	0	-	1010	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	974	1051
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1010	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		8.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	981	-	-			
HCM Lane V/C Ratio	0.022	-	-			
HCM Control Delay (s)	8.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

Lanes, Volumes, Timings
3: Oil Mill Road

2023 PM NO-BUILD

03/25/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Volume (vph)	48	549	565	39	59	57
Future Volume (vph)	48	549	565	39	59	57
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			0.991		0.934	
Flt Protected		0.996			0.975	
Satd. Flow (prot)	0	1855	1846	0	1696	0
Flt Permitted		0.923			0.975	
Satd. Flow (perm)	0	1719	1846	0	1696	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			13		62	
Link Speed (mph)		30	30		30	
Link Distance (ft)		935	888		399	
Travel Time (s)		21.3	20.2		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	597	614	42	64	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	649	656	0	126	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	35.0	35.0	35.0		15.0	
Total Split (%)	70.0%	70.0%	70.0%		30.0%	
Maximum Green (s)	30.5	30.5	30.5		10.5	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		30.5	30.5		10.5	
Actuated g/C Ratio		0.61	0.61		0.21	
v/c Ratio		0.62	0.58		0.31	
Control Delay		9.4	8.4		12.2	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.4	8.4		12.2	

Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		A	A		B	
Approach Delay		9.4	8.4		12.2	
Approach LOS		A	A		B	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2: and 6: SBL, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 81.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 3: Oil Mill Road

	35 s	
15 s	35 s	

Intersection

Intersection Delay, s/veh 7.6
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	8	29	0	4	9	46	20	10	90	10
Future Vol, veh/h	2	4	8	29	0	4	9	46	20	10	90	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	4	9	32	0	4	10	50	22	11	98	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.7	7.4	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	14%	88%	9%
Vol Thru, %	61%	29%	0%	82%
Vol Right, %	27%	57%	12%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	14	33	110
LT Vol	9	2	29	10
Through Vol	46	4	0	90
RT Vol	20	8	4	10
Lane Flow Rate	82	15	36	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.09	0.017	0.044	0.134
Departure Headway (Hd)	3.978	3.992	4.394	4.049
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	894	880	803	881
Service Time	2.032	2.091	2.484	2.094
HCM Lane V/C Ratio	0.092	0.017	0.045	0.136
HCM Control Delay	7.4	7.2	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.5

Intersection

Int Delay, s/veh 5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	12	33	19	2	24
Future Vol, veh/h	85	12	33	19	2	24
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	13	36	21	2	26

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	77	47	0
Stage 1	47	-	-
Stage 2	30	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	926	1022	-
Stage 1	975	-	-
Stage 2	993	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	925	1022	-
Mov Cap-2 Maneuver	925	-	-
Stage 1	975	-	-
Stage 2	992	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	936	1547
HCM Lane V/C Ratio	-	-	0.113	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	23	0	0	44	56	2
Future Vol, veh/h	23	0	0	44	56	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	48	61	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	73	25
Stage 1	-	-	-	25	-
Stage 2	-	-	-	48	-
Critical Hdwy	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	931	1051
Stage 1	-	0	0	998	-
Stage 2	-	0	0	974	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	931	1051
Mov Cap-2 Maneuver	-	-	-	931	-
Stage 1	-	-	-	998	-
Stage 2	-	-	-	974	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	935	-	-
HCM Lane V/C Ratio	0.067	-	-
HCM Control Delay (s)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Lanes, Volumes, Timings
3: Oil Mill Road

2023 AM BUILD

03/25/2022

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Volume (vph)	74	359	465	40	26	20
Future Volume (vph)	74	359	465	40	26	20
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			0.989		0.941	
Flt Protected		0.992			0.973	
Satd. Flow (prot)	0	1848	1842	0	1706	0
Flt Permitted		0.735			0.973	
Satd. Flow (perm)	0	1369	1842	0	1706	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			11		22	
Link Speed (mph)		30	30		30	
Link Distance (ft)		935	888		399	
Travel Time (s)		21.3	20.2		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	390	505	43	28	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	470	548	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	27.0	27.0	27.0		23.0	
Total Split (%)	54.0%	54.0%	54.0%		46.0%	
Maximum Green (s)	22.5	22.5	22.5		18.5	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		22.5	22.5		18.5	
Actuated g/C Ratio		0.45	0.45		0.37	
v/c Ratio		0.76	0.66		0.08	
Control Delay		22.6	15.2		7.4	
Queue Delay		0.0	0.0		0.0	
Total Delay		22.6	15.2		7.4	

Baseline

Lanes, Volumes, Timings
3: Oil Mill Road

2023 AM BUILD
03/25/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		C	B		A	
Approach Delay		22.6	15.2		7.4	
Approach LOS		C	B		A	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 18.1
 Intersection Capacity Utilization 65.3%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 3: Oil Mill Road

