

# Traffic Impact Study

**804 Fountain Street, Residential Development**  
**Woodbridge, Connecticut**

PREPARED FOR  
**Bridge Street Partners, LLC**

December 2024  
Revised May 30, 2024



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## I. INTRODUCTION

The purpose of this study is to evaluate the traffic impact of the proposed 96-unit Residential Development to be located at 804 Fountain Street in Woodbridge, Connecticut. The site is located along the south side of Fountain Street, approximately 700 feet west of Route 15. The site is approximately 5.71 acres in size and will contain a single 4 story building with 16 studio, 56 single-bedroom, and 24 two-bedroom apartments. A total of 145 parking spaces will be provided. Access to the site will be from a single drive along Fountain Street. It is intended that this report be responsive to the needs of the Town of Woodbridge as they review the traffic impact of the proposed development on the surrounding roadways.

The scope of work involved in the preparation of this report includes:

- Make a 24-hour Automated Traffic Recorder (ATR) count along Fountain Street in the vicinity of the site.
- Make turning movement counts at one intersection in the vicinity of the site.
- Making visual observations of the surrounding area.
- Obtaining data pertaining to the physical characteristics of the roadways and intersections in the vicinity of the site.
- Review the latest crash data from the UCONN Connecticut Crash Data Repository for the roadways in the vicinity of the site.

Throughout this report, many terms unique to traffic engineering are used. Below are definitions of many of these items.

**Trip** is a one-way movement to or from a site. One car entering and leaving a site constitutes two trips.

**Traffic Generation** is the actual number of vehicle movements that may reasonably be expected to be attracted by a specific development. Traffic generation is expressed as a number of trips.

**Average Weekday Trip Generation** is the total traffic generation of a development on a typical working weekday.

**Peak Hourly Generation** is traffic generation that may be anticipated during the highest volume hour for the particular development. This analysis parameter may vary as to the time of day, depending on the type of facility being proposed.

**Capacity and Level of Service** are terms utilized to describe the ability of a roadway to handle its traffic assignment.

**Capacity** is defined as the maximum volume of vehicles that may be expected to be carried by a specific roadway or intersection at a given Level of Service. The usual unit of capacity is vehicles per hour.

**Level of Service** is a measure of the quality of flow and overall congestion on a particular section of road or at a specific intersection.

**Levels of Service (LOS)** are defined in the Highway Capacity Manual (Special Report 209 of the Highway Research Board, 1994). LOS ratings are classified by letters from A to F, and are as follows:

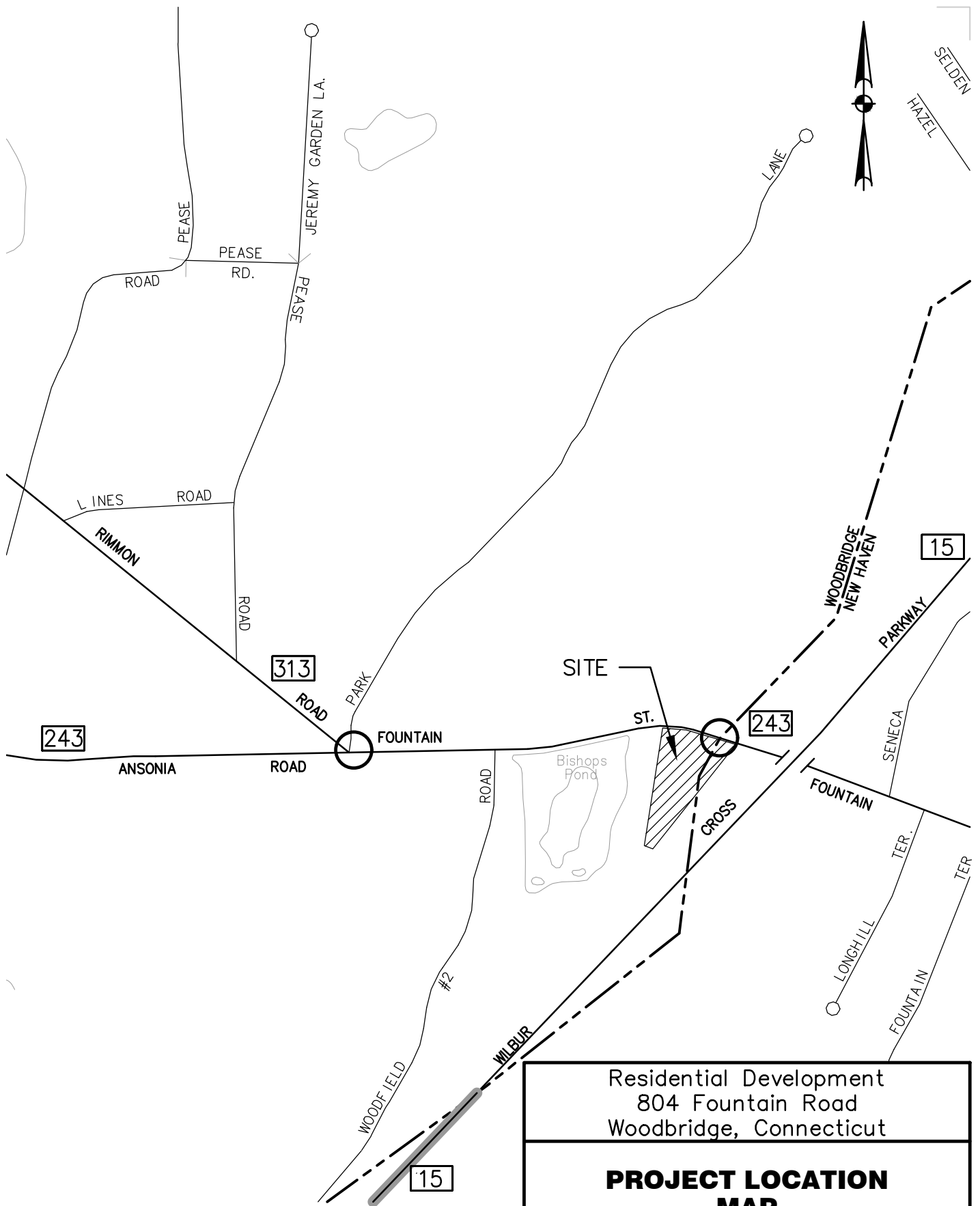
Rating	Description	Traffic
A	Free Flow	Drivers feel no restrictions.
B	Stable Flow	Drivers feel some restrictions.
C	Stable Flow	Drivers somewhat restricted, but not objectionably so.
D	Approaching Unstable Flow	Increased restriction and congestion.
E	Capacity	Substantial restriction, serious delays.
F	Forced Flow	Stop and go conditions extreme delays.

A detailed explanation of the various Levels of Service is presented in the appendix.

## II. EXISTING CONDITIONS

A 96-unit residential development is proposed for 804 Fountain Street. The site is located along the south side of Fountain Street, approximately 2,000 feet east of Rimmon Road (Route 313) (See Exhibit 1). Access to the site is via a single drive on Fountain Street. The site is located on the Woodbridge-New Haven Town Line and is adjacent to the Wilbur Cross Parkway.

Fountain Street (Route 243) will be the primary access route to the site for residents and visitors of the development. Fountain Street travels in the east-west direction in Woodbridge and is classified as a Minor Arterial roadway. To the east, Fountain Street begins at Whaley Avenue in New Haven, traveling east into Woodbridge to Rimmon Road (Route 313) where it continues westerly as Ansonia Road. Development along Fountain Street in the vicinity of the site is



○ = STUDY AREA INTERSECTIONS

Residential Development 804 Fountain Road Woodbridge, Connecticut		
<b>PROJECT LOCATION MAP</b>		
SCALE: N.T.S.	DATE: Nov. 2024	EXHIBIT 1



Revised May 30, 2025

residential in nature. The posted speed limit for Fountain Street in the vicinity of the site is 40 mph with the 85th percentile speeds measured at 44 mph in the in both directions.

Turning movement counts were made during a weekday morning and afternoon peak period in November 2024 at the following locations:

- Fountain Street at Rimmon Road

The peak hour volumes are summarized in Exhibit 2.

24-hour ATR counts were conducted along Fountain Street in the vicinity of the site. The ATR and peak hour count sheets are presented in Appendix.

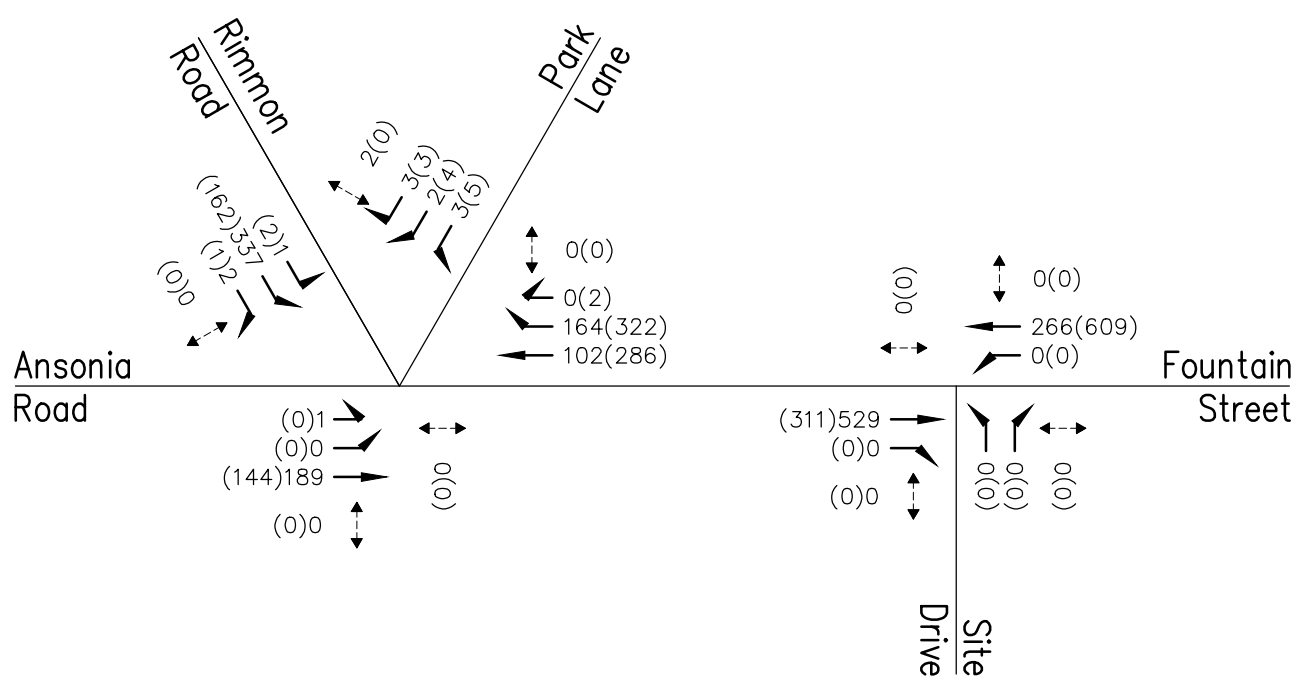
### III. 2026 NO-BUILD VOLUMES

The 2024 No-Build Traffic Volumes represent the traffic volumes that are anticipated to be on the roadway network at the point in time just before the proposed development is opened. Discussions with the Town Planning Staff and Review of the OSTA records indicate that there are no developments proposed in the vicinity of the site that will add additional traffic to Fountain Street. Based on consultation with the CTDOT Bureau of Policy and Planning to represent general background growth in the traffic for one year, the 2024 Existing Volumes were expanded by 0.8% per year for two years. These 2024 No-Build Volumes are summarized in Exhibit 3.

### IV. COLLISION ANALYSIS

Crash data from the UCONN Crash repository was obtained for the five-year period from 7/1/2019 through 6/30/2024 for Fountain Street from west of Senica Road in New Haven to west of Rimmon Road. A total of 17 crashes occurred during the period reviewed. The breakdown of the First Harmful Event and Crash Type is as follows:

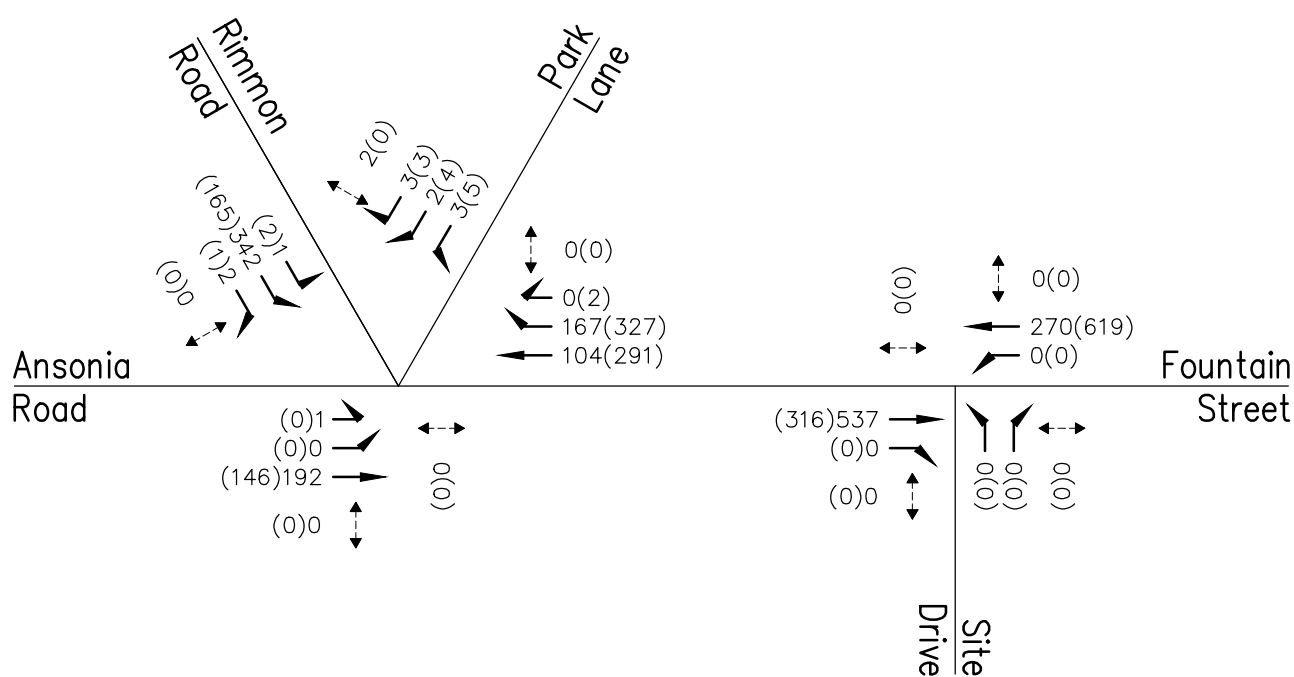
	First Harmful Event						Total
	Motor Vehicle In Operation	Overtun/ Rollover	Other Fixed Object (wall, building, tunnel, etc.)	Deer	Embankment	Tree (standing)	
Fountain Street at Rimmon Road	6		2		2		10
Fountain Street south of Rimmon Road	3	1		2		1	7



### Legend

xx = Weekday AM Peak Hour  
(xx) = Weekday PM Peak Hour

Residential Development 804 Fountain Road Woodbridge, Connecticut		
<b>TRAFFIC FLOW DIAGRAM 2024 Existing Volumes</b>		
SCALE: N.T.S.	DATE: Nov. 2024	Exhibit 2



Residential Development 804 Fountain Road Woodbridge, Connecticut		
<b>TRAFFIC FLOW DIAGRAM 2026 No-Build Volumes</b>		
SCALE: N.T.S.	DATE: Nov. 2024	Exhibit 3



	Crash Type				
	Angle	Front to Rear	Not Applicable	Sideswipe Same Direction	Total
Fountain Street at Rimmon Road	2	3	4	1	10
Fountain Street south of Rimmon Road	1	2	4		7

Of the 17 crashes, 10 of them occurred at Fountain Street and Rimmon Road with 7 occurring from south of Rimmon Road to north of Senica Road. The review of vehicular crash patterns shows that there are no crash patterns that would indicate geometric improvements should be made. The crash data is presented in the Appendix.

