111 HIGH RIDGE ROAD

TRAFFIC AND PARKING STUDY

Prepared for: Sweetspot Brands, LLC

Client Ref: 141.21378.00001

March 2023

March 3, 2023

Mr. Ben Herbst
Sweetspot Brands, LLC
401 Commons Park South, Apt 871
Stamford, CT 06902

Re: Traffic & Parking Study
Retail Cannabis Facility
111 High Ridge Road
Stamford, Connecticut
SLR #141.21378.00001

Dear Mr. Herbst,

At your request, SLR International Corporation (SLR) has undertaken this study to evaluate the traffic and parking-related implications associated with the proposed project to be located at 111 High Ridge Road in Stamford, Connecticut. **Figure 1** displays the site location map. The site is occupied with an existing approximately 31,300-square foot (SF) mixed-use commercial building. Together with the adjoined 123 High Ridge Road parcel, there are 120 parking spaces to remain plus the existence of adjacent on-street parking on Halpin Avenue. The proposed project plans to occupy approximately 2,412 SF within the existing building with a retail cannabis store. Access to the site is provided by four existing driveways: two off High Ridge Road and two off Halpin Avenue.

The work comprising the study consisted of several tasks, including data collection, review of roadway and traffic conditions, estimation of site-generated traffic volumes, and assessment of future traffic operations. For this study, the following intersections were evaluated:

- High Ridge Road at Cross Road
- High Ridge Road at Oaklawn Avenue
- Oaklawn Avenue at Halpin Avenue
- High Ridge Road at Halpin Avenue
- High Ridge Road at Main Driveway
- Halpin Avenue at Main Driveway

Figure 2 displays the study area.

SLR International Corporation, 195 Church Street, 7th Floor, New Haven, CT 06510
t 203 344 7887 w **slrconsulting.com**

EXISTING CONDITIONS

The existing information involving the vehicle volumes, transit, and crash history was collected to determine the existing conditions of the area around the proposed project.

Site Environs

High Ridge Road is a principal arterial that runs north/south from Long Ridge Road to the New York state line. Adjacent to the site, the arterial has two lanes in each direction with a flush median and turn lanes at key intersections. On-street parallel parking is not permitted. Sidewalks are present on both sides of the roadway.

Oaklawn Avenue is a collector that runs east/west from High Ridge Road to Newfield Avenue. The collector has one lane in each direction. Sidewalks are present on both sides of the roadway.

Halpin Avenue is a local roadway that runs north/south from High Ridge Road to Dubois Street. Between Oaklawn Avenue and High Ridge Road, Halpin Avenue is one-way northbound with one travel lane, on-street parallel parking permitted on the west side, and sidewalks present on the east side. North of Oaklawn Avenue, Halpin Avenue is two-way with one lane in each direction, on street parallel parking permitted, and no sidewalks.

Existing Transit Routes

CTtransit is Connecticut Department of Transportation's (CTDOT) bus service. CTtransit Stamford operates 15 local bus routes. Buses connect with other services in Norwalk, with the New Haven Line in several locations, the Harlem Line on Metro-North Railroad, and with Bee-Line buses in Westchester County, New York. CTtransit Stamford also operates the I-Bus, an express service between downtown Stamford and White Plains, New York. CTtransit Stamford bus route 331 has a stop in front of the project site.

Route 331 (High Ridge Road) operates between the Stamford Transportation Center and the Stamford Museum and Nature Center. All buses operate via Bedford Street and Summer Street to High Ridge Road. The route operates from approximately 5:20 a.m. to midnight (12:00 a.m.) on weekdays, and 6:30 a.m. to 10:00 p.m. on weekends.

Crash Data Summary

Information on traffic crash statistics for the study intersections was obtained from the Connecticut Crash Data Repository for the almost 4-year period of January 1, 2019, to December 7, 2022. The crash data collected for this period is shown in **Table 1**, summarized by location.

Table 1 Crash Data Summary

Location	Crash Severity				Type of Collision					
	Property Damage Only	Possible Injury	Suspected Minor Injury	Total	Rear End	Sideswipe (Same Direction)	Angle	Hit Motorcycle	Sideswipe (Opposite Direction)	Total
Intersections										
High Ridge Road at Cross Road	5	-	-	**5**	2	1	1	-	1	**5**
High Ridge Road at Oaklawn Avenue	9	1	-	**10**	6	2	2	-	-	**10**
Oaklawn Avenue at Halpin Avenue	5	1	-	**6**	4	1	1	-	-	**6**
High Ridge Road at Halpin Avenue	2	2	-	**4**	3	-	-	1	-	**4**
High Ridge Road at Main Driveway	1	-	-	**1**	1	-	-	-	-	**1**
Halpin Avenue at Main Driveway	1	-	-	**1**	-	1	-	-	-	**1**
Intersection Totals	***23***	***4***	***0***	***27***	***16***	***5***	***4***	***1***	***1***	***27***
Road Segments										
High Ridge Road: Oaklawn Avenue – Main Driveway	2	-	-	**2**	-	2	-	-	-	**2**
High Ridge Road: Main Driveway – Halpin Avenue	3	1	1	**5**	2	1	2	0	-	**5**
Oaklawn Avenue: High Ridge Road – Halpin Avenue	1	-	1	**2**	1	1	-	-	-	**2**
Halpin Avenue: Main Driveway – High Ridge Road	1	-	-	**1**	1	-	-	-	-	**1**
Roadway Totals	***7***	***1***	***2***	***10***	***4***	***4***	***2***	***0***	-	***10***
TOTAL	***25***	***5***	***2***	***32***	***18***	***8***	***5***	***1***	-	***32***

Source: Connecticut Crash Data Repository from January 1, 2019, to December 7, 2022

A total of 27 crashes were reported at the study intersections for the almost 4-year period. More than 85 percent of these total crashes resulted in property damage only. No fatalities were reported. The most common collision type was rear-end collisions, which are fairly common at intersections, comprising approximately 59 percent of the reported intersection-related crashes. The most crashes occurred at the intersection of High Ridge Road and Oaklawn Avenue.

A total of 10 non-intersection-related crashes were reported along the project site frontage on High Ridge Road, Oaklawn Avenue, and Halpin Avenue for the almost 4-year period. Approximately 70 percent of these non-intersection-related crashes resulted in property damage only. Again, no fatalities were reported. The most common collision types were rear-end and sideswipe (same direction) collisions, comprising approximately 80 percent of reported non-intersection-related crashes. Two crashes were also reported within the project site. One was a rear-end collision and one was a hit fixed object collision.