 ↖ Ø6 (R)	→ Ø4
	27 s
23 s	← Ø8
	27 s

Intersection

Intersection Delay, s/veh 7.4
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	11	12	0	1	6	36	78	31	41	1
Future Vol, veh/h	1	2	11	12	0	1	6	36	78	31	41	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	12	13	0	1	7	39	85	34	45	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.6	7.3	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	7%	92%	42%
Vol Thru, %	30%	14%	0%	56%
Vol Right, %	65%	79%	8%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	14	13	73
LT Vol	6	1	12	31
Through Vol	36	2	0	41
RT Vol	78	11	1	1
Lane Flow Rate	130	15	14	79
Geometry Grp	1	1	1	1
Degree of Util (X)	0.133	0.016	0.017	0.092
Departure Headway (Hd)	3.666	3.848	4.447	4.162
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	976	918	797	861
Service Time	1.696	1.924	2.521	2.188
HCM Lane V/C Ratio	0.133	0.016	0.018	0.092
HCM Control Delay	7.3	7	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0	0.1	0.3

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y			Y
Traffic Vol, veh/h	50	3	15	18	5	24
Future Vol, veh/h	50	3	15	18	5	24
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	3	16	20	5	26

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	62	26	0
Stage 1	26	-	-
Stage 2	36	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	944	1050	-
Stage 1	997	-	-
Stage 2	986	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	941	1050	-
Mov Cap-2 Maneuver	941	-	-
Stage 1	997	-	-
Stage 2	983	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	947	1575
HCM Lane V/C Ratio	-	-	0.061	0.003
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	23	0	0	12	18	2
Future Vol, veh/h	23	0	0	12	18	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	13	20	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	38	25
Stage 1	-	-	-	25	-
Stage 2	-	-	-	13	-
Critical Hdwy	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	974	1051
Stage 1	-	0	0	998	-
Stage 2	-	0	0	1010	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	974	1051
Mov Cap-2 Maneuver	-	-	-	974	-
Stage 1	-	-	-	998	-
Stage 2	-	-	-	1010	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	981	-	-
HCM Lane V/C Ratio	0.022	-	-
HCM Control Delay (s)	8.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	33	4	3	72
Future Vol, veh/h	1	1	33	4	3	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	36	4	3	78
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7	7.1	7.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	4%
Vol Thru, %	89%	0%	96%
Vol Right, %	11%	50%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	37	2	75
LT Vol	0	1	3
Through Vol	33	0	72
RT Vol	4	1	0
Lane Flow Rate	40	2	82
Geometry Grp	1	1	1
Degree of Util (X)	0.044	0.002	0.09
Departure Headway (Hd)	3.933	3.943	3.976
Convergence, Y/N	Yes	Yes	Yes
Cap	913	902	905
Service Time	1.948	1.993	1.983
HCM Lane V/C Ratio	0.044	0.002	0.091
HCM Control Delay	7.1	7	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0	0.3

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	26	85	10	0	1	2
Future Vol, veh/h	26	85	10	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	92	11	0	1	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	11	0	0 159 11
Stage 1	-	-	- 11 -
Stage 2	-	-	- 148 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1608	-	- 832 1070
Stage 1	-	-	- 1012 -
Stage 2	-	-	- 880 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1608	-	- 817 1070
Mov Cap-2 Maneuver	-	-	- 817 -
Stage 1	-	-	- 994 -
Stage 2	-	-	- 880 -

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	970
HCM Lane V/C Ratio	0.018	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	26	60	8	0	2	2
Future Vol, veh/h	26	60	8	0	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	65	9	0	2	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	9	0	0 130 9
Stage 1	-	-	- 9 -
Stage 2	-	-	- 121 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1611	-	- 864 1073
Stage 1	-	-	- 1014 -
Stage 2	-	-	- 904 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1611	-	- 848 1073
Mov Cap-2 Maneuver	-	-	- 848 -
Stage 1	-	-	- 996 -
Stage 2	-	-	- 904 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1611	-	-	-	947
HCM Lane V/C Ratio	0.018	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Lanes, Volumes, Timings
3: Oil Mill Road