## V. IMPACT OF THE PROPOSED DEVELOPMENT

The traffic impact of the proposed development is determined by calculating the number of new trips that are expected to be generated by the development. The trip generation volumes represent the number of trips expected to be added to the roadway during the peak hours of the proposed development. The Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2021, contains trip generation rates for various residential multi-family land uses including Land Use 220, “Multifamily Housing (Low-Rise)”, Land Use 221, “Multifamily Housing (Mid-Rise)”, and Land Use 222, “Multifamily Housing (High-Rise)”. We believe Land Use 221 “Multifamily Housing (Mid-Rise)” best matches this proposed development based on the number of units and number of floors in the building. The total number of units was used as the independent variable when estimating the number of vehicle trips generated by the development. The anticipated number of new trips that will be generated by the proposed 96 residential development is as follows:

ADT	411
AM Traffic	31
Entering	7
Exiting	24
PM Peak	38
Entering	23
Exiting	15

The above figures indicate the expected number of total new trips is 31 vehicle trips during the weekday morning peak hour with 7 vehicles entering and 24 vehicles exiting the site, and 38 vehicle trips during the weekday afternoon peak hour with 23 vehicles entering and 15 vehicles exiting the site.

The direction from which vehicles are expected to arrive and depart the site is important in determining the impact that the generated traffic will have on the roadway system. The arrival and departure distributions are determined by the existing volumes along Fountain Street. The peak hour trip distribution percentages and site generated traffic volumes are presented in Exhibits 4 and 5 respectively.

The intersection sight distances were measured from the proposed site drive along Fountain Street. The available sight distances from the proposed site drive are approximately 445 feet to the west and exceed 500 feet to the east. The measured sight distance to the east exceeds the required sight distance of 500 feet needed for the 85<sup>th</sup> percentile speed of 44 mph eastbound speeds on Fountain Street in the vicinity of the site. The sight distance to the west is limited by the horizontal curve and a ledge outcropping along the south side of Fountain Street along the site frontage. The 445-foot sight distance meets the required distance for the posted speed limit of 40 mph and exceeds the required stopping sight distance of 430 feet for 45 mph. The developer will seek permission from the Connecticut DOT to remove ledge along the south side of Fountain Street to provide a 500-foot sightline to the west.

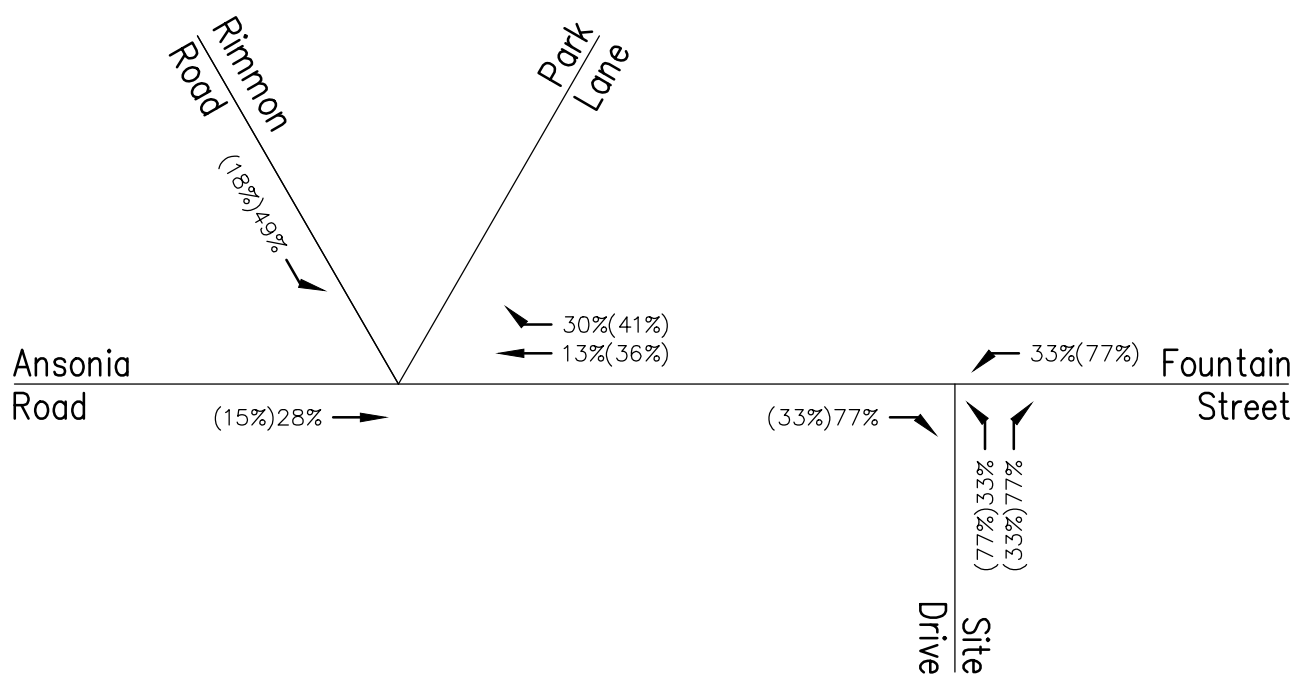
## **VI. CAPACITY ANALYSIS OF THE SURROUNDING ROADWAYS**

Capacity analyses were conducted for the study intersections using the Synchro Professional Software, version 11.1 according to the methods described in the Highway Capacity Manual, Sixth Edition, published by the Transportation Research Board. Analyses were conducted for the 2026 No-Build and 2026 Build Volumes.

- 2026 No-Build Volumes were calculated as described in Section III and are presented in Exhibit 3.
- 2026 Build Conditions – were calculated by adding the Site Generated trips shown in Exhibit 5 to the 2026 No-Build Volumes. Analyses were then conducted for the 2026 No-Build and 2026 Build Volumes for the morning and afternoon peak periods.

Traffic Flow Diagrams for the 2024 Existing Volumes, 2026 No-Build Volumes, Site Generated Volumes, and 2026 Build Volumes respectively, are presented in Exhibits 2, 3, 5, and 6.

Exhibit 7 presents the results of the capacity analyses for the 2026 No-Build and 2026 Build Traffic Volumes. This exhibit indicates that the intersection of Fountain Street and Rimmon Road will operate at a Level of Service (LOS) E or better during the morning peak hour and LOS D during the afternoon peak hour. Level of Service E is considered acceptable for an unsignalized side



Legend

xx = Weekday AM Peak Hour

(xx) = Weekday PM Peak Hour

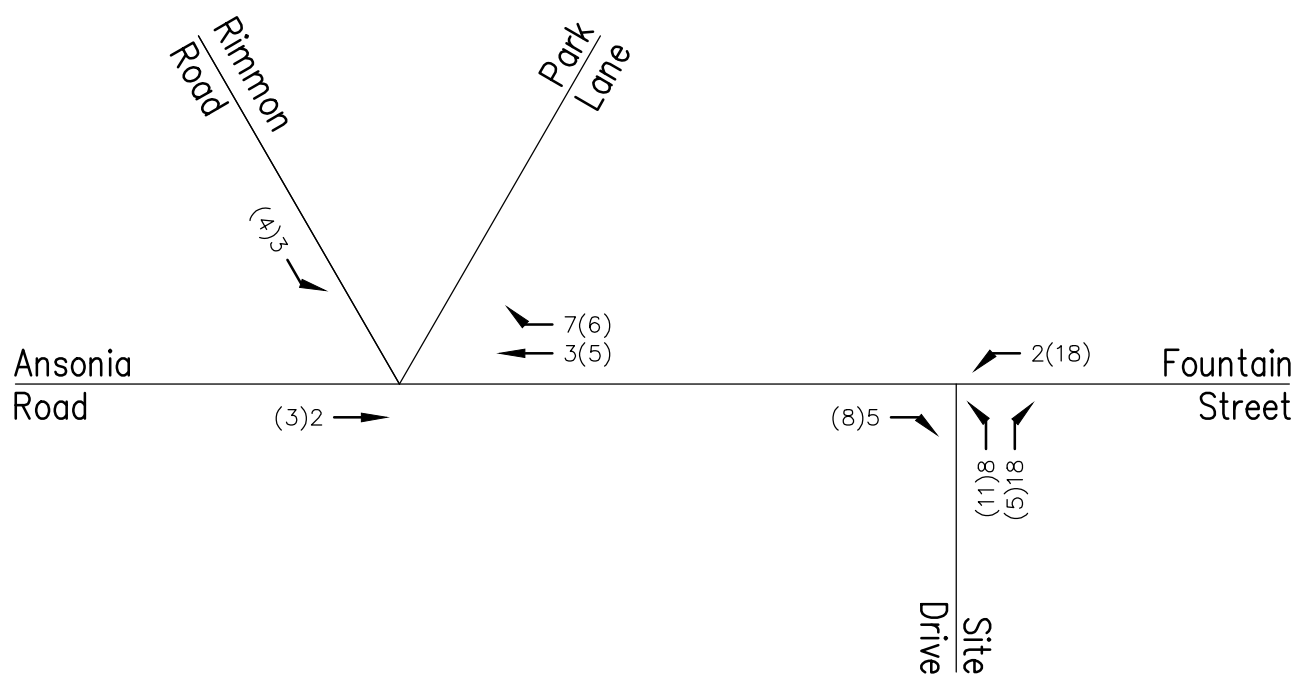
Residential Development  
804 Fountain Road  
Woodbridge, Connecticut

**TRAFFIC FLOW DIAGRAM  
Trip Distribution**

SCALE: N.T.S.

DATE: Nov. 2024

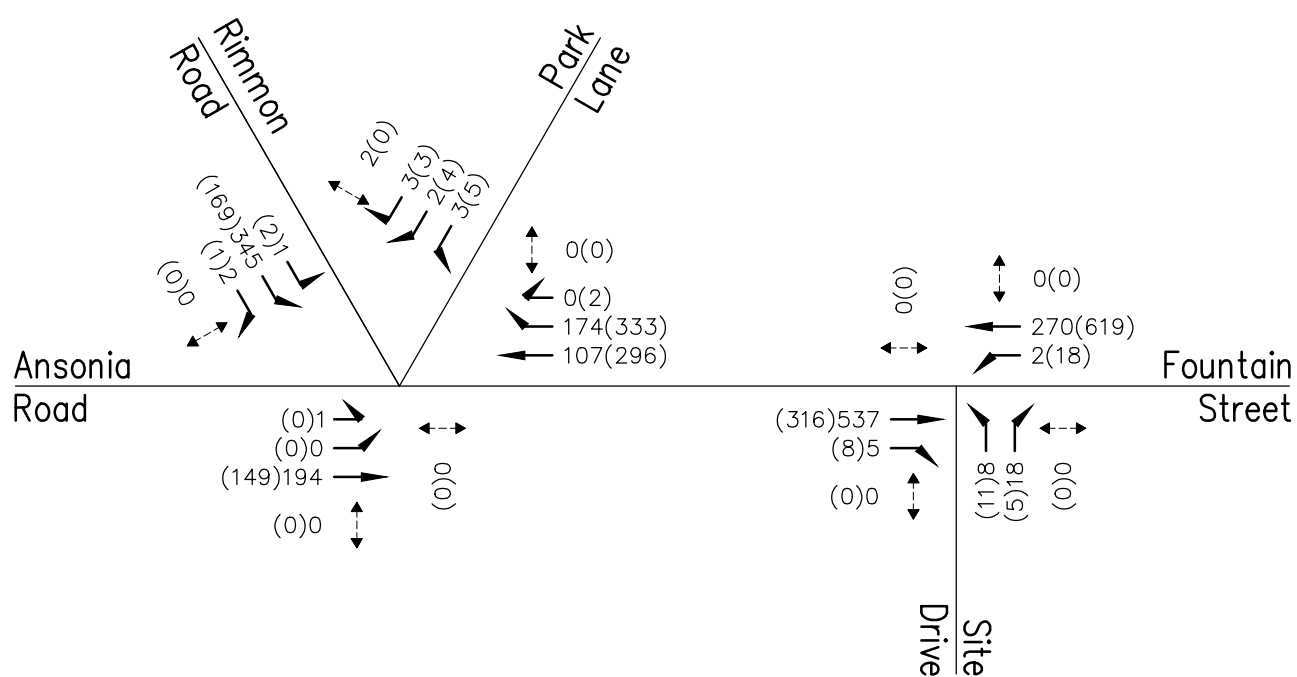
Exhibit 4



### Legend

xx = Weekday AM Peak Hour  
(xx) = Weekday PM Peak Hour

Residential Development 804 Fountain Road Woodbridge, Connecticut		
<b>TRAFFIC FLOW DIAGRAM Generated Trips</b>		
SCALE: N.T.S.	DATE: Nov. 2024	Exhibit 5



### Legend

xx = Weekday AM Peak Hour  
(xx) = Weekday PM Peak Hour

Residential Development 804 Fountain Road Woodbridge, Connecticut		
<b>TRAFFIC FLOW DIAGRAM 2026 Build Volumes</b>		
SCALE: N.T.S.	DATE: Nov. 2024	Exhibit 6

**Exhibit 7**  
**Anticipated Levels of Service**

**2026 No-Build Conditions**

	AM Peak				PM Peak			
	LOS	v/c	Delay (sec.)	Queue (Veh)	LOS	v/c	Delay (sec.)	Queue (Veh)
Fountain Street at Rimmon Road / Park Lane								
Eastbound Left	A	0.001	7.9	0.0	A	0.000	0.0	0.0
Rimmon Road	E	0.081	35.8	7.8	D	0.519	25.1	2.9
Park Lane	B	0.020	11.7	0.1	B	0.036	13.7	0.1
Fountain Street at Site Drive								
Westbound Left		n/a				n/a		
Northbound (Site Drive)		n/a				n/a		

**2026 Build Conditions**

	AM Peak				PM Peak			
	LOS	v/c	Delay (sec.)	Queue (Veh)	LOS	v/c	Delay (sec.)	Queue (Veh)
Fountain Street at Rimmon Road / Park Lane								
Eastbound Left	A	0.001	7.9	0.0	A	0.000	0.0	0.0
Rimmon Road	E	0.829	38.2	8.2	D	0.537	26.2	3.0
Park Lane	B	0.020	11.8	0.1	B	0.037	13.9	0.1
Fountain Street at Site Drive								
Westbound Left	A	0.002	8.7	0.0	A	0.017	8.1	0.1
Northbound (Site Drive)	B	0.069	14.2	0.2	C	0.060	18.0	0.2

street approach to an Arterial Roadway such as Fountain Street. Once the residential development is constructed, the intersection will operate at the same levels of service, vehicles exiting the site to Fountain Street will operate at a (LOS) B during the morning peak hour and LOS C during the afternoon peak hour. These levels of service are considered acceptable for unsignalized intersections and driveways along a roadway such as Fountain Street.