Existing Traffic Volumes

Traffic monitoring data from August 2020, (collected during the COVID-19 epoch) and December 2017, for High Ridge Road north of Halpin Avenue was obtained from CTDOT. The annualized average daily traffic (AADT) at this location in 2020 was recorded as 19,000 vehicles (8,500 northbound and 10,500 southbound) and 24,800 vehicles in 2017. Traffic monitoring data for Oaklawn Avenue southeast of Route 137 was also obtained from CTDOT. The AADT at this location in 2020 was recorded as 4,900 vehicles, and 6,100 vehicles in 2017.

To supplement the state traffic monitoring data, multimodal traffic counts, including vehicle turning movement, bicycle, and pedestrian crossing counts, were conducted at the study intersections. The counts were conducted on Tuesday, December 13, 2022, Thursday, December 15, 2022, and Wednesday, February 8, 2023, from 4:00 p.m. to 6:00 p.m. to capture peak afternoon commuter activity; and Saturday, December 10, 2022, Saturday, December 17, 2022, and Saturday, February 11, 2023, from 11:00 a.m. to 1:00 p.m. to capture peak retail activity. For analysis, the highest single peak-hour volume for each time period was extracted from the count data. The study area peak hours were found to be from 5:00 p.m. to 6:00 p.m. (Weekday P.M. Peak Hour) and from 12:00 p.m. to 1:00 p.m. (Saturday Midday Peak Hour). The existing peak-hour traffic volumes are shown in **Figure 3**. The existing peak-hour pedestrian volumes are shown in **Figure 4**. The counts are included in the Appendix.

PROPOSED PROJECT

As stated previously, the proposed project plans to occupy approximately 2,412 SF of the existing 31,300-SF mixed-use commercial building with a retail cannabis facility to replace two current tenants: one currently occupied by a Kumon learning center and the other occupied by Aliasher Scrubs. Access to the site is provided by four existing driveways: two off High Ridge Road and two off Halpin Avenue.

Proposed Project Trip Generation

The proposed new site-generated peak-hour trips were estimated using statistical data published by the Institute of Transportation Engineers (ITE).[1] **Table 2** summarizes the site-generated traffic estimates for the proposed project during the study peak hours.

[1] *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021

Table 2 Proposed Project Traffic Estimates

Land Use	Units	Weekday P.M. Peak Hour				Saturday Peak Hour			
		Trip Rate	In	Out	Total	Trip Rate	In	Out	Total
Proposed Project									
882 – Marijuana Dispensary	2.4 KSF	18.92/KSF	23	23	46	28.85/KSF	35	35	70

Notes:
1. *Trip Generation*, 11th Edition, Institute of Transportation Engineers
2. KSF = Thousand Square Feet Gross Floor Area

As shown in Table 2, the proposed project is estimated to generate 46 vehicle trips (23 vehicles entering and 23 vehicles exiting) during the weekday afternoon peak hour and 70 vehicle trips (35 vehicles entering and 35 vehicles exiting) during the Saturday midday peak hour.

It is important to note that the two units comprising the proposed project were occupied at the time the existing traffic volumes were conducted. To provide a conservative analysis for the purpose of this traffic and parking study, the trips generated by these units were not subtracted from the proposed project site-generated trips. But in reality, the net increase in traffic by the proposed retail cannabis store replacing the two existing stores will be less than the numbers listed in Table 2. It is also important to note that no internal capture credit was applied for the mixed-use site. In reality, some patrons going to the retail cannabis store will not be new to the mixed-use site, but rather will already be on site because of other existing businesses on site.

Proposed Project Trip Distribution

The geographic distribution of the proposed project site-generated traffic was estimated based on review of the roadway traffic patterns at the project site driveways. **Figure 5** illustrates the distribution for the proposed project site-generated traffic through the study area.

Based on the proposed project trip generation and trip distribution, the resulting proposed project site-generated trips were assigned to the study area intersections. **Figure 6** displays the resulting proposed project trip assignment.

FUTURE (2023) CONDITIONS

The proposed project is anticipated to be completed by the end of 2023. Future (2023) Conditions were evaluated both with and without the proposed project to determine possible traffic impacts.

Background Traffic Volumes

The background traffic scenario is reflective of Future (2023) Conditions if the proposed project was not built. Background (2023) Conditions includes traffic associated with other nearby expected upcoming developments that will be completed by 2023 as well as general traffic growth.

Based on correspondence with the City of Stamford and CTDOT, the following development projects were included in Background (2023) Conditions:

1. 255 High Ridge Road – Goddard School
2. 3 Cold Spring Road – Restaurant Development

Figure 7 displays the locations of the nearby expected developments. The anticipated future site-generated peak-hour trips from the 255 High Ridge Road development was obtained from the Traffic Access and Impact Study completed for the 201 High Ridge Road development in December 2018. Traffic study for the 3 Cold Springs Road development could not be obtained because the restaurants are as of right. Therefore, the new traffic anticipated to be generated by the development was estimated. Peak-hour trips for the development were estimated using statistical data published by ITE, and geographic distribution of the new traffic was estimated based on review of the roadway traffic patterns. The resulting total trip assignment from the nearby planned developments is shown in **Figure 8.** Information on the nearby planned developments is included in the Appendix.

Based on correspondence with CTDOT, the existing traffic volumes were projected to Future (2023) Conditions using a growth rate of 0.75 percent per year. Background (2023) Conditions peak-hour traffic volumes were estimated by applying the growth rate to the existing peak-hour traffic volumes (shown in Figure 3) and then adding the anticipated peak-hour total trip assignment from the nearby planned developments (shown in Figure 8). The resultant Background (2023) Conditions peak-hour traffic volumes are shown in **Figure 9**.

Combined Traffic Volumes

The combined traffic scenario is reflective of Future (2023) Conditions once the proposed project is completed. Combined (2023) Conditions peak-hour traffic volumes were estimated by adding the proposed project trip assignment (shown in Figure 6) to the Background (2023) Conditions traffic volumes (shown in Figure 9). The resultant Combined (2023) Conditions peak-hour traffic volumes are shown in **Figure 10**.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was performed at the study intersections under Background and Combined (2023) Conditions to evaluate each intersection's ability to process traffic volumes. These evaluations were used to determine possible traffic impacts from the proposed project based on the comparison of background and combined traffic operations.

Intersection operation results are expressed as a level of service (LOS). LOS is used to provide a qualitative evaluation of the efficiency of operations of an intersection in terms of delay and inconvenience based on certain quantitative calculations. A description of the various LOS designations, A through F, is given in the Appendix. LOS A describes operations with very low average control delay per vehicle while LOS F describes operations with long average delays. The study intersections were evaluated using *Synchro 11* (*Trafficware*) traffic analysis software package. **Table 3** summarizes the capacity analysis findings under Background and Combined (2023) Conditions. The *Synchro* analysis worksheets are included in the Appendix.

It is important to note that LOS A to LOS D are generally considered acceptable conditions. However, in some areas, LOS E during peak hours is often deemed acceptable and can indicate an efficient tradeoff between traffic flow and the amount of land devoted to the movement of motor vehicles.