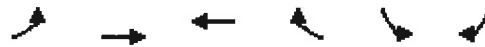
2023 PM BUILD
03/25/2022

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Volume (vph)	52	549	565	41	70	76
Future Volume (vph)	52	549	565	41	70	76
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			0.991		0.930	
Flt Protected		0.996			0.977	
Satd. Flow (prot)	0	1855	1846	0	1693	0
Flt Permitted		0.914			0.977	
Satd. Flow (perm)	0	1703	1846	0	1693	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			14		83	
Link Speed (mph)		30	30		30	
Link Distance (ft)		935	888		399	
Travel Time (s)		21.3	20.2		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	597	614	45	76	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	654	659	0	159	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	35.0	35.0	35.0		15.0	
Total Split (%)	70.0%	70.0%	70.0%		30.0%	
Maximum Green (s)	30.5	30.5	30.5		10.5	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		30.5	30.5		10.5	
Actuated g/C Ratio		0.61	0.61		0.21	
v/c Ratio		0.63	0.58		0.38	
Control Delay		9.6	8.4		12.2	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.6	8.4		12.2	

Baseline

Lanes, Volumes, Timings
3: Oil Mill Road

2023 PM BUILD
03/25/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		A	A		B	
Approach Delay		9.6	8.4		12.2	
Approach LOS		A	A		B	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

Offset: 0 (0%), Referenced to phase 2: and 6: SBL, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 9.3

Intersection LOS: A

Intersection Capacity Utilization 83.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Oil Mill Road

				Ø4	35 s
				Ø8	35 s
			Ø6 (R)	15 s	

Intersection

Intersection Delay, s/veh 7.7
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	8	53	0	8	9	47	25	15	96	10
Future Vol, veh/h	2	4	8	53	0	8	9	47	25	15	96	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	4	9	58	0	9	10	51	27	16	104	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.9	7.5	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	14%	87%	12%
Vol Thru, %	58%	29%	0%	79%
Vol Right, %	31%	57%	13%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	14	61	121
LT Vol	9	2	53	15
Through Vol	47	4	0	96
RT Vol	25	8	8	10
Lane Flow Rate	88	15	66	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.018	0.083	0.15
Departure Headway (Hd)	4.014	4.172	4.522	4.119
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	863	797	860
Service Time	2.099	2.173	2.523	2.192
HCM Lane V/C Ratio	0.1	0.017	0.083	0.153
HCM Control Delay	7.5	7.2	7.9	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.3	0.5

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	YY		1			1
Traffic Vol, veh/h	89	12	37	19	2	26
Future Vol, veh/h	89	12	37	19	2	26
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	13	40	21	2	28

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	83	51	0	0	61
Stage 1	51	-	-	-	-
Stage 2	32	-	-	-	-
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	919	1017	-	-	1542
Stage 1	971	-	-	-	-
Stage 2	991	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	918	1017	-	-	1542
Mov Cap-2 Maneuver	918	-	-	-	-
Stage 1	971	-	-	-	-
Stage 2	990	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	929	1542
HCM Lane V/C Ratio	-	-	0.118	0.001
HCM Control Delay (s)	-	-	9.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	23	0	0	44	60	2
Future Vol, veh/h	23	0	0	44	60	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	48	65	2
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	73	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	931	1051
Stage 1	-	0	0	-	998	-
Stage 2	-	0	0	-	974	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	931	1051
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	974	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	934	-	-			
HCM Lane V/C Ratio	0.072	-	-			
HCM Control Delay (s)	9.2	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		1			1
Traffic Vol, veh/h	8	4	52	1	1	115
Future Vol, veh/h	8	4	52	1	1	115
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	4	57	1	1	125
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	185	58	0	0	58	0
Stage 1	58	-	-	-	-	-
Stage 2	127	-	-	-	-	-
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	804	1008	-	-	1546	-
Stage 1	965	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	803	1008	-	-	1546	-
Mov Cap-2 Maneuver	803	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.2	0	0.1			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	861	1546	-	
HCM Lane V/C Ratio	-	-	0.015	0.001	-	
HCM Control Delay (s)	-	-	9.2	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	39	45	0	9	12
Future Vol, veh/h	5	39	45	0	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	42	49	0	10	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	49	0	0 101 49
Stage 1	-	-	- 49 -
Stage 2	-	-	- 52 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1558	-	- 898 1020
Stage 1	-	-	- 973 -
Stage 2	-	-	- 970 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1558	-	- 895 1020
Mov Cap-2 Maneuver	-	-	- 895 -
Stage 1	-	-	- 970 -
Stage 2	-	-	- 970 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	962
HCM Lane V/C Ratio	0.003	-	-	-	0.024
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	43	33	0	10	12
Future Vol, veh/h	5	43	33	0	10	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	47	36	0	11	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	36	0	0 93 36
Stage 1	-	-	- 36 -
Stage 2	-	-	- 57 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1575	-	- 907 1037
Stage 1	-	-	- 986 -
Stage 2	-	-	- 966 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1575	-	- 904 1037
Mov Cap-2 Maneuver	-	-	- 904 -
Stage 1	-	-	- 983 -
Stage 2	-	-	- 966 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	972
HCM Lane V/C Ratio	0.003	-	-	-	0.025
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1