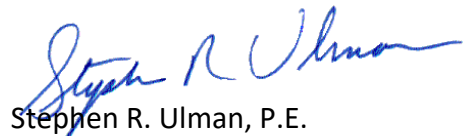
## **VII. CONCLUSIONS**

A 96-unit Residential Development is proposed for 804 Fountain Street. The site is located along the south side of Fountain Street, approximately 700 feet west of Route 15. The development will consist of a single 4 story building with 16 studio, 56-single bedroom, and 24 two-bedroom apartments. Access to the site will be from a single drive along Fountain Street.

It is anticipated that the traffic impact of the proposed development is 7 vehicles entering and 24 vehicles exiting the site during the morning peak hour, with 23 vehicles entering and 15 vehicles exiting during the afternoon peak hour.

Capacity analyses were conducted for the 2026 No-Build and 2026 Build Volumes for the intersections noted in Section 2. The results of the analyses indicate that all intersections will operate at acceptable levels of service, including the site drive, both the morning and afternoon peak hours.

Based on the findings of this report it is the professional opinion of Benesch that the proposed Residential Development at 804 Fountain Street will not impede or adversely affect traffic operations on the adjacent roadway network.



Stephen R. Ulman, P.E.  
Senior Project Engineer

# **APPENDIX**



# **TRAFFIC ENGINEERING TERMS**

## Traffic Engineering Terms

Throughout this report, many terms unique of traffic engineering are used. Below are definitions of many of these items.

**Trip** is a one-way movement to or from a site. One car entering and leaving site constitutes two trips.

**Traffic (Trip) Generation** is the actual number of vehicle movements that may reasonably be expected to be attracted by a specific development. Usually traffic generation is expressed as a number of trips.

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**Peak Hourly Generation** is traffic generation that may be anticipated during the highest volume hour for the particular development. This analysis parameter may vary as to the time of day, depending on the type of facility being proposed.

**Capacity and Level of Service** are terms utilized to describe the ability of a roadway to handle its traffic assignment.

**Capacity** is defined as the maximum volume of vehicles that may be expected to be carried by a specific roadway or intersection at a given Level of Service. The usual unit of capacity is vehicles per hour.

**Level of Service** is a measure of the quality of flow and overall congestion on a particular section of road or at a specific intersection.

**Levels of Service (LOS)** for signalized intersections are defined in the Highway Capacity Manual (HCM) (Special Report 209 of the Highway Research Board, 2000). The HCM defines LOS for signalized and unsignalized intersections as a function of the average vehicle control delay. LOS may be calculated per movement or per approach for any intersection configuration, but LOS for the intersection as a whole is only defined for signalized and all-way stop configurations.

LOS	Signalized Intersection	Unsignalized Intersection
A	$\leq 10$ sec	$\leq 10$ sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	$\geq 80$ sec	$\geq 50$ sec

## **ATR COUNTS**

# **TURNING MOVEMENT COUNTS**

**VOLUME****Fountain St/SR 243 W/O SR 15/Wilbur Cross Pkwy**

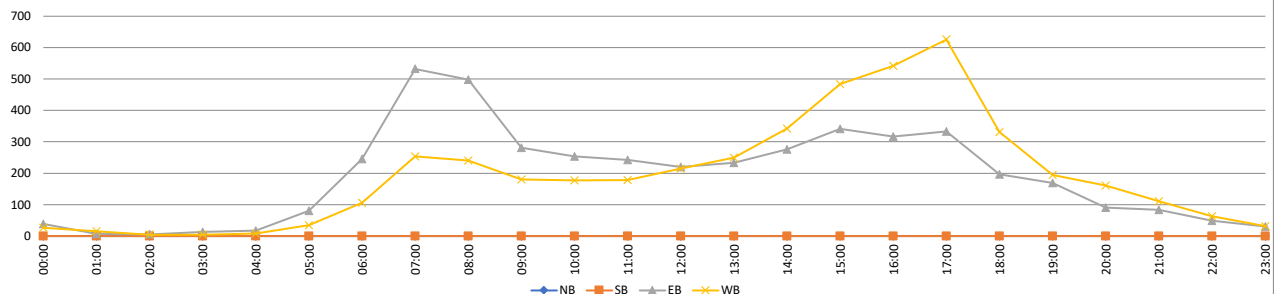
Day: Wednesday

Date: 11/6/2024

City: Woodbridge

Project #: CT24\_410084\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	4,555	4,579	9,134							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			5	10	15	12:00			58	44	102	00:00	01:00		39	26	65
0:15			11	3	14	12:15			51	63	114	01:00	02:00		7	15	22
0:30			13	9	22	12:30			53	55	108	02:00	03:00		6	5	11
0:45			10	4	14	12:45			58	53	111	03:00	04:00		13	5	18
1:00			2	5	7	13:00			50	56	106	04:00	05:00		17	8	25
1:15			4	3	7	13:15			65	59	124	05:00	06:00		80	35	115
1:30			0	3	3	13:30			67	69	136	06:00	07:00		245	106	351
1:45			1	4	5	13:45			51	65	116	07:00	08:00		532	254	786
2:00			1	2	3	14:00			62	80	142	08:00	09:00		498	240	738
2:15			1	1	2	14:15			75	82	157	09:00	10:00		281	180	461
2:30			2	0	2	14:30			73	81	154	10:00	11:00		254	177	431
2:45			2	2	4	14:45			66	99	165	11:00	12:00		242	178	420
3:00			1	0	1	15:00			80	117	197	12:00	13:00		220	215	435
3:15			4	1	5	15:15			100	105	205	13:00	14:00		233	249	482
3:30			3	1	4	15:30			74	131	205	14:00	15:00		276	342	618
3:45			5	3	8	15:45			87	131	218	15:00	16:00		341	484	825
4:00			1	1	2	16:00			85	127	212	16:00	17:00		317	542	859
4:15			4	2	6	16:15			78	153	231	17:00	18:00		333	626	959
4:30			5	3	8	16:30			79	112	191	18:00	19:00		197	331	528
4:45			7	2	9	16:45			75	150	225	19:00	20:00		169	194	363
5:00			6	5	11	17:00			83	160	243	20:00	21:00		91	161	252
5:15			14	5	19	17:15			97	177	274	21:00	22:00		84	111	195
5:30			28	10	38	17:30			81	156	237	22:00	23:00		49	63	112
5:45			32	15	47	17:45			72	133	205	23:00	00:00		31	32	63
6:00			27	19	46	18:00			54	112	166	STATISTICS					
6:15			50	18	68	18:15			53	76	129		NB	SB	EB	WB	TOTAL
6:30			89	31	120	18:30			47	77	124	Peak Period	00:00	to	12:00		
6:45			79	38	117	18:45			43	66	109	Volume			2214	1229	3443
7:00			116	53	169	19:00			48	54	102	Peak Hour			7:45	7:15	7:15
7:15			128	58	186	19:15			36	42	78	Peak Volume			550	286	833
7:30			133	57	190	19:30			46	55	101	Peak Hour Factor			0.887	0.831	0.864
7:45			155	86	241	19:45			39	43	82	Peak Period	12:00	to	00:00		
8:00			131	85	216	20:00			26	40	66	Volume			2341	3350	5691
8:15			129	54	183	20:15			26	50	76	Peak Hour			15:15	16:45	16:45
8:30			135	53	188	20:30			21	41	62	Peak Volume			346	643	979
8:45			103	48	151	20:45			18	30	48	Peak Hour Factor			0.865	0.908	0.893
9:00			76	42	118	21:00			22	26	48	Peak Period	07:00	to	09:00		
9:15			63	51	114	21:15			21	31	52	Volume			1030	494	1524
9:30			64	51	115	21:30			20	25	45	Peak Hour			7:45	7:15	7:15
9:45			78	36	114	21:45			21	29	50	Peak Volume			550	286	833
10:00			49	40	89	22:00			13	17	30	Peak Hour Factor			0.887	0.831	0.864
10:15			66	46	112	22:15			11	17	28	Peak Period	16:00	to	18:00		
10:30			75	35	110	22:30			14	16	30	Volume			650	1168	1818
10:45			64	56	120	22:45			11	13	24	Peak Hour			16:45	16:45	16:45
11:00			55	41	96	23:00			12	8	20	Peak Volume			336	643	979
11:15			64	55	119	23:15			8	9	17	Peak Hour Factor			0.866	0.908	0.893
11:30			62	46	108	23:30			3	8	11						
11:45			61	36	97	23:45			8	7	15						
TOTALS	0	0	2214	1229	3443	TOTALS	0	0	2341	3350	5691						
SPLIT %	0%	0%	64%	36%	38%	SPLIT %	0%	0%	41%	59%	62%						



SPEED

Fountain St/SR 243 W/O SR 15/Wilbur Cross Pkwy

Day: Wednesday

City: Woodbridge

Date: 11/6/2024

Project #: CT24\_410084\_001

	Time	EASTBOUND														Total	WESTBOUND														Total	TOTALS														Total
		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	5 15		15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	5 15	15 20		20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99				
HOURLY BREAKDOWN	0:00	0	0	1	1	3	11	8	8	3	3	1	0	0	39	0	0	1	1	2	8	7	3	3	1	0	0	0	26	0	0	2	2	5	19	15	11	6	4	1	0	0	65			
	1:00	0	0	1	1	0	3	2	0	0	0	0	0	0	7	1	0	0	1	2	6	2	1	0	2	0	0	0	15	1	0	1	2	2	9	4	1	0	2	0	0	22				
	2:00	0	0	0	0	2	1	1	2	0	0	0	0	0	6	0	0	0	0	2	1	1	1	0	0	0	0	5	0	0	0	0	4	2	3	0	0	0	0	11						
	3:00	0	0	1	2	0	6	5	2	2	0	0	0	0	13	0	0	0	2	1	1	1	0	0	0	0	0	5	5	0	0	1	4	1	7	3	2	0	0	0	18					
	4:00	0	0	0	0	1	2	5	3	4	2	0	0	0	17	0	0	1	0	3	2	2	0	0	0	0	0	8	0	0	1	1	2	8	5	6	2	0	0	0	25					
	5:00	0	0	0	0	1	10	31	27	9	2	0	0	0	80	0	0	0	3	4	8	11	6	2	1	0	0	0	35	0	0	0	4	14	39	38	15	4	1	0	0	115				
	6:00	0	3	0	2	2	10	86	99	37	8	0	0	0	245	0	0	0	3	10	36	38	13	4	1	1	0	0	106	0	3	0	5	20	122	137	50	12	1	1	0	351				
	7:00	1	1	2	22	50	244	169	34	9	0	0	0	0	532	0	0	8	19	64	89	62	10	2	0	0	0	0	254	1	1	10	41	114	333	231	44	11	0	0	0	786				
	8:00	0	2	4	27	47	191	170	52	5	0	0	0	0	498	4	2	1	11	42	85	77	17	1	0	0	0	0	240	4	4	5	38	89	276	247	69	6	0	0	0	738				
	9:00	0	0	3	14	33	120	74	31	6	0	0	0	0	281	0	0	1	9	40	56	56	16	2	0	0	0	0	180	0	0	4	23	73	176	130	47	8	0	0	0	461				
	10:00	1	1	0	10	37	113	67	21	4	0	0	0	0	254	0	1	0	13	33	73	45	12	0	0	0	0	0	177	1	2	0	23	70	186	112	33	4	0	0	0	431				
	11:00	0	1	4	15	46	95	63	15	3	0	0	0	0	242	1	5	8	17	30	77	31	8	1	0	0	0	0	178	1	6	12	32	76	172	94	23	4	0	0	0	420				
	12:00	1	0	4	12	26	89	63	19	5	1	0	0	0	220	1	1	2	19	44	71	61	13	3	0	0	0	0	215	2	1	6	31	70	160	124	32	8	1	0	0	435				
	13:00	2	1	7	15	35	95	57	15	3	2	1	0	0	233	1	0	5	9	44	92	71	26	1	0	0	0	0	249	3	1	12	24	79	187	128	41	4	2	1	0	482				
	14:00	0	0	7	25	45	96	71	27	4	1	0	0	0	276	8	9	11	22	57	127	82	23	2	0	1	0	0	342	8	9	18	47	102	223	153	50	6	1	1	0	618				
	15:00	0	2	7	24	55	132	98	14	8	1	0	0	0	341	0	0	5	26	82	190	145	29	6	1	0	0	0	484	0	2	12	50	137	322	243	43	14	2	0	0	825				
	16:00	0	1	12	30	51	114	82	25	1	0	1	0	0	317	4	1	6	31	129	204	145	19	3	0	0	0	0	542	4	2	18	61	180	318	227	44	4	0	1	0	859				
	17:00	1	2	7	34	87	127	63	9	3	0	0	0	0	333	0	1	11	47	172	262	125	8	0	0	0	0	0	626	1	3	18	81	259	389	188	17	3	0	0	0	959				
	18:00	1	0	6	23	31	81	49	5	1	0	0	0	0	197	0	0	4	13	62	140	95	14	3	0	0	0	0	331	1	0	10	36	93	221	144	19	4	0	0	0	528				
	19:00	0	0	0	18	37	69	34	10	0	1	0	0	0	169	0	0	1	9	38	83	50	10	2	0	1	0	0	194	0	0	1	27	75	152	84	20	2	1	1	0	363				
	20:00	0	0	4	10	13	28	20	10	6	0	0	0	0	91	0	0	0	3	25	59	62	9	3	0	0	0	0	161	0	0	4	13	38	87	82	19	9	0	0	0	252				
	21:00	0	1	3	8	12	31	22	5	1	1	0	0	0	84	0	0	0	2	10	44	39	16	0	0	0	0	0	111	0	1	3	10	22	75	61	21	1	1	0	0	195				
	22:00	0	1	3	6	11	15	8	2	1	0	0	0	0	49	0	0	0	2	16	22	16	4	2	1	0	0	0	63	0	1	2	5	22	33	31	12	4	2	0	0	112				
	23:00	0	0	0	0	5	10	11	2	2	1	0	0	0	31	0	0	0	1	5	15	6	3	0	0	0	0	0	32	0	0	0	1	7	15	26	8	5	1	0	0	63				
Totals		7	16	75	298	643	1,789	1,270	364	78	12	3	0	0	4,555	20	20	65	263	911	1,742	1,239	266	43	7	3	0	0	4,579	27	36	140	561	1,554	3,531	2,509	630	121	19	6	0	0	9,134			
% of Totals		0%	0%	2%	7%	14%	39%	28%	8%	2%	0%	0%	0%	0%	100%	0%	0%	1%	6%	20%	38%	27%	6%	1%	0%	0%	0%	100%	0%	0%	2%	6%	17%	39%	27%	7%	1%	0%	0%	0%	0%	100%				