As shown in Table 3, all individual movements at the study intersections are expected to operate at acceptable LOS (LOS D or better) during both peak hours under Background and Combined (2023) Conditions. Additionally, with the proposed project, all individual movements at the study intersections are not expected to degrade in LOS, compared to Background (2023) Conditions.

QUEUE ANALYSIS

The study intersection queues were also evaluated using *Synchro 11* (*Trafficware*) traffic analysis software package. For analysis, 95th percentile queues are recorded. The *Synchro* analysis worksheets are included in the Appendix. All approach lanes are expected to provide adequate storage length under Background and Combined (2023) Conditions during both peak periods.

Table 3 Capacity Analysis Summary Future (2023) Conditions

Intersection/Lane Group	Level of Service			
	Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
	Background	Combined	Background	Combined
Signalized				
High Ridge Road at Cross Road				
Eastbound Left/Right	B	B	B	B
Northbound Left/Through	C	C	B	B
Southbound Through/Right	B	B	B	B
Overall	***B***	***B***	***B***	***B***
High Ridge Road at Oaklawn Avenue				
Westbound Left/Right	D	D	D	D
Northbound Through/Right	C	C	C	C
Southbound Left	C	C	B	B
Southbound Through	A	A	A	A
Overall	***C***	***C***	***C***	***C***
Unsignalized				
Oaklawn Avenue at Halpin Avenue				
Northbound Left/Through/Right	C	C	B	B
Southbound Left/Right	C	C	C	C
High Ridge Road at Main Driveway				
Westbound Left/Right	D	D	C	C
Southbound Left	B	B	B	B
Halpin Avenue at Main Driveway				
Northbound Left	A	A	A	A
Eastbound Left	B	B	B	B

Notes: LOS calculations were performed using *Synchro 11*.

PARKING ANALYSIS

The parking on site was also evaluated to assess any parking implications associated with the proposed project.

Estimated Peak Parking Demand

A comparison was conducted to review the estimated peak parking demands that are expected to be generated by the proposed project using the Stamford Zoning Regulations and the Institute of Transportation Engineers' (ITE) *Parking Generation Manual 5th Edition.*

As stated previously, the proposed project plans to occupy approximately 2,412 SF of an existing mixed-use commercial building with a retail cannabis facility. Based on the City of Stamford Zoning Regulations, parking for a Marijuana Dispensary Facility shall meet the parking standards for a Retail Store. Per Section 12 of the Zoning Regulations, four parking spaces shall be provided for each 1,000 SF of gross floor area of any Retail Store. Based on this, a minimum of 10 parking spaces are required for the proposed project per zoning ordinance.

Based on ITE's *Parking Generation Manual 5th Edition,* marijuana facilities have an average weekday peak period parking demand rate of 7.19 per 1,000 SF of gross floor area. Based on this, the proposed project is estimated to generate a weekday peak period parking demand of 17 parked vehicles.

Available Parking Supply

The 111 High Ridge Road parcel shares parking with the 123 High Ridge Road parcel. Together, the parcels have a total of 120 parking spaces on site[2]. Additionally, Halpin Avenue has 12 on-street parking spaces adjacent to the proposed project site that are available to the public.

To understand the existing parking usage at the 111 and 123 High Ridge Road sites, parking observations were conducted on Thursday, December 15, 2022, and Saturday, December 17, 2022, on site and along Halpin Avenue. The counts were conducted at the start and end of the weekday afternoon and Saturday midday traffic counts. The observations are summarized in **Table 4**. It is again important to note that the two units comprising the proposed project were occupied at the time the parking observations were conducted.

As shown in the table, the two sites are expected to provide more than enough parking for the proposed project during both peak periods based on the estimated peak parking demands on site.

Table 4 Existing On-Site Parking Counts

Time		On-Site Parking Spaces		Halpin Ave Parking Spaces	
		Occupied	Available	Occupied	Available
Weekday Afternoon	Before 4:00 p.m.	45	***75***	12	***0***
	After 6:30 p.m.	55	***65***	11	***1***
Saturday	Before 11:00 p.m.	36	***84***	9	***3***
	After 1:00 p.m.	42	***78***	8	***4***

[2] This is the number of spaces counted manually. It includes the spaces on the former Paul's Place parcel and is an increase to the number shown on the survey. Please refer to the letter from Lisa Feinberg to James Lunney included with the application materials for additional details on the parking.

However, should the Zoning Board feel it is necessary, the Applicant is prepared to accommodate offsite parking for all employees associated with the proposed project, further reducing the estimated parking demand of the proposed project.

ITE Shared Parking Analysis

Using industry standard data to understand how the separate land use parking demands on the two sites may fluctuate throughout the course of a 24-hour period in the future with the proposed project, a conservative time-of-day shared parking analysis was conducted for the 111 and 123 High Ridge Road sites with the proposed project assumed. Peak parking demand percentages and rates from ITE's *Parking Generation Manual 5th Edition* were used for all of the sites' land uses to provide additional support for the parking supply and the hourly parking variations. It is important to note that ITE rates tend to be conservative and result in high parking estimates.

Table 5 summarizes the resulting weekday hourly parking demand fluctuations for the two sites. **Table 6** summarizes the resulting Saturday hourly parking demand fluctuations. As shown in the tables, based on industry standard data, it is again found that there will be more than enough parking with the proposed project.