STATISTICS	00:00 - 12:00	2	8	16	96	240	906	685	215	42	3	1	0	0	0	2214	6	8	20	79	230	443	333	89	15	5	1	0	0	1229	8	16	36	175	470	1349	1018	304	57	8	2	0	0	3443
	%	0%	0%	0%	2%	5%	20%	15%	5%	1%	0%	0%	0%	0%	0%	49%	0%	0%	0%	2%	5%	10%	7%	2%	0%	0%	0%	0%	0%	27%	0%	0%	1%	4%	10%	30%	22%	7%	1%	0%	0%	0%	76%	
	Peak Hour	7:00	6:00	7:45	7:30	7:30	7:00	7:45	7:45	7:15	0:00	0:00	0:00	0:00	0:00	7:45	7:15	10:45	7:00	7:00	7:15	7:15	7:30	8:45	5:45	0:15	5:30	0:00	0:00	7:15	7:15	10:45	7:15	7:15	7:45	7:45	5:45	0:15	0:00	0:00	0:00	7:15		
	Peak Volume	1	3	4	34	56	244	195	57	11	3	1	0	0	0	550	4	5	8	19	71	99	89	18	6	3	1	0	0	286	5	6	12	49	123	343	275	71	14	6	1	0	0	833
	12:00 - 24:00	5	8	19	102	403	883	585	149	36	9	2	0	0	0	2341	14	12	45	184	681	1299	906	177	28	2	2	0	0	3350	19	20	104	386	1084	2182	1491	326	64	11	4	0	0	5691
	%	0%	0%	1%	4%	9%	19%	13%	3%	1%	0%	0%	0%	0%	0%	51%	0%	0%	1%	4%	15%	29%	20%	4%	1%	0%	0%	0%	74%	0%	0%	2%	8%	24%	48%	33%	7%	1%	0%	0%	0%	135%		
	Peak Hour	12:15	15:00	15:45	16:00	17:00	15:15	15:00	14:00	14:30	12:30	12:15	12:00	12:00	12:00	15:15	13:45	14:00	17:15	17:00	16:45	17:00	15:30	14:45	14:15	14:00	12:00	12:00	16:45	13:45	14:00	17:15	16:45	16:45	17:00	15:30	15:30	12:30	12:15	12:00	12:00	16:45		
	Peak Volume	2	2	12	39	87	137	98	27	8	3	1	0	0	0	346	8	9	13	47	190	262	169	29	6	1	1	0	0	643	8	9	21	85	269	389	255	51	14	3	1	0	0	979
	07:00 - 09:00	1	3	6	49	97	435	339	86	14	0	0	0	0	0	1030	4	2	9	30	106	174	139	27	3	0	0	0	0	494	5	5	15	79	203	609	478	113	17	0	0	0	1524	
	%	0%	0%	0%	1%	2%	10%	7%	2%	0%	0%	0%	0%	0%	0%	23%	0%	0%	1%	2%	4%	3%	1%	0%	0%	0%	0%	0%	11%	0%	0%	2%	4%	13%	10%	2%	0%	0%	0%	0%	0%	33%		
	Peak Hour	7:00	8:00	7:45	7:30	7:30	7:00	7:45	7:45	7:15	7:00	7:00	7:00	7:00	7:00	7:45	7:15	7:15	7:00	7:00	7:15	7:15	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:15	7:15	8:00	7:00	7:15	7:15	7:15	7:45	7:45	7:15	7:00	7:00	7:00	7:00	7:15
Peak Volume	1	2	4	34	56	244	195	57	11	0	0	0	0	0	550	4	2	8	19	71	99	89	17	2	0	0	0	0	286	5	4	10	49	123	343	275	71	12	0	0	0	0	833	
16:00 - 18:00	1	3	19	109	464	138	241	145	34	11	0	1	0	0	560	4	2	27	78	301	466	270	27	3	0	0	0	0	1168	5	5	36	142	439	707	415	61	7	0	1	0	1	1818	
%	0%	0%	0%	1%	3%	1%	3%	1%	1%	0%	0%	0%	0%	0%	14%	0%	0%	0%	1%	4%	7%	10%	1%	0%	0%	0%	0%	26%	0%	0%	1%	3%	12%	19%	24%	9%	1%	0%	0%	0%	0%	9%		
Peak Hour	16:45	17:00	16:00	16:45	17:00	17:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:45	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:45	16:45	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	1	2	12	39	87	127	82	25	3	0	1	0	0	0	336	4	1	12	47	190	262	145	19	3	0	0	0	643	4	3	20	85	269	389	227	44	5	0	1	0	0	979		

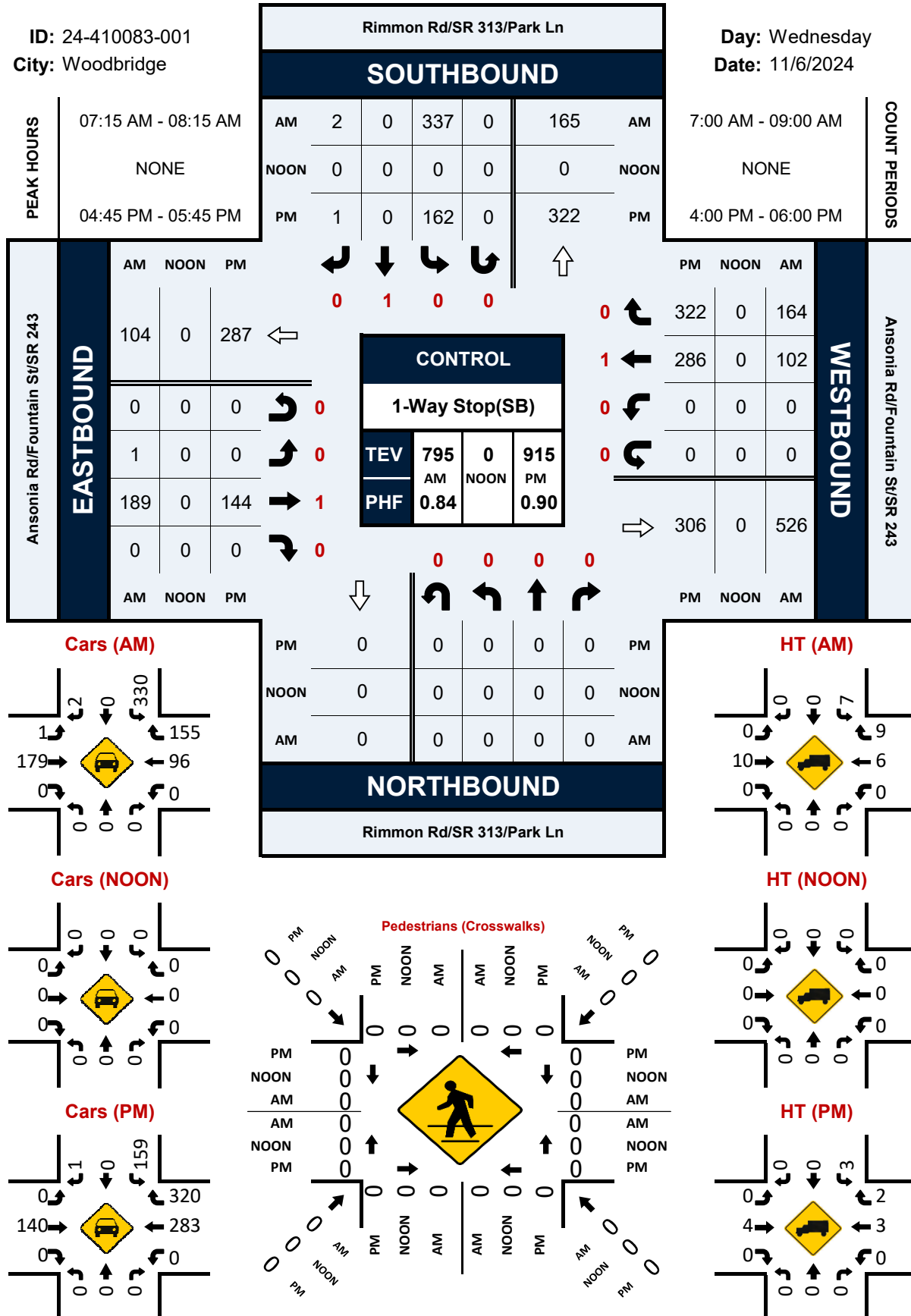
**Rimmon Rd/SR 313/Park Ln & Ansonia Rd/Fountain St/SR 243****Peak Hour Turning Movement Count**

ID: 24-410083-001

City: Woodbridge

Day: Wednesday

Date: 11/6/2024



# National Data & Surveying Services

## Intersection Turning Movement Count

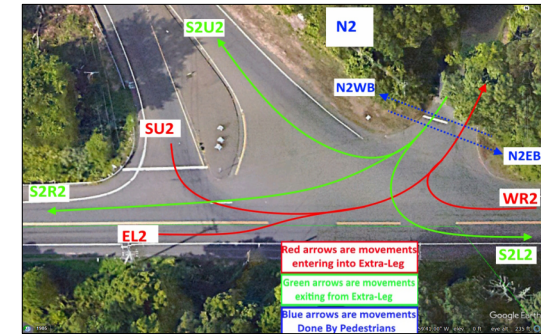
Location: Rimmon Rd/SR 313/Park Ln & Ansonia Rd/Fountain St/SR 243  
City: Woodbridge  
Control: 1-Way Stop(SB)

Project ID: 24-410083-001  
Date: 11/6/2024

### Data - Total

NS/EW Streets:	Rimmon Rd/SR 313/Park Ln				Rimmon Rd/SR 313/Park Ln				Ansonia Rd/Fountain St/SR 243				Ansonia Rd/Fountain St/SR 243										
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				SOUTHBOUND2						
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2R2	S2U2	TOTAL
7:00 AM	0	0	0	0	75	0	0	0	0	0	34	0	0	0	0	23	25	0	1	1	1	0	160
7:15 AM	0	0	0	0	71	0	0	0	0	0	54	0	0	0	0	1	23	34	0	0	1	1	184
7:30 AM	0	0	0	0	84	0	0	0	0	0	42	0	0	0	0	22	27	0	0	1	1	1	178
7:45 AM	0	0	0	0	101	0	1	0	0	1	52	0	0	0	0	31	53	0	0	1	0	0	240
8:00 AM	0	0	0	0	81	0	1	0	1	0	41	0	0	0	0	26	50	0	0	0	0	2	202
8:15 AM	0	0	0	0	75	0	0	0	0	0	46	0	0	0	0	21	33	0	0	1	1	0	177
8:30 AM	0	0	0	0	77	0	3	0	0	0	50	0	0	0	0	18	26	0	0	1	2	0	177
8:45 AM	0	0	0	0	55	0	1	0	0	0	43	0	0	0	0	21	21	0	1	0	0	0	142
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2R2	S2U2	TOTAL
APPROACH %'s :	0	0	0	0	619	0	6	0	1	1	362	0	0	0	0	185	269	0	2	6	6	3	1460
PEAK HR :	07:15 AM - 08:15 AM				98.88%	0.00%	0.96%	0.00%	0.16%	0.28%	99.72%	0.00%	0.00%	0.00%	0.00%	40.57%	58.99%	0.00%	0.44%	40.00%	40.00%	20.00%	TOTAL
PEAK HR VOL :	0	0	0	0	337	0	2	0	1	1	189	0	0	0	0	102	164	0	0	3	2	3	804
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.834	0.000	0.500	0.000	0.250	0.250	0.875	0.000	0.000	0.000	0.000	0.823	0.774	0.000	0.000	0.750	0.500	0.375	0.838
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				SOUTHBOUND2						
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2R2	S2U2	TOTAL
4:00 PM	0	0	0	0	37	0	0	0	0	1	34	0	0	0	0	51	66	0	0	1	0	0	190
4:15 PM	0	0	0	0	31	0	1	0	0	1	41	0	0	0	0	62	87	0	2	1	0	0	226
4:30 PM	0	0	0	0	36	0	1	0	1	0	37	0	0	1	0	45	57	0	0	0	0	1	179
4:45 PM	0	0	0	0	35	0	0	0	1	0	29	0	0	0	0	72	74	0	1	2	1	0	215
5:00 PM	0	0	0	0	36	0	0	0	1	0	37	0	0	0	0	72	80	0	1	3	2	2	234
5:15 PM	0	0	0	0	52	0	1	0	0	0	42	0	0	0	0	65	98	0	0	1	1	0	260
5:30 PM	0	0	0	0	39	0	0	0	0	0	36	0	0	0	0	77	70	0	0	0	0	0	222
5:45 PM	0	0	0	0	34	0	0	0	1	2	34	0	0	1	0	57	64	0	1	0	0	0	194
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2R2	S2U2	TOTAL
APPROACH %'s :	0	0	0	0	300	0	3	0	4	4	290	0	0	2	0	501	596	0	5	7	4	4	1720
PEAK HR :	04:45 PM - 05:45 PM				97.72%	0.00%	0.98%	0.00%	1.30%	1.35%	97.97%	0.00%	0.00%	0.68%	0.00%	45.46%	54.08%	0.00%	0.45%	46.67%	26.67%	26.67%	TOTAL
PEAK HR VOL :	0	0	0	0	162	0	1	0	2	0	144	0	0	0	0	286	322	0	2	5	4	3	931
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.779	0.000	0.250	0.000	0.500	0.000	0.857	0.000	0.000	0.000	0.000	0.929	0.821	0.000	0.500	0.417	0.500	0.375	0.895

Explanation for extra leg movements	
<b>Movements entering the extra leg</b>	
SU2	Movements coming from SB on Rimmon Rd/SR 313 entering into the Extra Leg (Park Ln)
EL2	Movements coming from EB on Ansonia Rd/SR 243 entering into the Extra Leg (Park Ln)
WR2	Movements coming from WB on Fountain St/SR 243 entering into the Extra Leg (Park Ln)
<b>Movements exiting the extra leg</b>	
S2U2	Movements exiting from Extra Leg (Park Ln) entering into Rimmon Rd/SR 313 SB.
S2R2	Movements exiting from Extra Leg (Park Ln) entering into Ansonia Rd/SR 243 EB.
S2L2	Movements exiting from Extra Leg (Park Ln) entering into Fountain St/SR 243 WB.





## National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Rimmon Rd/SR 313/Park Ln & Ansonia Rd/Fountain St/SR 243  
**City:** Woodbridge  
**Control:** 1-Way Stop(SB)

**Project ID:** 24-410083-001  
**Date:** 11/6/2024

## Data - Cars

NS/EW Streets:	Rimmon Rd/SR 313/Park Ln				Rimmon Rd/SR 313/Park Ln					Ansonia Rd/Fountain St/SR 243					Ansonia Rd/Fountain St/SR 243								
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					SOUTHBOUND2			TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 EL2	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2R2	0 S2U2	
7:00 AM	0	0	0	0	74	0	0	0	0	0	33	0	0	0	0	21	23	0	0	1	0	0	152
7:15 AM	0	0	0	0	68	0	0	0	0	0	51	0	0	0	0	21	30	0	0	1	1	0	172
7:30 AM	0	0	0	0	81	0	0	0	0	0	40	0	0	0	0	20	26	0	0	1	1	1	170
7:45 AM	0	0	0	0	101	0	1	0	0	1	49	0	0	0	0	31	50	0	0	1	0	0	234
8:00 AM	0	0	0	0	80	0	1	0	0	0	39	0	0	0	0	24	49	0	0	0	0	1	194
8:15 AM	0	0	0	0	75	0	0	0	0	0	46	0	0	0	0	19	31	0	0	1	1	0	173
8:30 AM	0	0	0	0	77	0	3	0	0	0	48	0	0	0	0	18	24	0	0	1	2	0	173
8:45 AM	0	0	0	0	53	0	1	0	0	0	39	0	0	0	0	21	21	0	1	0	0	0	136
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 609 99.02%	ST 0 0.00%	SR 6 0.98%	SU 0 0.00%	SU2 0 0.00%	EL 1 0.29%	ET 345 99.71%	ER 0 0.00%	EU 0 0.00%	EL2 0 0.00%	WL 0 0.00%	WT 175 40.70%	WR 254 59.07%	WU 0 0.00%	WR2 1 0.23%	S2L2 6 46.15%	S2R2 5 38.46%	S2U2 2 15.38%	TOTAL 1404
PEAK HR :	07:15 AM - 08:15 AM																						TOTAL
PEAK HR VOL :	0	0	0	0	330	0	2	0	0	1	179	0	0	0	0	96	155	0	0	3	2	2	770
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.817	0.000	0.500 0.814	0.000	0.000	0.250	0.877	0.000 0.882	0.000	0.000	0.000	0.774	0.775 0.775	0.000	0.000	0.750	0.500	0.500	0.823

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					SOUTHBOUND2			TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 EL2	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2R2	0 S2U2	
4:00 PM	0	0	0	0	37	0	0	0	0	1	34	0	0	0	0	48	63	0	0	1	0	0	184
4:15 PM	0	0	0	0	30	0	1	0	0	1	41	0	0	0	0	61	86	0	2	1	0	0	223
4:30 PM	0	0	0	0	35	0	1	0	1	0	35	0	0	1	0	44	55	0	0	0	0	1	173
4:45 PM	0	0	0	0	34	0	0	0	1	0	28	0	0	0	0	71	73	0	1	2	1	0	211
5:00 PM	0	0	0	0	35	0	0	0	1	0	37	0	0	0	0	72	80	0	1	3	2	2	233
5:15 PM	0	0	0	0	51	0	1	0	0	0	41	0	0	0	0	63	98	0	0	0	1	1	256
5:30 PM	0	0	0	0	39	0	0	0	0	0	34	0	0	0	0	77	69	0	0	0	0	0	219
5:45 PM	0	0	0	0	34	0	0	0	1	2	34	0	0	1	0	56	64	0	1	0	0	0	193
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 295 97.68%	ST 0 0.00%	SR 3 0.99%	SU 0 0.00%	SU2 4 1.32%	EL 4 1.38%	ET 284 97.93%	ER 0 0.00%	EU 0 0.00%	EL2 2 0.69%	WL 0 0.00%	WT 492 45.35%	WR 588 54.19%	WU 0 0.00%	WR2 5 0.46%	S2L2 7 46.67%	S2R2 4 26.67%	S2U2 4 26.67%	TOTAL 1692
PEAK HR :	04:45 PM - 05:45 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	159	0	1	0	2	0	140	0	0	0	0	283	320	0	2	5	4	3	919
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.779	0.000	0.250 0.779	0.000	0.500	0.000	0.854	0.000 0.854	0.000	0.000	0.000	0.919	0.816 0.939	0.000	0.500	0.417	0.500	0.375	0.897

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Rimmon Rd/SR 313/Park Ln & Ansonia Rd/Fountain St/SR 243  
**City:** Woodbridge  
**Control:** 1-Way Stop(SB)

**Project ID:** 24-410083-001  
**Date:** 11/6/2024

### Data - HT

NS/EW Streets:	Rimmon Rd/SR 313/Park Ln				Rimmon Rd/SR 313/Park Ln					Ansonia Rd/Fountain St/SR 243					Ansonia Rd/Fountain St/SR 243								
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					SOUTHBOUND2			TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 EL2	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2R2	0 S2U2	
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	2	0	1	0	1	0	8
7:15 AM	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	2	4	0	0	0	0	0	12
7:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	8	
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	6	
8:00 AM	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	2	1	0	0	0	0	8	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4	
8:45 AM	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 10	ST 0	SR 0	SU 0	SU2 1	EL 0	ET 17	ER 0	EU 0	EL2 0	WL 0	WT 10	WR 15	WU 0	WR2 1	S2L2 0	S2R2 1	S2U2 1	TOTAL 56
PEAK HR :	07:15 AM - 08:15 AM																						TOTAL
PEAK HR VOL :	0	0	0	0	7	0	0	0	1	0	10	0	0	0	0	6	9	0	0	0	0	0	34
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.250	0.000	0.833	0.000	0.000	0.000	0.000	0.750	0.563	0.000	0.000	0.000	0.000	0.250	0.708
PM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					SOUTHBOUND2			TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 EL2	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2R2	0 S2U2	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	6	
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	
4:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0	6	
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	4	
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	4	
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 5	ST 0	SR 0	SU 0	SU2 0	EL 0	ET 6	ER 0	EU 0	EL2 0	WL 0	WT 9	WR 8	WU 0	WR2 0	S2L2 0	S2R2 0	S2U2 0	TOTAL 28
PEAK HR :	04:45 PM - 05:45 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	3	2	0	0	0	0	12	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.000	0.000	0.000	0.750	

# Intersection Turning Movement Count

**Project ID:** 24-410083-001

**Date:** 11/6/2024

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	EB 0	WB 0	TOTAL 0
	PEAK HR : 04:45 PM - 05:45 PM		0	0	0	0	0	0	0	0	TOTAL 0
PEAK HR VOL : PEAK HR FACTOR :	0	0									

National Data & Surveying Services  
Intersection Turning Movement Count

**City:** Woodbridge

**Control:** 1-Way Stop(SB)

**Project ID:** 24-410083-001

**Date:** 11/6/2024

## Data - Bikes

[illegible][illegible]

Project ID: 24-410083-001

Location: Rimmon Rd/SR 313/Park Ln &amp; Ansonia Rd/Fountain St/SR 243

City: Woodbridge

Day: Wednesday

Date: 11/6/2024

## Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Rimmon Rd/SR 313/Park Ln Northbound						Rimmon Rd/SR 313/Park Ln Southbound						Ansonia Rd/Fountain St/SR 243 Eastbound						Ansonia Rd/Fountain St/SR 243 Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	75	0	0	0	0	75	0	34	0	0	0	34	0	23	25	0	0	48	157
7:15 AM	0	0	0	0	0	0	71	0	0	0	0	71	0	54	0	0	0	54	0	23	34	0	0	57	182
7:30 AM	0	0	0	0	0	0	84	0	0	0	0	84	0	42	0	0	0	42	0	22	27	0	0	49	175
7:45 AM	0	0	0	0	0	0	101	0	1	0	0	102	1	52	0	0	0	53	0	31	53	0	0	84	239
Total	0	0	0	0	0	0	331	0	1	0	0	332	1	182	0	0	0	183	0	99	139	0	0	238	753
8:00 AM	0	0	0	0	0	0	81	0	1	0	0	82	0	41	0	0	0	41	0	26	50	0	0	76	199
8:15 AM	0	0	0	0	0	0	75	0	0	0	0	75	0	46	0	0	0	46	0	21	33	0	0	54	175
8:30 AM	0	0	0	0	0	0	77	0	3	0	0	80	0	50	0	0	0	50	0	18	26	0	0	44	174
8:45 AM	0	0	0	0	0	0	55	0	1	0	0	56	0	43	0	0	0	43	0	21	21	0	0	42	141
Total	0	0	0	0	0	0	288	0	5	0	0	293	0	180	0	0	0	180	0	86	130	0	0	216	689
***BREAK***																									
4:00 PM	0	0	0	0	0	0	37	0	0	0	0	37	1	34	0	0	0	35	0	51	66	0	0	117	189
4:15 PM	0	0	0	0	0	0	31	0	1	0	0	32	1	41	0	0	0	42	0	62	87	0	0	149	223
4:30 PM	0	0	0	0	0	0	36	0	1	0	0	37	0	37	0	0	0	37	0	45	57	0	0	102	176
4:45 PM	0	0	0	0	0	0	35	0	0	0	0	35	0	29	0	0	0	29	0	72	74	0	0	146	210
Total	0	0	0	0	0	0	139	0	2	0	0	141	2	141	0	0	0	143	0	230	284	0	0	514	798
5:00 PM	0	0	0	0	0	0	36	0	0	0	0	36	0	37	0	0	0	37	0	72	80	0	0	152	225
5:15 PM	0	0	0	0	0	0	52	0	1	0	0	53	0	42	0	0	0	42	0	65	98	0	0	163	258
5:30 PM	0	0	0	0	0	0	39	0	0	0	0	39	0	36	0	0	0	36	0	77	70	0	0	147	222
5:45 PM	0	0	0	0	0	0	34	0	0	0	0	34	2	34	0	0	0	36	0	57	64	0	0	121	191
Total	0	0	0	0	0	0	161	0	1	0	0	162	2	149	0	0	0	151	0	271	312	0	0	583	896
Grand Total	0	0	0	0	0	0	919	0	9	0	0	928	5	652	0	0	0	657	0	686	865	0	0	1551	3136
Approch %	0.0	0.0	0.0	0.0	0.0		99.0	0.0	1.0	0.0	0.0		0.8	99.2	0.0	0.0	0.0		0.0	44.2	55.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	29.3	0.0	0.3	0.0	0.0	29.6	0.2	20.8	0.0	0.0	0.0	21.0	0.0	21.9	27.6	0.0	0.0	49.5	
Cars, PU, Vans	0	0	0	0		0	904	0	9	0		913	5	629	0	0		634	0	667	842	0		1509	3056
% Cars, PU, Vans	0.0	0.0	0.0	0.0		0.0	98.4	0.0	100.0	0.0		98.4	100.0	96.5	0.0	0.0		96.5	0.0	97.2	97.3	0.0		97.3	97.4
Heavy trucks	0	0	0	0		0	15	0	0	0		15	0	23	0	0		23	0	19	23	0		42	80
%Heavy trucks	0.0	0.0	0.0	0.0		0.0	1.6	0.0	0.0	0.0		1.6	0.0	3.5	0.0	0.0		3.5	0.0	2.8	2.7	0.0		2.7	2.6

Project ID: 24-410083-001

Location: Rimmon Rd/SR 313/Park Ln &amp; Ansonia Rd/Fountain

City: Woodbridge

**PEAK HOURS**

Day: Wednesday

Date: 11/6/2024

**AM**

	Rimmon Rd/SR 313/Park Ln Northbound					Rimmon Rd/SR 313/Park Ln Southbound					Ansonia Rd/Fountain St/SR 243 Eastbound					Ansonia Rd/Fountain St/SR 243 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	0	0	0	0	71	0	0	0	71	0	54	0	0	54	0	23	34	0	57	182
7:30 AM	0	0	0	0	0	84	0	0	0	84	0	42	0	0	42	0	22	27	0	49	175
7:45 AM	0	0	0	0	0	101	0	1	0	102	1	52	0	0	53	0	31	53	0	84	239
8:00 AM	0	0	0	0	0	81	0	1	0	82	0	41	0	0	41	0	26	50	0	76	199
Total Volume	0	0	0	0	0	337	0	2	0	339	1	189	0	0	190	0	102	164	0	266	795
% App. Total	0.0	0.0	0.0	0.0	0	99.4	0.0	0.6	0.0	100	0.5	99.5	0.0	0.0	100	0.0	38.3	61.7	0.0	100	
PHF						0.833					0.880					0.792					0.838
Cars, PU, Vans	0	0	0	0	0	330	0	2	0	332	1	179	0	0	180	0	96	155	0	251	763
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	97.9	0.0	100.0	0.0	97.9	100.0	94.7	0.0	0.0	94.7	0.0	94.1	94.5	0.0	94.4	96.0
Heavy trucks	0	0	0	0	0	7	0	0	0	7	0	10	0	0	10	0	6	9	0	15	32
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.1	0.0	5.3	0.0	0.0	5.3	0.0	5.9	5.5	0.0	5.6	4.0

**PM**

	Rimmon Rd/SR 313/Park Ln Northbound					Rimmon Rd/SR 313/Park Ln Southbound					Ansonia Rd/Fountain St/SR 243 Eastbound					Ansonia Rd/Fountain St/SR 243 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	0	0	0	35	0	0	0	35	0	29	0	0	29	0	72	74	0	146	210
5:00 PM	0	0	0	0	0	36	0	0	0	36	0	37	0	0	37	0	72	80	0	152	225
5:15 PM	0	0	0	0	0	52	0	1	0	53	0	42	0	0	42	0	65	98	0	163	258
5:30 PM	0	0	0	0	0	39	0	0	0	39	0	36	0	0	36	0	77	70	0	147	222
Total Volume	0	0	0	0	0	162	0	1	0	163	0	144	0	0	144	0	286	322	0	608	915
% App. Total	0.0	0.0	0.0	0.0	0	99.4	0.0	0.6	0.0	100	0.0	100.0	0.0	0.0	100	0.0	47.0	53.0	0.0	100	
PHF						0.778					0.857					0.936					0.895
Cars, PU, Vans	0	0	0	0	0	159	0	1	0	160	0	140	0	0	140	0	283	320	0	603	903
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	98.1	0.0	100.0	0.0	98.2	0.0	97.2	0.0	0.0	97.2	0.0	99.0	99.4	0.0	99.2	98.7
Heavy trucks	0	0	0	0	0	3	0	0	0	3	0	4	0	0	4	0	3	2	0	5	12
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	1.8	0.0	2.8	0.0	0.0	2.8	0.0	1.0	0.6	0.0	0.8	1.3

# **CRASH DATA**

**408 Fountain Street Residential Development**  
**Crash Data - 7/1/2019 - 6/30/2024**  
**Woodbridge, CT**

**Number of Crashes**

**17**

**Crash Severity**

Property Damage Only	15
Injury of any type (Serious, Minor, Possible)	2
Fatal (Kill)	0

**Most Severe Injury**

No Apparent Injury (O)	15
Suspected Serious Injury (A)	0
Suspected Minor Injury (B)	1
Possible Injury (C)	1
Fatal Injury (K)	0

**First Harmful Event**

Curb	0
Work Zone/Maintenance Equipment	0
Motor Vehicle in Operation	9
Overturn/Rollover	1
Tree (standing)	1
Pedestrian	0
Other Post, Pole or Support	0
Other Fixed Object (wall, building, tunnel, etc.)	2
Deer	2
Utility Pole/Light Support	0
Embankment	2
Unknown	0

**Type**

Angle	3
Front to front	0
Front to rear	5
Not applicable	8
Other	0
Rear to rear	0
Rear to side	0
Sideswipe, opposite direction	1
Sideswipe, same direction	0
Unknown	0