Table 5 Weekday Shared Profile

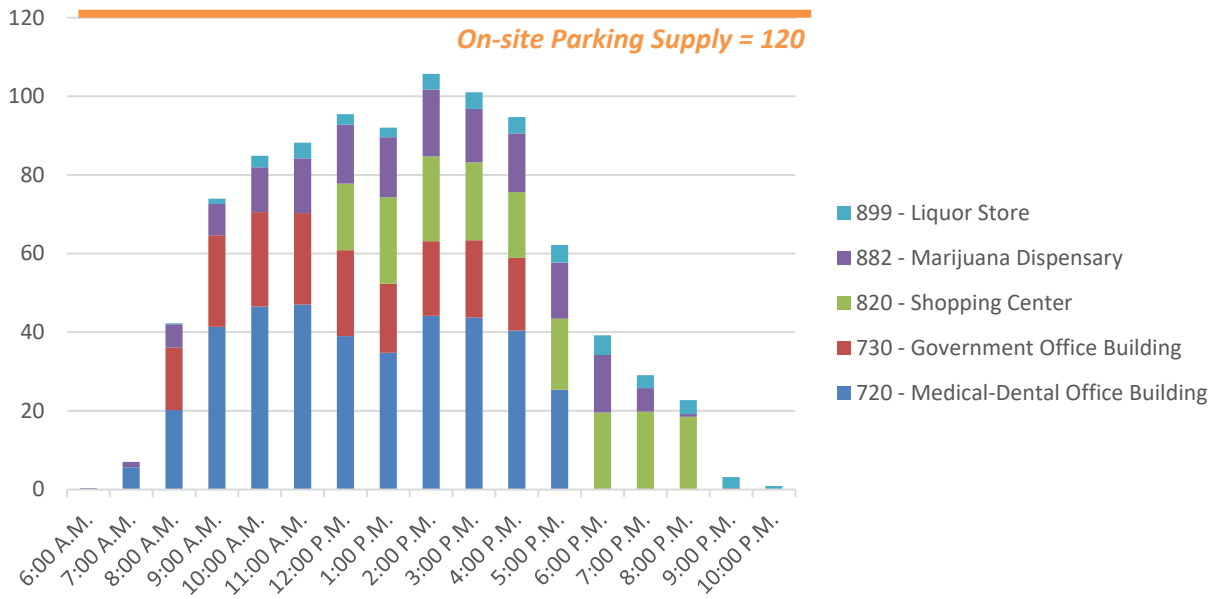
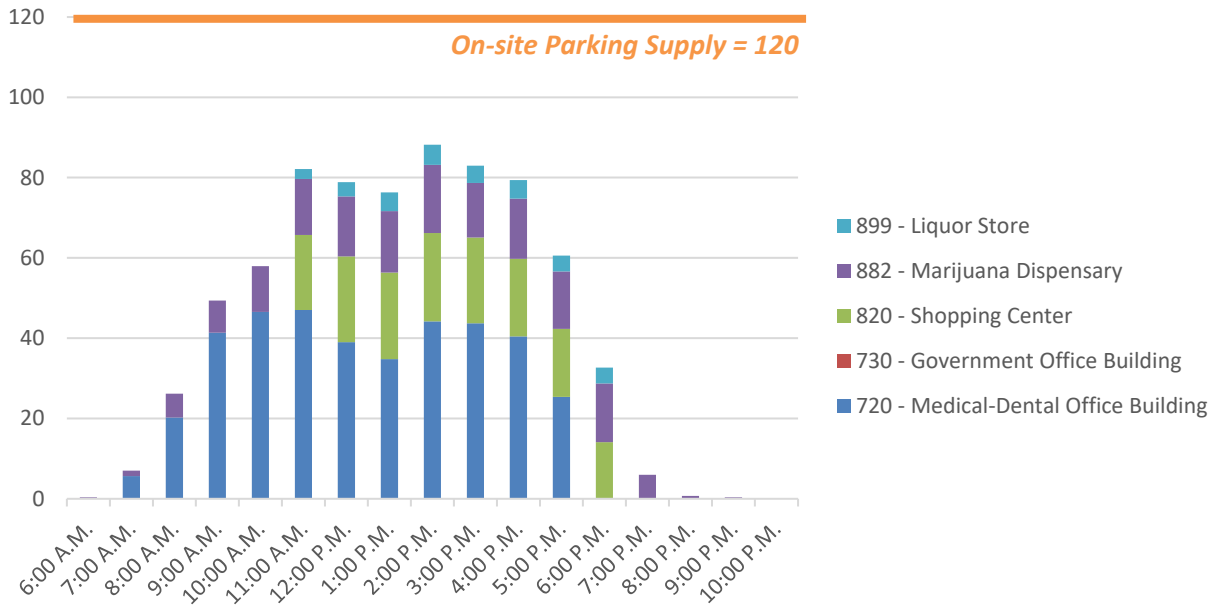


Table 6 Weekend Shared Profile



SUMMARY

This study was conducted to assess the traffic and parking impacts of the proposed project to be located at 111 High Ridge Road in Stamford. The proposed project plans to occupy approximately 2,412 SF of the existing 31,300-SF mixed-use commercial building with a retail cannabis facility. The 111 High Ridge Road parcel shares parking with the 123 High Ridge Road parcel. Together, the parcels have a total of 120 parking spaces on site.

To determine a profile of existing conditions, data assembly efforts were undertaken. Estimates of traffic that will be generated by the proposed project were developed based on statistical data published by ITE, and intersection capacity analysis and queue analysis was performed at the study intersections under Background and Combined (2023) Conditions. ***Based on the results of the capacity and queue analysis, it is our opinion that the increase in traffic because of the proposed project can be accommodated by the surrounding roadway system. As such, no traffic mitigation is necessary.*** With the proposed project, all individual movements at the study intersections are not expected to degrade in LOS, compared to Background (2023) Conditions.

To determine the parking operations of the proposed project site, parking counts of the site were made, and parking demands were estimated based on City of Stamford Zoning Regulations and statistical data published by ITE and a conservative future shared parking analysis was performed. ***Based on the observations conducted on site and the results of the ITE shared parking analysis, it is our opinion that***

the two sites (111 and 123 High Ridge Road) will provide more than enough parking for all the uses within the two mixed-use commercial buildings with the proposed project.

We hope this report is useful to you and the City of Stamford. If you have any questions or need anything further, please do not hesitate to contact either of the undersigned.

Sincerely,

SLR International Corporation

David G. Sullivan, PE
U.S. Manager of Traffic & Transportation Planning

Emily A. Foster, PE
Senior Transportation Engineer

Figures

- Figure 1 – Site Location Map
- Figure 2 – Study Area
- Figure 3 – Existing (2022) Conditions Peak-Hour Traffic Volumes
- Figure 4 – Existing (2022) Conditions Peak-Hour Pedestrian Volumes
- Figure 5 – Proposed Project Distribution
- Figure 6 – Proposed Project Peak-Hour Trip Assignment
- Figure 7 – Nearby Planned Developments Locations
- Figure 8 – Nearby Planned Developments Total Peak-Hour Trip Assignment
- Figure 9 – Background (2023) Conditions Peak-Hour Traffic Volumes
- Figure 10 – Combined (2023) Conditions Peak-Hour Traffic Volumes

Appendix

- Traffic Counts
- Information on the Nearby Planned Developments Include in Background (2023) Conditions
- LOS Designation Descriptions
- *Synchro* Analysis Worksheets