408 Fountain Street Residential Development  
Crash Data - 7/1/2019 - 6/30/2024  
Woodbridge, CT

CrashId	Town Name	Date Of Crash	Day of the Week	Time of Crash	Crash Severity	Most Severe Injury	Number Of Motor Vehicles	Milemarker	Road Description	Roadway Name	Intersecting Roadway Name	Landmark Description	Distance From Nearest Landmark	Direction From Nearest Landmark	First Harmful Event	Manner of Crash / Collision Impact	Location of First Harmful Event	Weather Condition	Light Condition	Road Surface Condition	Contributing Circumstances, Environment	Contributing Circumstances, Road	Crash Specific Location	School Bus Related	Work Zone Related
565722	Woodbridge	7/1/2019	Monday	12:11:00 PM	Property Damage Only	No Apparent Injury (O)	2	4.82	243-E	243-E		PARK LANE	100 Feet	E	Motor Vehicle in Operation	Angle	On Roadway	Clear	Daylight	Dry	None	None	Other Location Not Listed Above Within an Interchange Area Median	No	No
631909	Woodbridge	12/30/2019	Monday	5:29:00 PM	Property Damage Only	No Apparent Injury (O)	2	4.79	243-E	243-E	PARK LA				Motor Vehicle in Operation	Front to rear	On Roadway	Rain	Dark-Unknown Lighting	Wet	Weather Conditions	None	Intersection-Related	No	No
714061	Woodbridge	8/26/2020	Wednesday	7:04:00 AM	Property Damage Only	No Apparent Injury (O)	2	4.78	243-E	243-E	313-E				Motor Vehicle in Operation	Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Intersection	No	No
785511	Woodbridge	2/5/2021	Friday	6:15:00 AM	Property Damage Only	No Apparent Injury (O)	1	4.79	243-E	243-E	PARK LA				Embankment	Not Applicable	On Roadway	Clear	Dark-Lighted	Wet	None	None	Intersection	No	No
802196	Woodbridge	4/6/2021	Tuesday	11:07:00 AM	Property Damage Only	No Apparent Injury (O)	2	4.78	243-E	243-E	313-E				Motor Vehicle in Operation	Angle	On Roadway	Clear	Daylight	Dry	None	None	Intersection	No	No
806267	Woodbridge	4/21/2021	Wednesday	9:40:00 PM	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	2	4.94	243-E	243-E	WOODFIELD RD NO 2			N	Motor Vehicle in Operation	Angle	On Roadway	Clear	Dark-Not Lighted	Wet	None	None	Through Roadway	No	No
908341	Woodbridge	1/30/2022	Sunday	10:03:00 AM	Property Damage Only	No Apparent Injury (O)	1	4.78	243-E	243-E	313-E				Other Fixed Object (wall, building, tunnel, etc.)	Not Applicable	Median	Blowing Snow	Daylight	Ice / Frost	Weather Conditions	Road Surface Condition (wet, icy, snow, slush, etc.)	Intersection	No	No
908348	Woodbridge	2/9/2022	Wednesday	2:35:00 AM	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	1	4.78	243-E	243-E	313-E				Embankment	Not Applicable	Shoulder	Clear	Dark-Not Lighted	Dry	Other	None	Intersection	No	No
913108	Woodbridge	3/2/2022	Wednesday	6:50:00 AM	Property Damage Only	No Apparent Injury (O)	1	5.02	243-E	243-E		Woodfield Rd	0.4 TenthsofMile	E	Overturn/Roll over	Not Applicable	Outside Right of-Way (trafficway)	Clear	Daylight	Ice / Frost	Weather Conditions	None	Acceleration / Deceleration Lane	No	No
1003014	Woodbridge	12/12/2022	Monday	7:44:00 AM	Property Damage Only	No Apparent Injury (O)	1	6.85	313-E	313-E		Rimmon Road	10 Feet	N	Other Fixed Object (wall, building, tunnel, etc.)	Not Applicable	Other	Clear	Daylight	Ice / Frost	None	Road Surface Condition (wet, icy, snow, slush, etc.)	Driveway Access	No	No
1056995	Woodbridge	6/6/2023	Tuesday	6:00:00 PM	Property Damage Only	No Apparent Injury (O)	3	5.06	243-E	243-E		WOODFIELD RD	580 Feet	E	Motor Vehicle in Operation	Front to rear	On Roadway	Clear	Daylight	Wet	None	None	Non-Junction	No	No
1058885	Woodbridge	6/12/2023	Monday	2:00:00 PM	Property Damage Only	No Apparent Injury (O)	2	6.85	313-E	313-E	243-E				Motor Vehicle in Operation	Sideswipe, opposite direction	On Roadway	Clear	Daylight	Dry	None	None	Intersection	No	No
1098823	Woodbridge	10/29/2023	Sunday	8:28:00 PM	Property Damage Only	No Apparent Injury (O)	1	5.15	243-E	243-E		seneca rd	910 Feet	W	Tree (standing)	Not Applicable	On Roadway	Rain	Dark-Not Lighted	Wet	None	None	Non-Junction	No	No
1136365	Woodbridge	2/28/2024	Wednesday	7:19:00 AM	Property Damage Only	No Apparent Injury (O)	2	4.87	243-E	243-E		Park Lane	365 Feet	E	Motor Vehicle in Operation	Front to rear	On Roadway	Rain	Daylight	Wet	None	None	Driveway Access-Related	No	No
887122	New Haven	6/24/2021	Thursday	9:00:00 AM	Property Damage Only	No Apparent Injury (O)	1	5.32	243-E	243-E		SENECA RD	55 Feet	W	Deer	Not Applicable	On Roadway	Clear	Daylight	Dry	Animal(s) in Roadway	None	Intersection	No	No
958377	New Haven	7/26/2022	Tuesday	8:05:00 AM	Property Damage Only	No Apparent Injury (O)	1	5.31	243-E	243-E		SENECA RD	115 Feet	W	Deer	Not Applicable	On Roadway	Clear	Daylight	Dry	Animal(s) in Roadway	None	Non-Junction	No	No
1116258	New Haven	12/18/2023	Monday	9:12:00 AM	Property Damage Only	No Apparent Injury (O)	2	5.31	243-E	243-E		SENECA RD	67 Feet	W	Motor Vehicle in Operation	Front to rear	On Roadway	Severe Crosswinds	Daylight	Wet	None	None	Intersection-Related	No	No

408 Fountain Street Residential Development  
Crash Data (Vehicle Information) - 7/1/2019 - 6/30/2024  
Woodbridge, CT

CrashID	VehicleID	Vehicle Unit Type Text Format	# Occupants	Direction of Travel Before Crash	Most Harmful Event Text Format	Vehicle Maneuver/Action	Contributing Circumstances Motor Vehicle	Contributing Circumstances, Motor Vehicle Text Format	Towed Status Text Format	Trafficway Description Text Format	Total Lanes In Roadway	Roadway Alignment Text Format	Roadway Grade Text Format	Initial Contact Point Text Format	Extent of Damage Text Format	Body Type Text Format	Vehicle Action Text Format	Contributing Circumstances of Vehicle	Traffic Control Device Type Text Format	Traffic Control Device Functional?	Special Function Of Vehicle In Operation Text Format	Emergency Vehicle Use Text Format	Bike Lanes/Shoulders Present	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
565722	1	Vehicle in Operation	1	W	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	FOUNTAIN ST	FALSE
565722	2	Vehicle in Operation	1	W	Motor Vehicle In Motion	Entering Traffic Lane	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	Cargo Van (10,000 lbs/4,536 kg or less)	Entering Traffic Lane	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	FOUNTAIN ST	FALSE
631909	1	Vehicle in Operation	1	W	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Ansonia Road	FALSE
631909	2	Vehicle in Operation	2	W	Motor Vehicle In Motion	Turning Right	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Turning Right	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Ansonia Road	FALSE
714061	1	Vehicle in Operation	1	E	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Not Divided		Curve Right	Level	Sector 12 (North) in the 12-point Clock Diagram	No Damage	Passenger Car	Slowing	None	Stop Sign	Yes	No Special Function	Not applicable	FALSE	East	FALSE
714061	2	Vehicle in Operation	1	E	Motor Vehicle In Motion	Overtaking/Passing	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Curve Right	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Pick Up	Overtaking/Passing	None	Stop Sign	Yes	No Special Function	Not applicable	FALSE	East	FALSE
785511	1	Vehicle in Operation	1	S	Not Applicable	Unknown	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	Unknown	None	Stop Sign	Yes	No Special Function	Not applicable	FALSE	Rimmon Rd	FALSE
802196	1	Vehicle in Operation	1	E	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Towed But not Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	4	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Turning Left	None	Stop Sign	Yes	No Special Function	Not applicable	FALSE	Rimmon Rd	FALSE
802196	2	Vehicle in Operation	1	W	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	4	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Functional Damage	Other	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Ansonia Rd	FALSE
806267	1	Vehicle in Operation	2	W	Motor Vehicle In Motion	Making U-Turn	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 8 (SouthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	Making U-Turn	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Fountain Street	FALSE
806267	2	Vehicle in Operation	3	W	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Fountain Street	FALSE
908341	1	Vehicle in Operation	1	W	Other Fixed Object (wall, building, tunnel, etc.)	Turning Right	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Curve Right	Level	Sector 2 (NorthEast) in the 12-point Clock Diagram	Minor Damage	Other	Turning Right	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Fountain Street	FALSE
908348	1	Vehicle in Operation	2	E	Embankment	Straight Ahead	Unknown	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Curve Right	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Straight Ahead	Unknown	Stop Sign	Yes	No Special Function	Not applicable	FALSE	Rimmon Road	FALSE
913108	1	Vehicle in Operation	2	W	Overturn/Rollover	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Curve Right	Uphill	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Fountain St	FALSE
1003014	1	Vehicle in Operation	1	W	Other Fixed Object (wall, building, tunnel, etc.)	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Rimmon Road	TRUE
1056995	1	Vehicle in Operation	1	E	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Fountain Street	FALSE

408 Fountain Street Residential Development  
Crash Data (Vehicle Information) - 7/1/2019 - 6/30/2024  
Woodbridge, CT

CrashID	VehicleID	Vehicle Unit Type Text Format	# Occupants	Direction of Travel Before Crash	Most Harmful Event Text Format	Vehicle Maneuver/Action	Contributing Circumstances Motor Vehicle	Contributing Circumstances, Motor Vehicle Text Format	Towed Status Text Format	Trafficway Description Text Format	Total Lanes In Roadway	Roadway Alignment Text Format	Roadway Grade Text Format	Initial Contact Point Text Format	Extent of Damage Text Format	Body Type Text Format	Vehicle Action Text Format	Contributing Circumstances of Vehicle	Traffic Control Device Type Text Format	Traffic Control Device Functional?	Special Function Of Vehicle In Operation Text Format	Emergency Vehicle Use Text Format	Bike Lanes/Sharrows Present	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
1056995	2	Vehicle in Operation	2	E	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Stopped in Traffic	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Fountain Street	FALSE
1056995	3	Vehicle in Operation	2	E	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	Stopped in Traffic	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Fountain Street	FALSE
1058885	1	Vehicle in Operation	1	W	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median		Straight	Level	Sector 10 (NorthWest) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Ansonia Road	FALSE
1058885	2	Vehicle in Operation	1	E	Motor Vehicle In Motion	Wrong way (or Wrong Side)	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median		Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Wrong way (or Wrong Side)	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Ansonia Road	FALSE
1098823	1	Vehicle in Operation	1	E	Tree (standing)	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Curve Right	Downhill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Pick Up	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Fountain St	FALSE
1136365	1	Vehicle in Operation	1	N	Parked Vehicle	Backing	None	Not Applicable	Not Towed	Not Applicable		Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	No Damage	Other	Backing	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Driveway of 835 Fountain Street	FALSE
1136365	2	Parked Vehicle	0		Motor Vehicle In Motion	Parked	Not Applicable	Not Applicable	Towed Due to Disabling Damage	Not Applicable		Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Parked	Not Applicable	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Parked in Driveway of 835 Fountain Street	FALSE
887122	1	Vehicle in Operation	1	W	Animal (live)	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Uphill	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Fountain St	FALSE
958377	1	Vehicle in Operation	1	S	Animal (live)	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Downhill	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Non-Emergency Situation, Non Transporting Patient	FALSE	Fountain St	FALSE
1040117	1	Vehicle in Operation	1	W	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Turning Left	None	No Control Device	Not Applicable	No Special Function	Non-Emergency Situation, Non Transporting Patient	FALSE	Fountain St	FALSE
1116258	1	Vehicle in Operation	1	E	Motor Vehicle In Motion	Straight Ahead	Unknown	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Downhill	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Straight Ahead	Unknown	No Control Device	Not Applicable	No Special Function	Not applicable	TRUE	Fountain St	FALSE
1116258	2	Vehicle in Operation	1	E	Motor Vehicle In Motion	Slowing	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Downhill	Sector 6 (South) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	Slowing	None	No Control Device	Not Applicable	No Special Function	Not applicable	TRUE	Fountain St	FALSE

## **SITE TRIP GENERATION**

# Land Use: 221

## Multifamily Housing (Mid-Rise)

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### Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

### Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

### Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

### Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

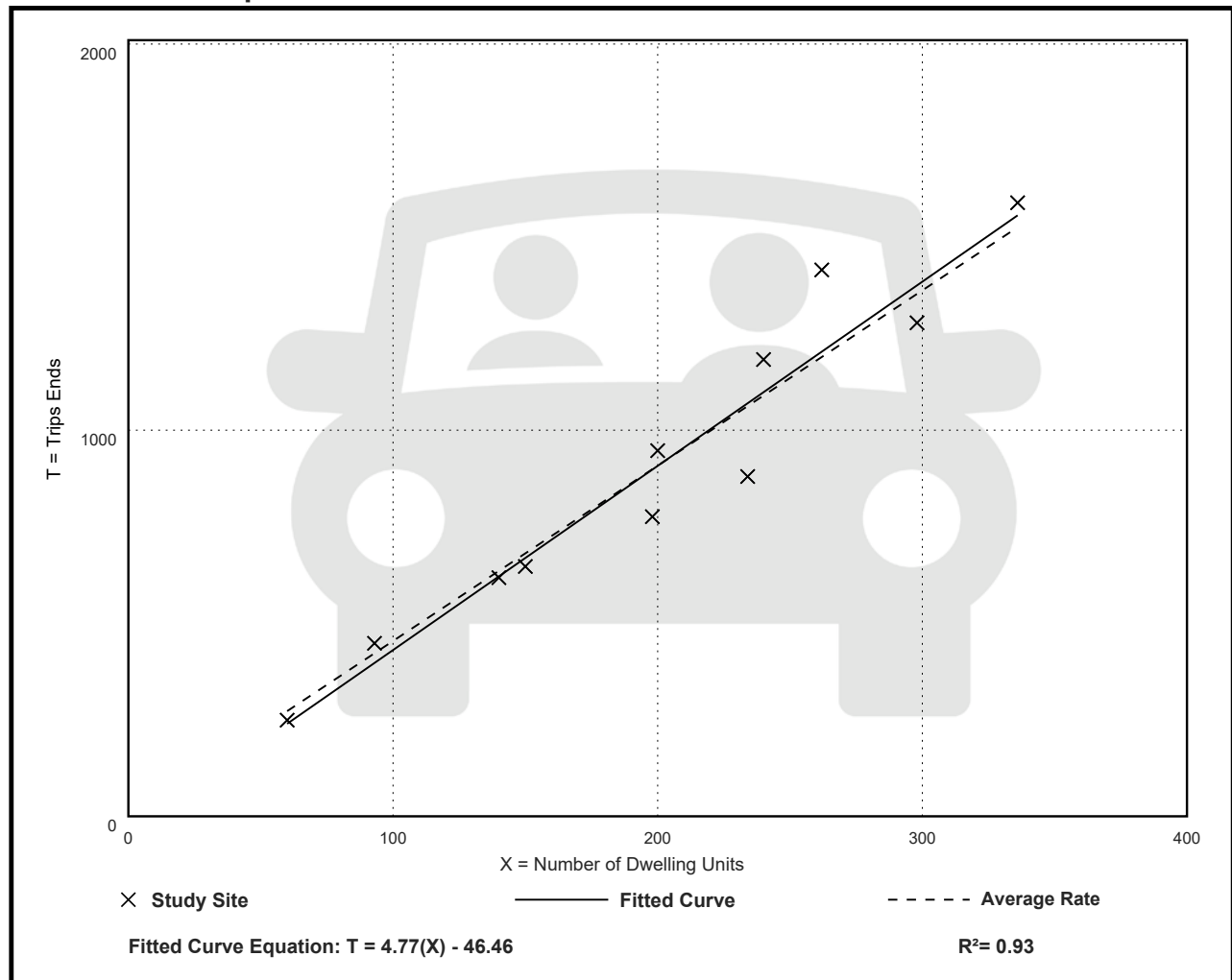
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