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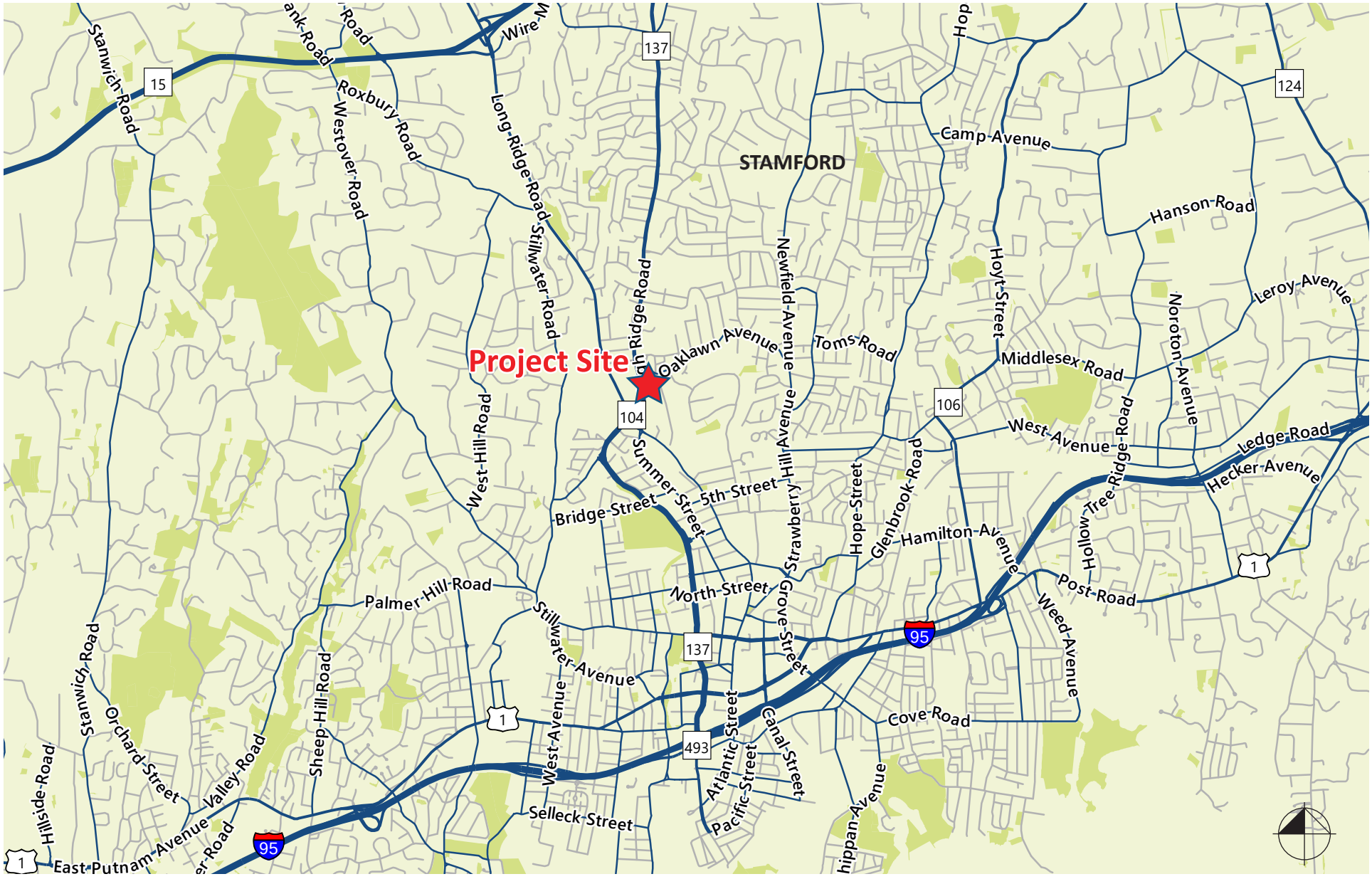


Figure 1
Site Location Map

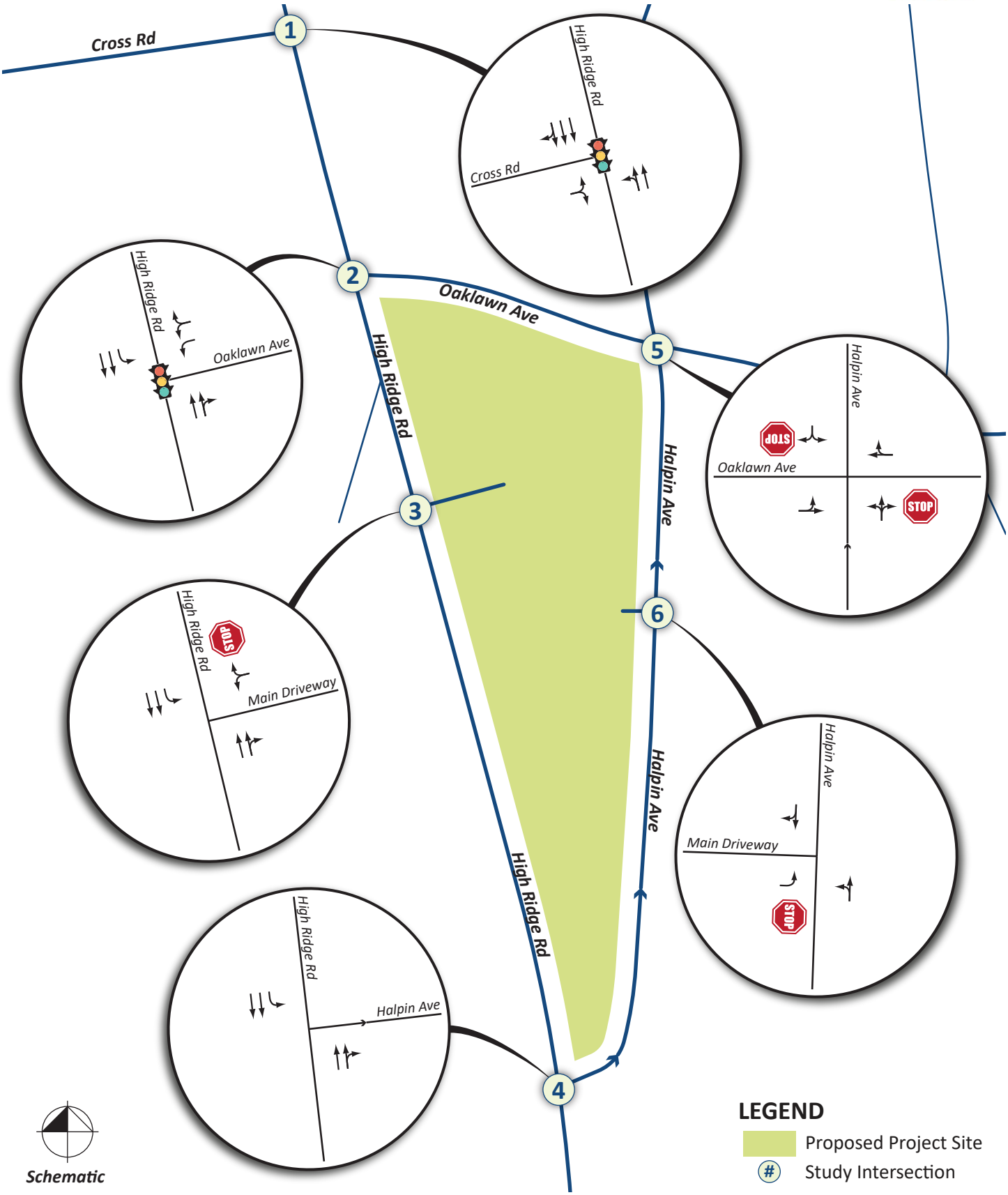


Figure 2
Study Area

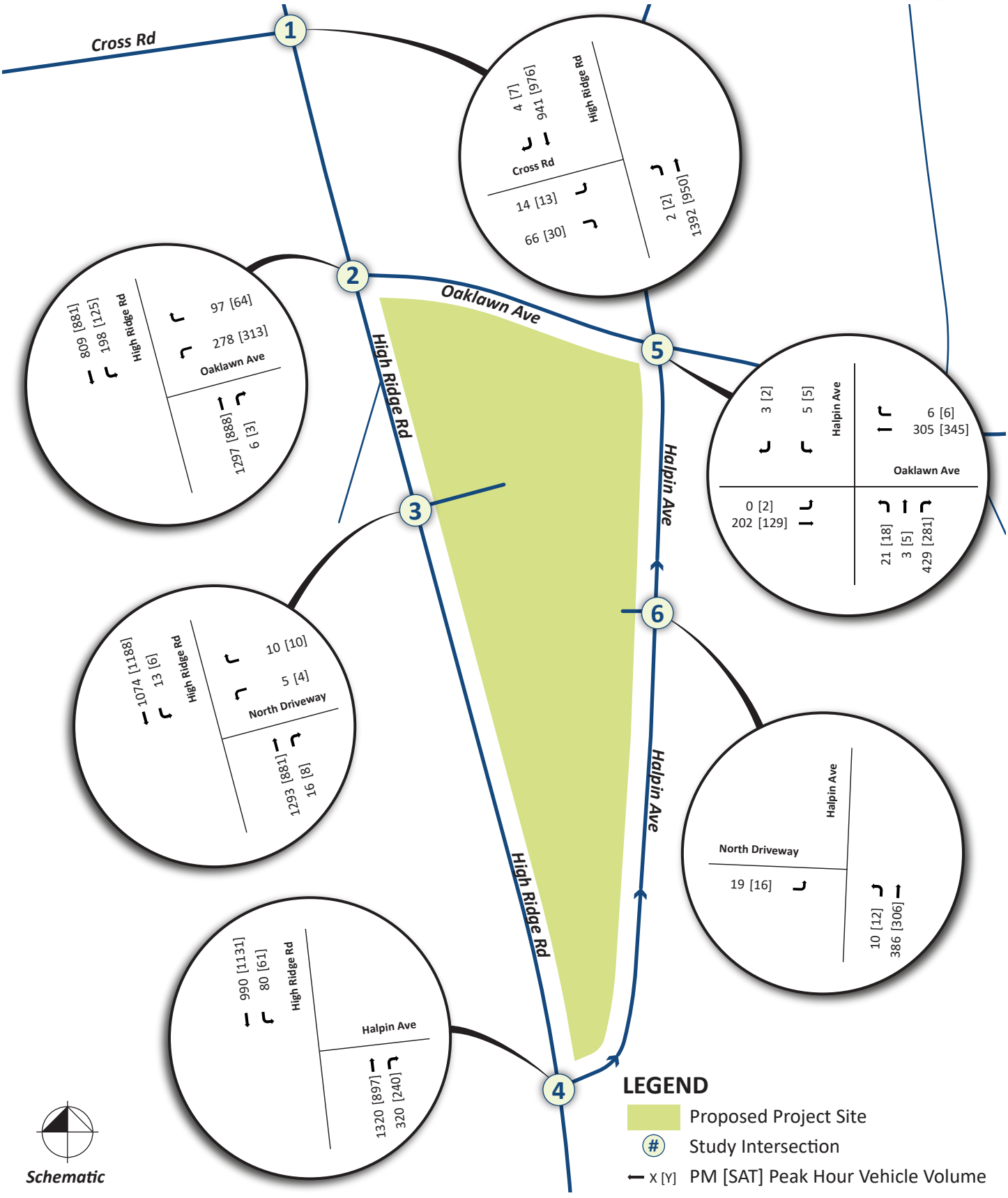


Figure 3
Existing (2022) Conditions Peak Hour Traffic Volumes