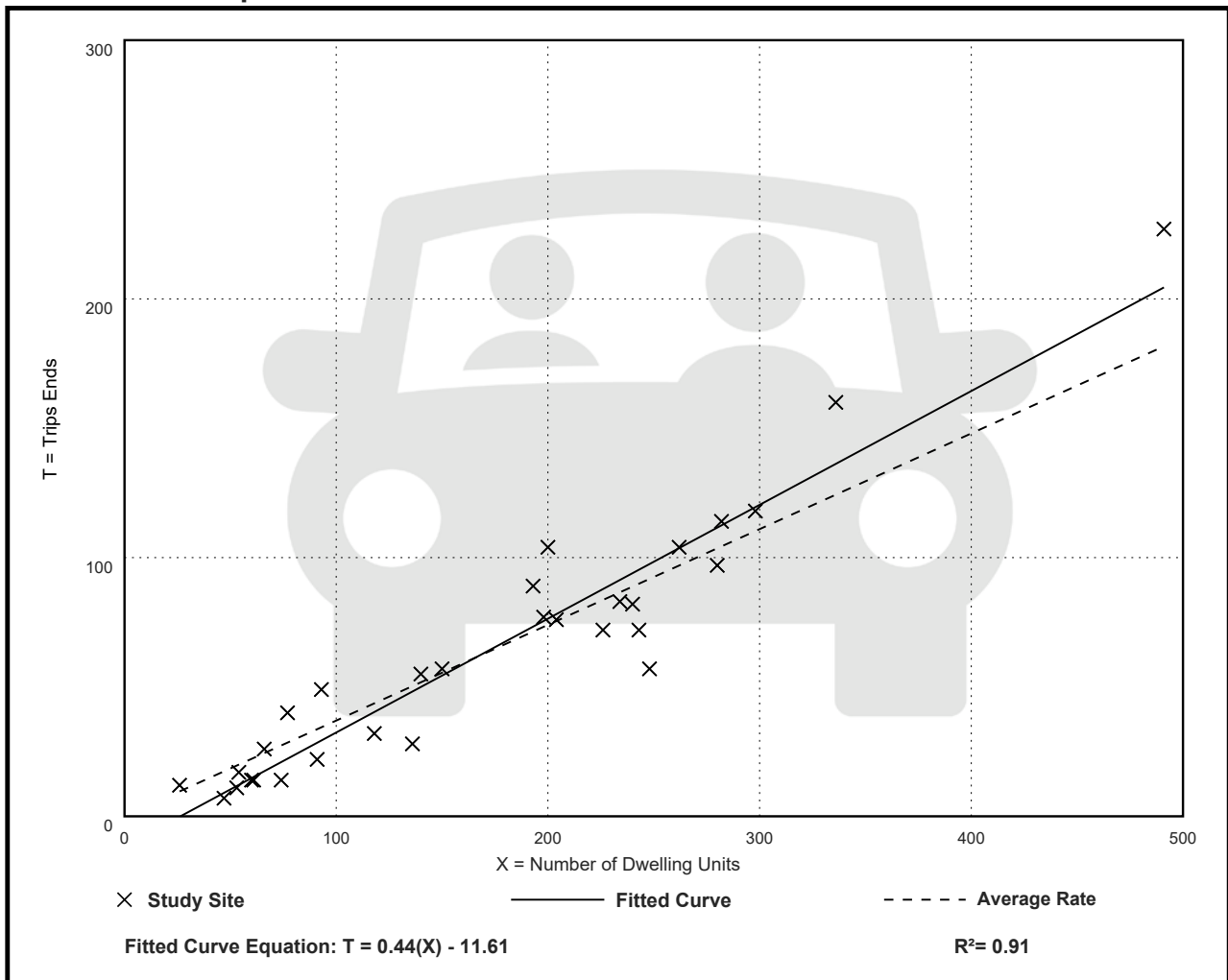
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

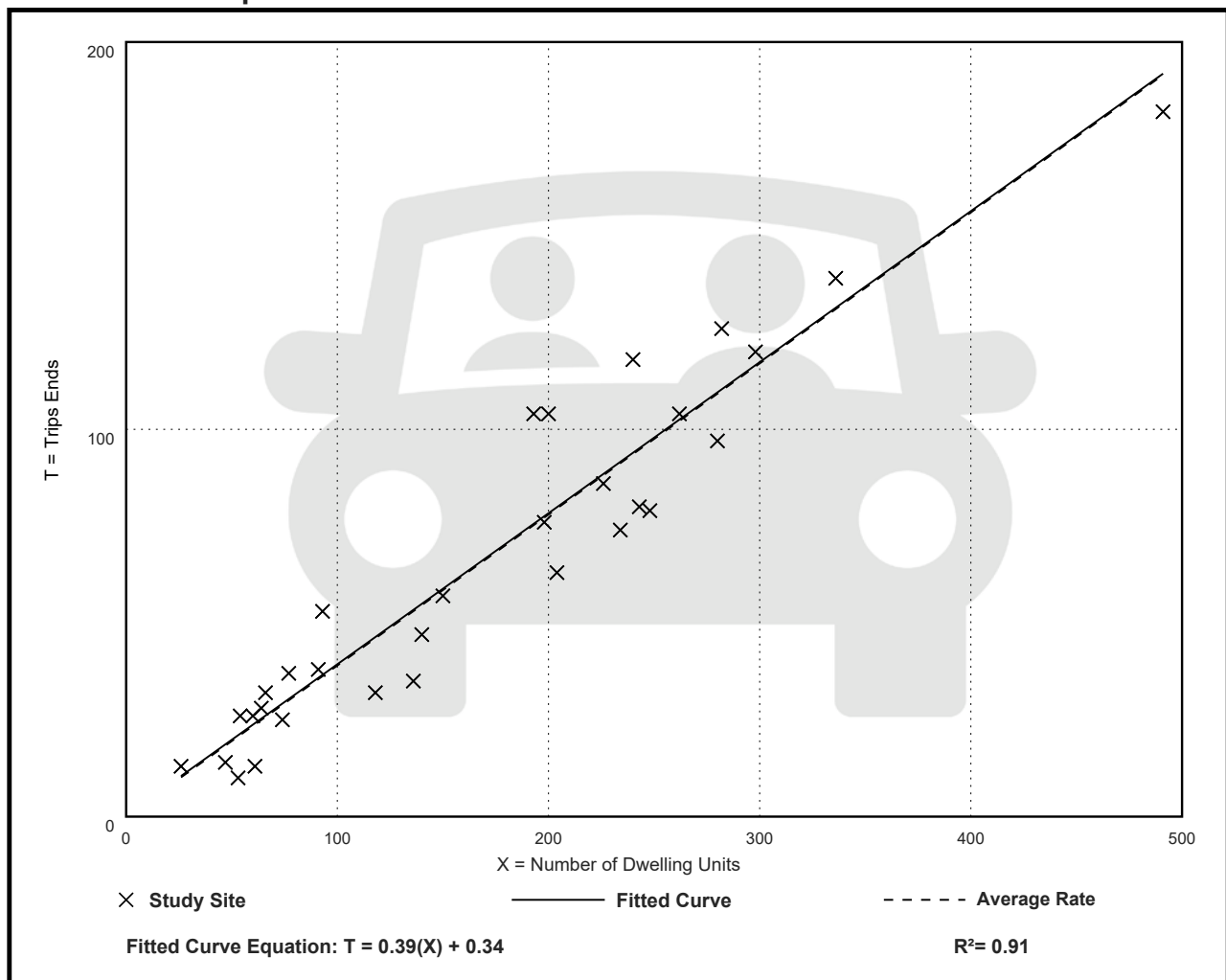
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

## Data Plot and Equation





# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 23

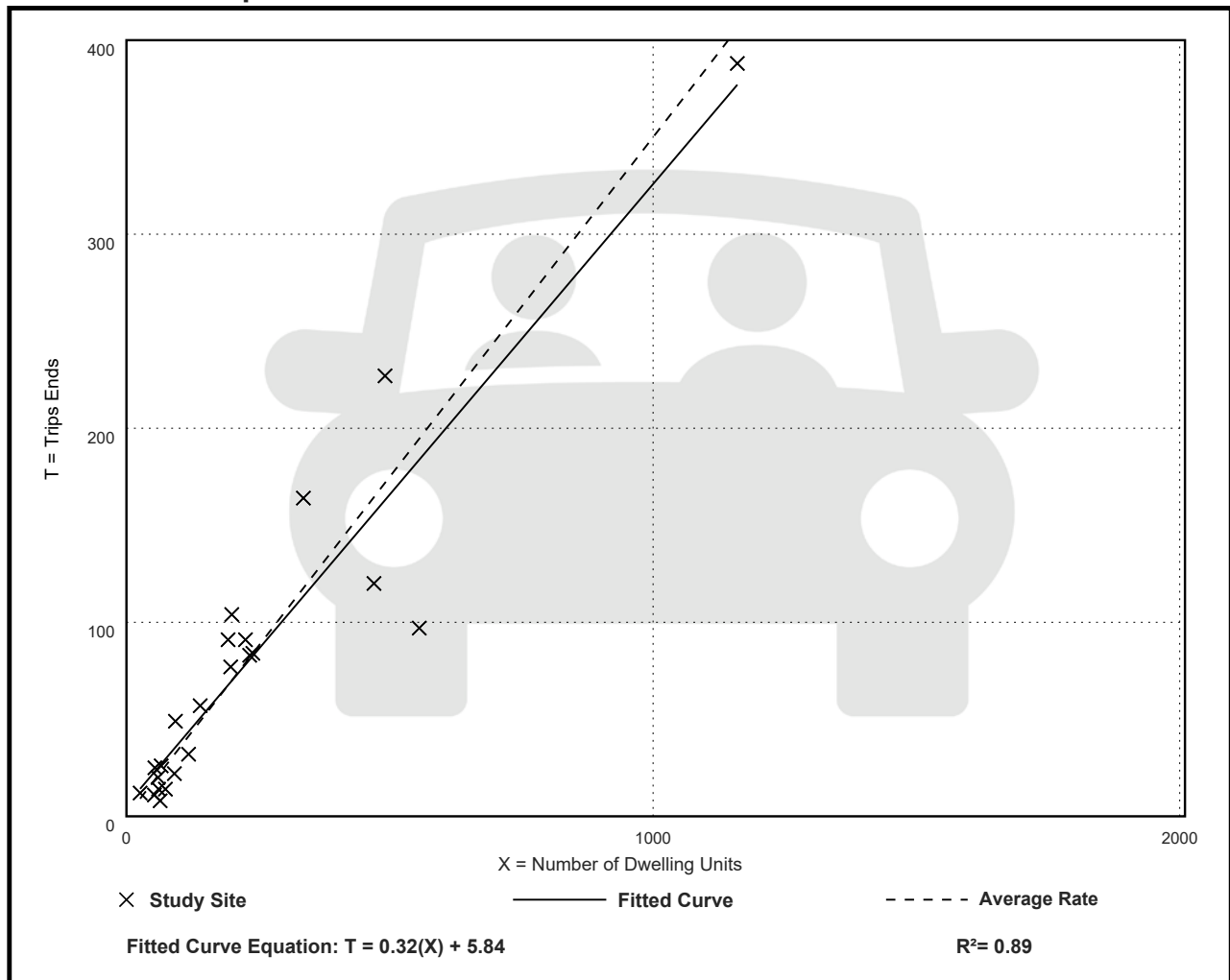
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.35	0.13 - 0.53	0.11

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 22

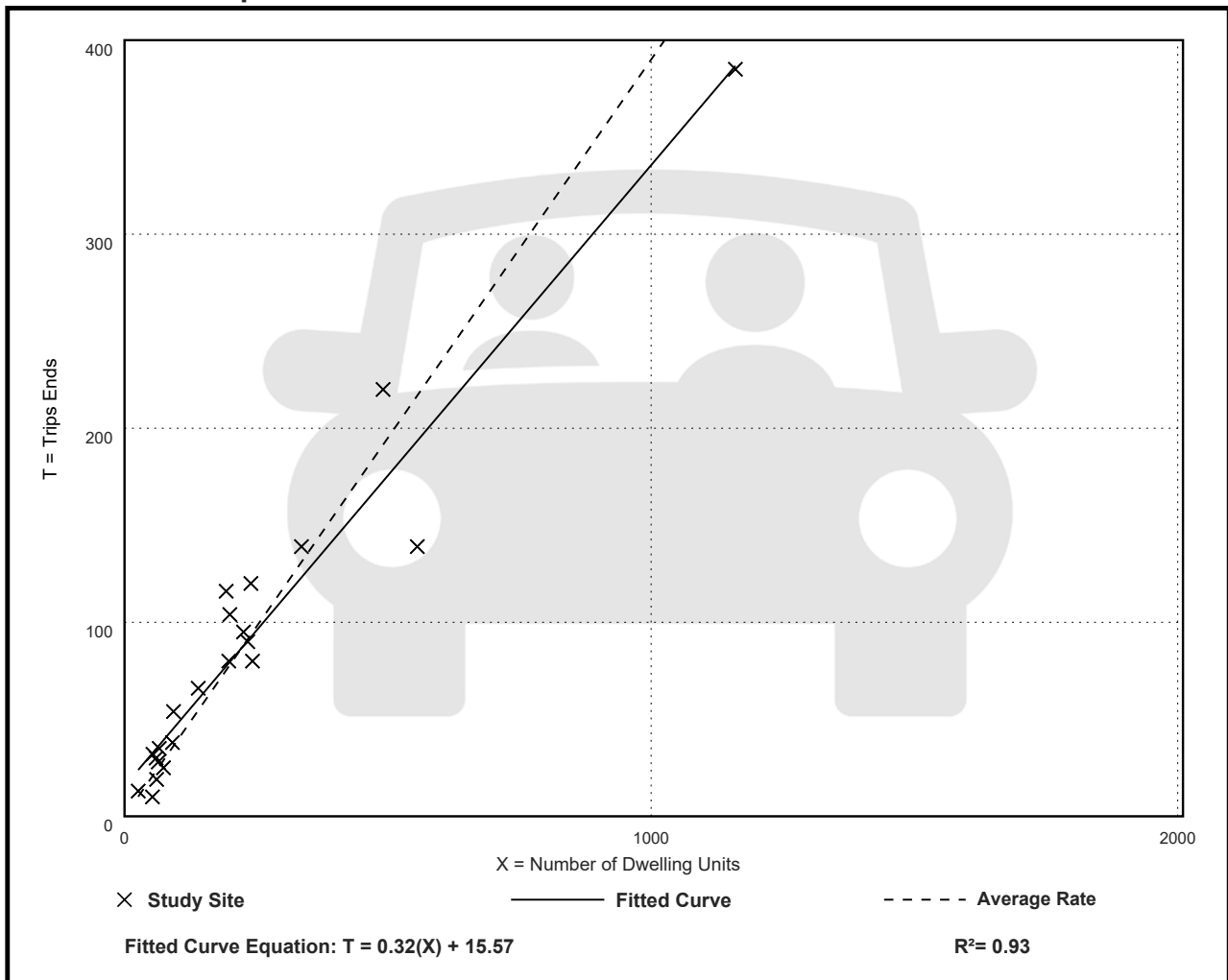
Avg. Num. of Dwelling Units: 221

Directional Distribution: 60% entering, 40% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.60	0.10