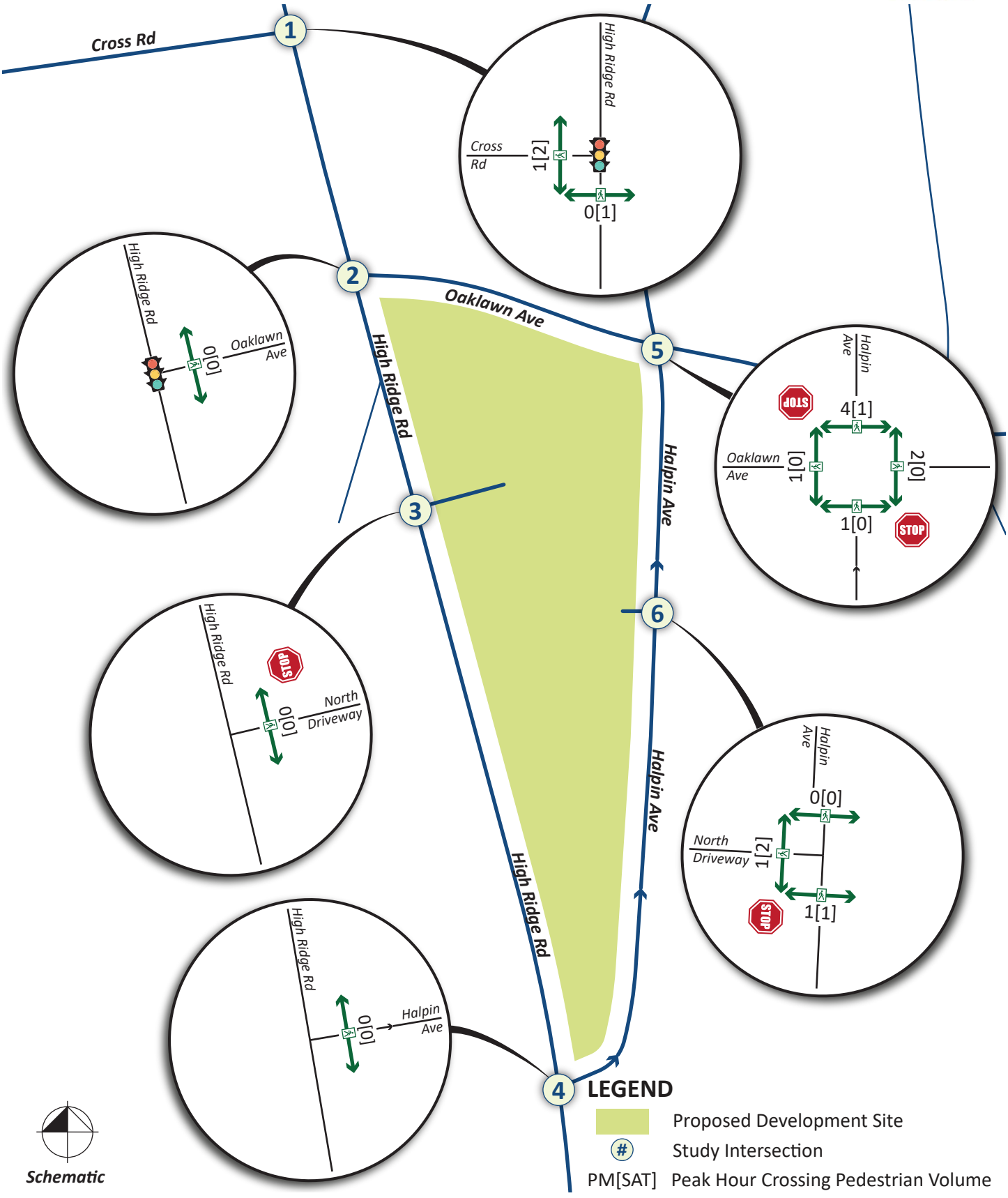


Figure 4
Existing (2022) Conditions Peak-Hour Pedestrian Volumes

Figure 5
Proposed Project Distribution

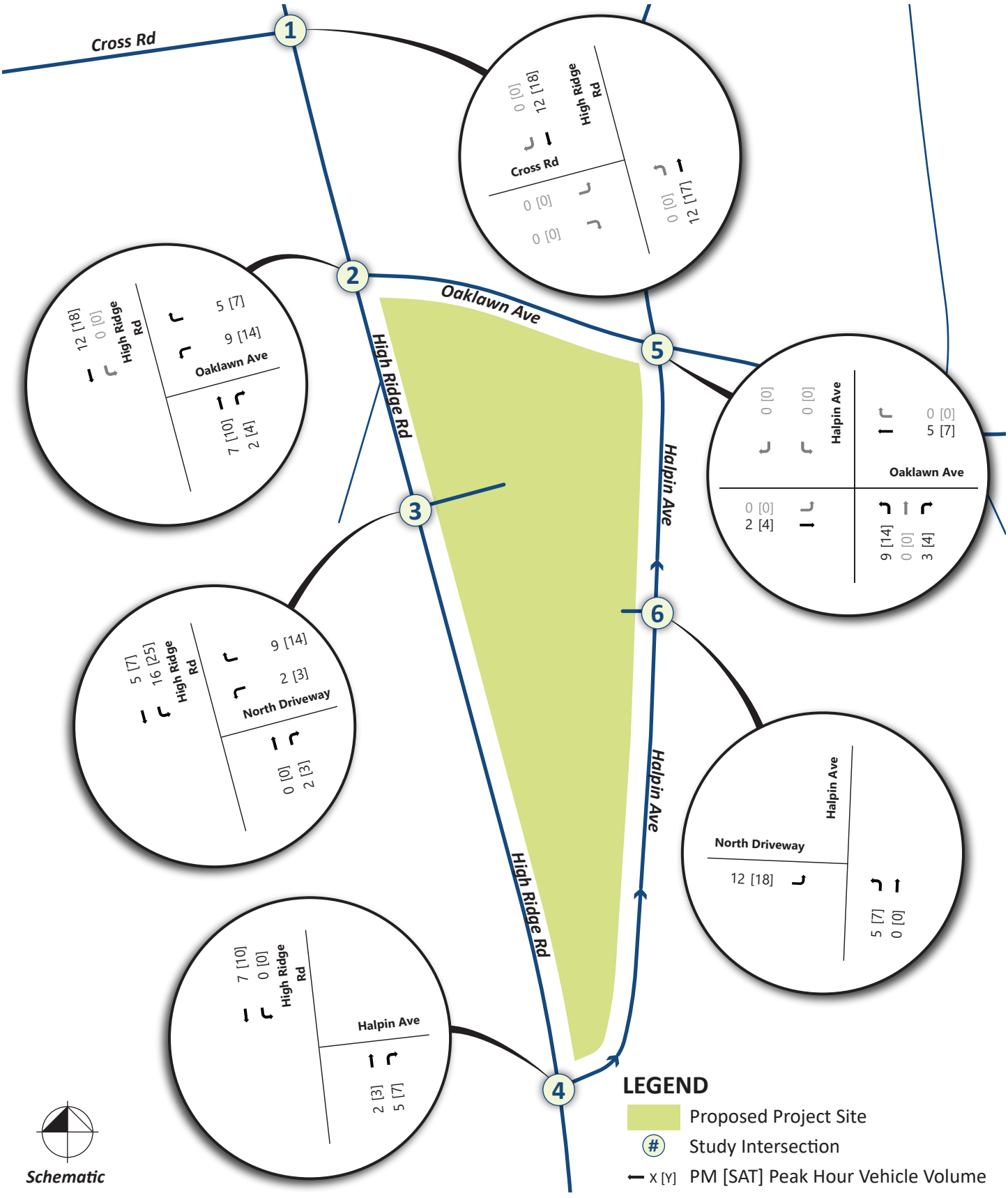
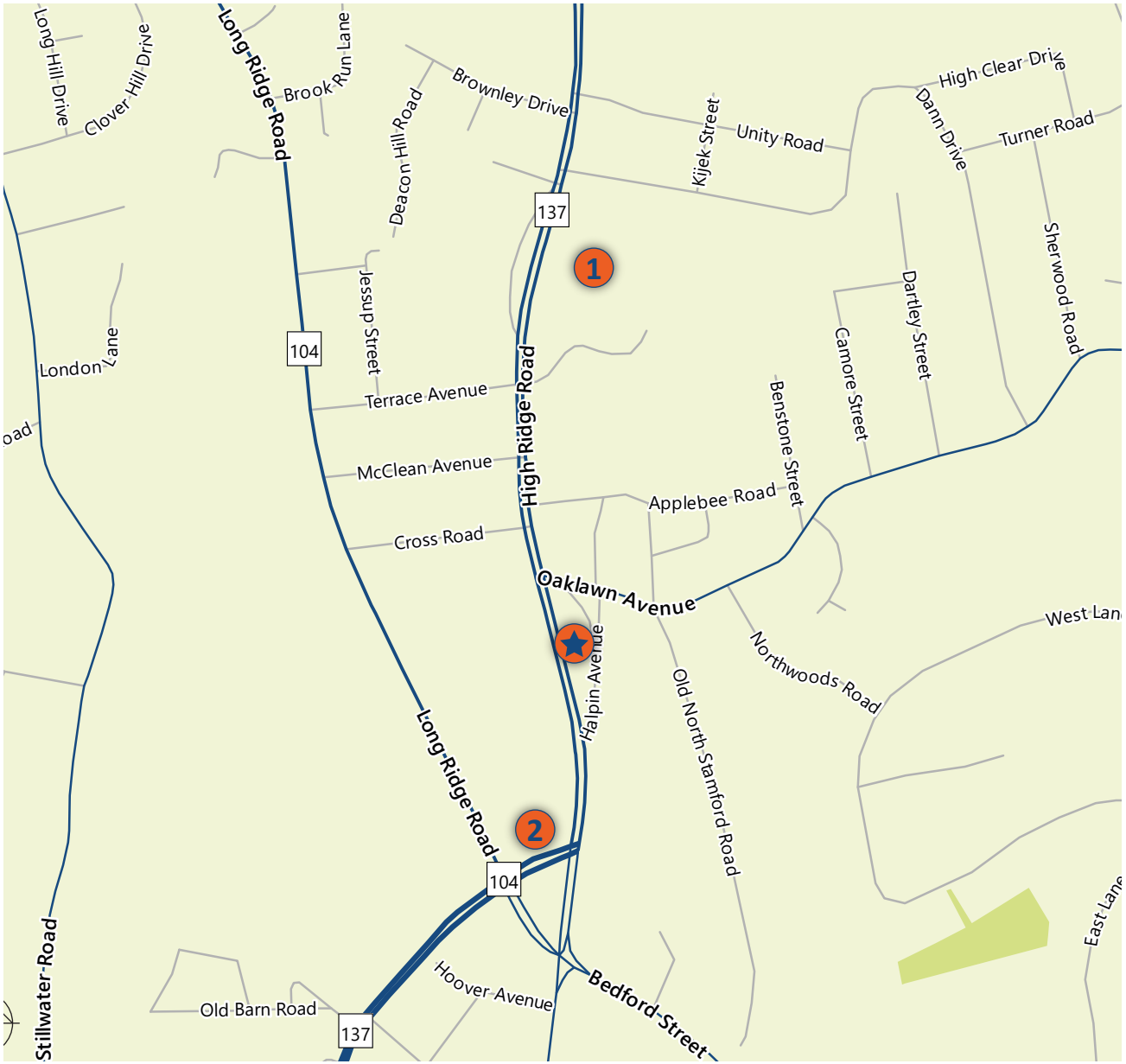