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 5

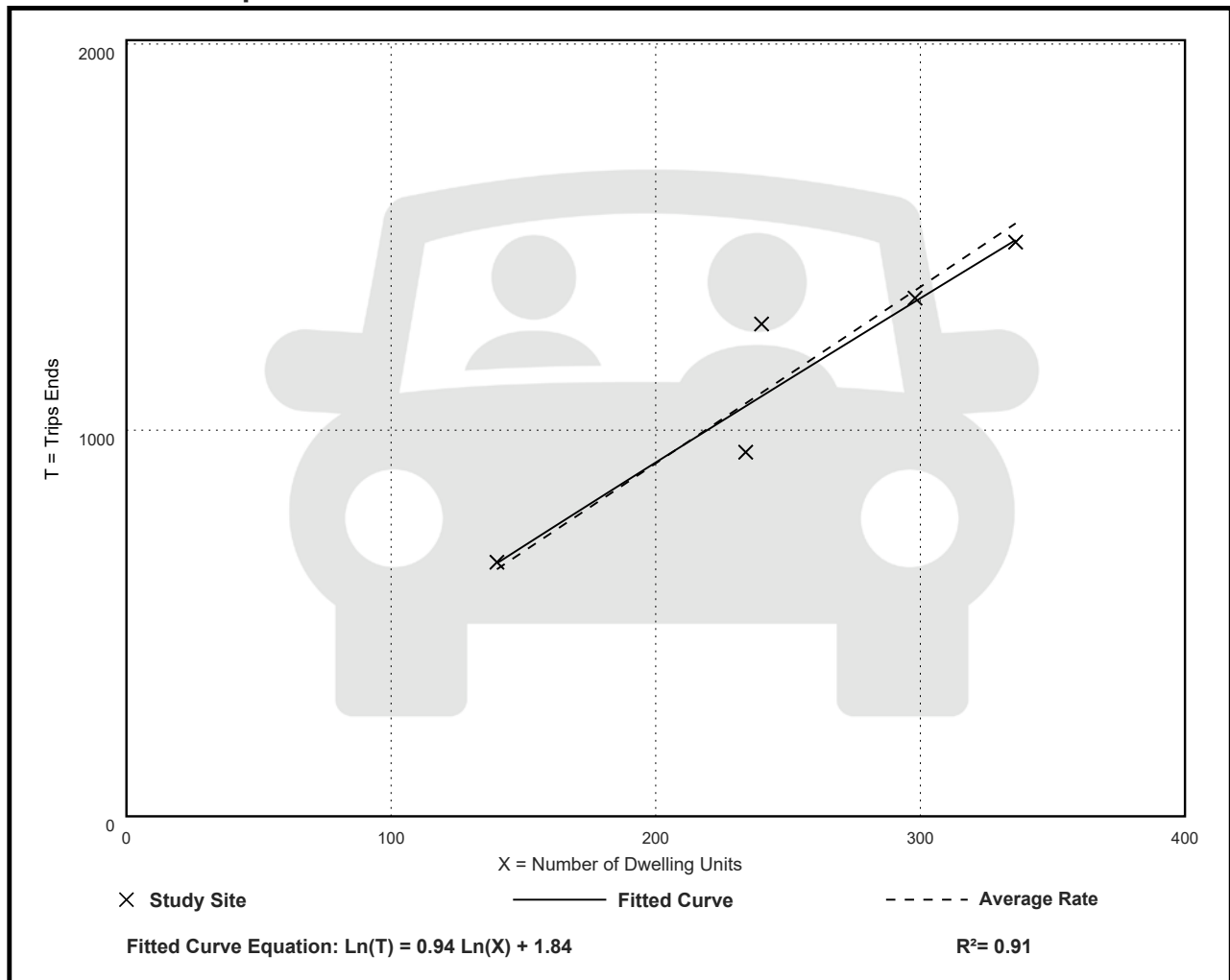
Avg. Num. of Dwelling Units: 250

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.57	4.03 - 5.31	0.46

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

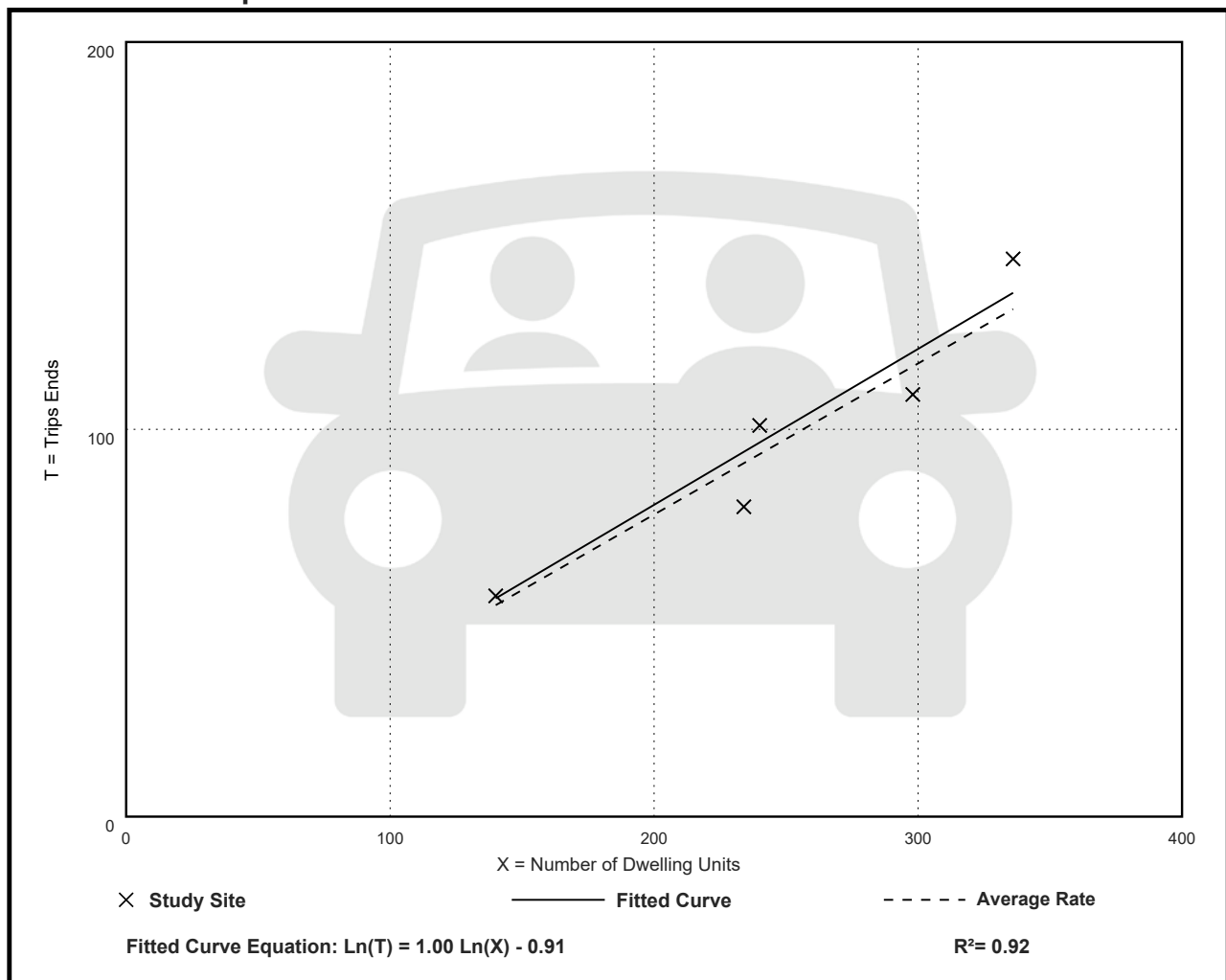
Avg. Num. of Dwelling Units: 250

Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.34 - 0.43	0.04

## Data Plot and Equation



**CAPACITY ANALYSES  
2026 NO-BUILD VOLUMES**

Intersection												
Int Delay, s/veh	15.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	192	0	0	104	167	3	3	3	342	1	2
Future Vol, veh/h	1	192	0	0	104	167	3	3	3	342	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	229	0	0	124	199	4	4	4	407	1	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	229	0	0	456	554	229	459	455	224
Stage 1	-	-	-	-	-	-	231	231	-	224	224	-
Stage 2	-	-	-	-	-	-	225	323	-	235	231	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1237	-	-	1339	-	-	515	440	810	512	501	815
Stage 1	-	-	-	-	-	-	772	713	-	779	718	-
Stage 2	-	-	-	-	-	-	778	650	-	768	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1237	-	-	1339	-	-	512	440	810	506	500	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	512	440	-	506	500	-
Stage 1	-	-	-	-	-	-	771	712	-	778	718	-
Stage 2	-	-	-	-	-	-	774	650	-	760	712	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			11.7			35.8		
HCM LOS							B			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	549	1237	-	-	1339	-	-	507				
HCM Lane V/C Ratio	0.02	0.001	-	-	-	-	-	0.81				
HCM Control Delay (s)	11.7	7.9	0	-	0	-	-	35.8				
HCM Lane LOS	B	A	A	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	7.8				

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	146	0	0	291	328	5	4	5	167	2	1
Future Vol, veh/h	0	146	0	0	291	328	5	4	5	167	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	162	0	0	323	364	6	4	6	186	2	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	687	0	0	162	0	0	669	849	162	672	667	505
Stage 1	-	-	-	-	-	-	162	162	-	505	505	-
Stage 2	-	-	-	-	-	-	507	687	-	167	162	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	907	-	-	1417	-	-	371	298	883	370	380	567
Stage 1	-	-	-	-	-	-	840	764	-	549	540	-
Stage 2	-	-	-	-	-	-	548	447	-	835	764	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	907	-	-	1417	-	-	369	298	883	363	380	567
Mov Cap-2 Maneuver	-	-	-	-	-	-	369	298	-	363	380	-
Stage 1	-	-	-	-	-	-	840	764	-	549	540	-
Stage 2	-	-	-	-	-	-	545	447	-	825	764	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	0		0				13.7			25.1		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	429	907	-	-	1417	-	-	364				
HCM Lane V/C Ratio	0.036	-	-	-	-	-	-	0.519				
HCM Control Delay (s)	13.7	0	-	-	0	-	-	25.1				
HCM Lane LOS	B	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	2.9				




**CAPACITY ANALYSES  
2026 BUILD VOLUMES**



Intersection												
Int Delay, s/veh	16.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	194	0	0	107	174	3	3	3	345	1	2
Future Vol, veh/h	1	194	0	0	107	174	3	3	3	345	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	231	0	0	127	207	4	4	4	411	1	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	231	0	0	465	567	231	468	464	231
Stage 1	-	-	-	-	-	-	233	233	-	231	231	-
Stage 2	-	-	-	-	-	-	232	334	-	237	233	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1225	-	-	1337	-	-	508	433	808	505	495	808
Stage 1	-	-	-	-	-	-	770	712	-	772	713	-
Stage 2	-	-	-	-	-	-	771	643	-	766	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1225	-	-	1337	-	-	505	433	808	499	495	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	505	433	-	499	495	-
Stage 1	-	-	-	-	-	-	769	711	-	771	713	-
Stage 2	-	-	-	-	-	-	767	643	-	758	711	-
Approach	EB		WB				NB		SB			
HCM Control Delay, s	0		0				11.8		38.2			
HCM LOS							B		E			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	543	1225	-	-	1337	-	-	500				
HCM Lane V/C Ratio	0.02	0.001	-	-	-	-	-	0.829				
HCM Control Delay (s)	11.8	7.9	0	-	0	-	-	38.2				
HCM Lane LOS	B	A	A	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	8.2				

HCM 6th TWSC  
2: Site Drive & Fountain Street

2026 Build Volumes - AM Peak  
06/01/2025


Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	537	5	2	270	8	18
Future Vol, veh/h	537	5	2	270	8	18
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, %	-1	-	-	1	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	597	6	2	300	9	20

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	603	0	904
Stage 1	-	-	-	-	600
Stage 2	-	-	-	-	304
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	975	-	307
Stage 1	-	-	-	-	548
Stage 2	-	-	-	-	748
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	975	-	306
Mov Cap-2 Maneuver	-	-	-	-	306
Stage 1	-	-	-	-	548
Stage 2	-	-	-	-	747

Approach	EB	WB	NE
HCM Control Delay, s	0	0.1	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	-	-	975	-
HCM Lane V/C Ratio	0.069	-	-	0.002	-
HCM Control Delay (s)	14.2	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	149	0	0	296	335	5	4	5	169	2	1
Future Vol, veh/h	0	149	0	0	296	335	5	4	5	169	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	166	0	0	329	372	6	4	6	188	2	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	701	0	0	166	0	0	683	867	166	686	681	515
Stage 1	-	-	-	-	-	-	166	166	-	515	515	-
Stage 2	-	-	-	-	-	-	517	701	-	171	166	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	896	-	-	1412	-	-	363	291	878	362	373	560
Stage 1	-	-	-	-	-	-	836	761	-	543	535	-
Stage 2	-	-	-	-	-	-	541	441	-	831	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	896	-	-	1412	-	-	360	291	878	355	373	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	291	-	355	373	-
Stage 1	-	-	-	-	-	-	836	761	-	543	535	-
Stage 2	-	-	-	-	-	-	538	441	-	821	761	-
Approach	EB		WB				NB		SB			
HCM Control Delay, s	0		0				13.9		26.2			
HCM LOS							B		D			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	420	896	-	-	1412	-	-	356				
HCM Lane V/C Ratio	0.037	-	-	-	-	-	-	0.537				
HCM Control Delay (s)	13.9	0	-	-	0	-	-	26.2				
HCM Lane LOS	B	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	3				

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	316	8	18	619	11	5
Future Vol, veh/h	316	8	18	619	11	5
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, %	-1	-	-	1	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	351	9	20	688	12	6
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	1084	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	728	-
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	-	-	1199	-	240	688
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	478	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1199	-	234	688
Mov Cap-2 Maneuver	-	-	-	-	234	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	465	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		0.2		18	
HCM LOS					C	
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	295	-	-	1199	-	
HCM Lane V/C Ratio	0.06	-	-	0.017	-	
HCM Control Delay (s)	18	-	-	8.1	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	