Figure 6
Proposed Project Peak Hour Trip Assignment

Nearby Planned Developments

1. 255 High Ridge Road
   Goddard School

2. 3 Cold Spring Road
   Restaurant Development



LEGEND

- Proposed Project Location
- # Planned Development Location

Figure 7
Nearby Planned Developments Locations

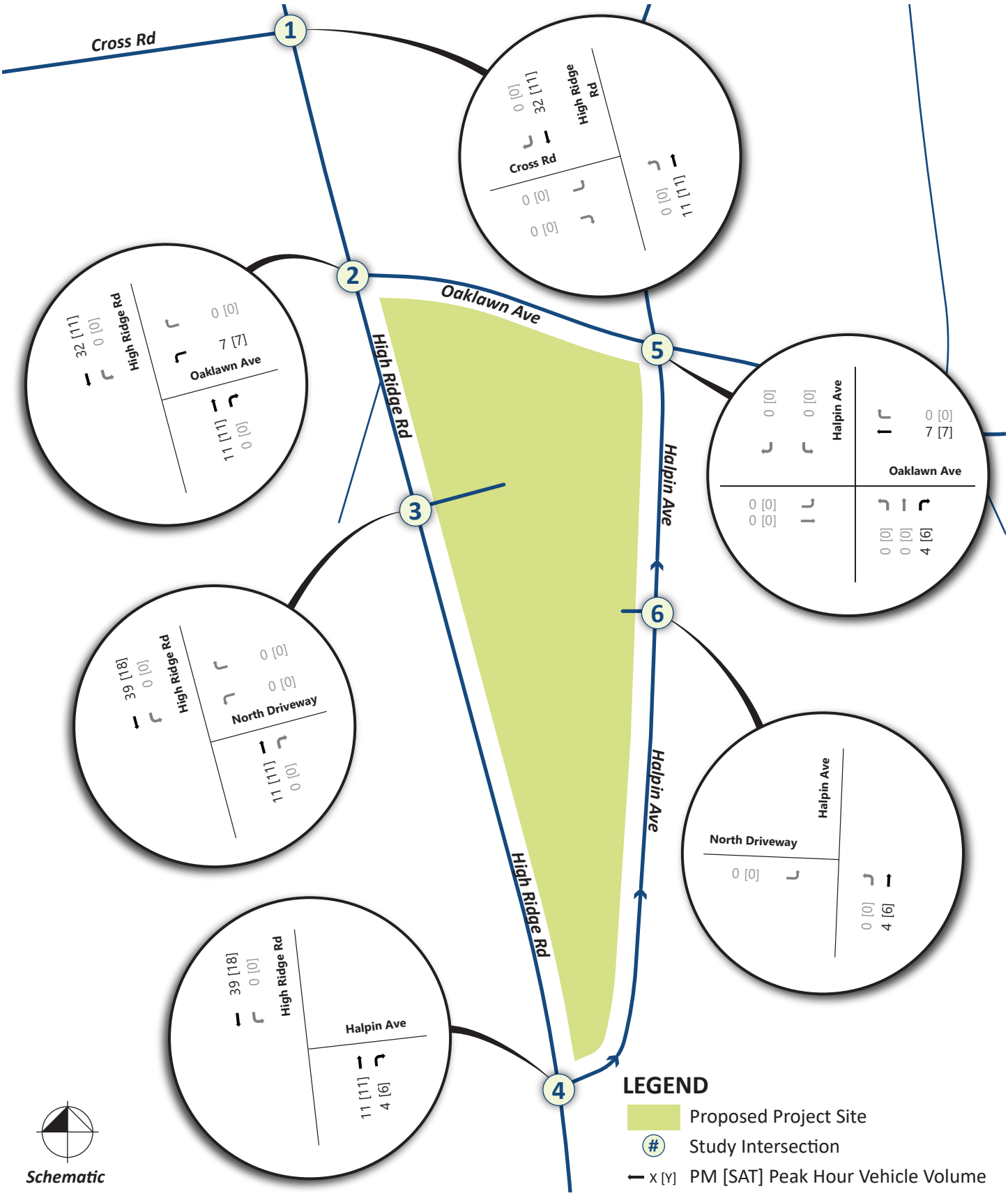


Figure 8
Nearby Planned Developments Total Peak-Hour Trip Assignment

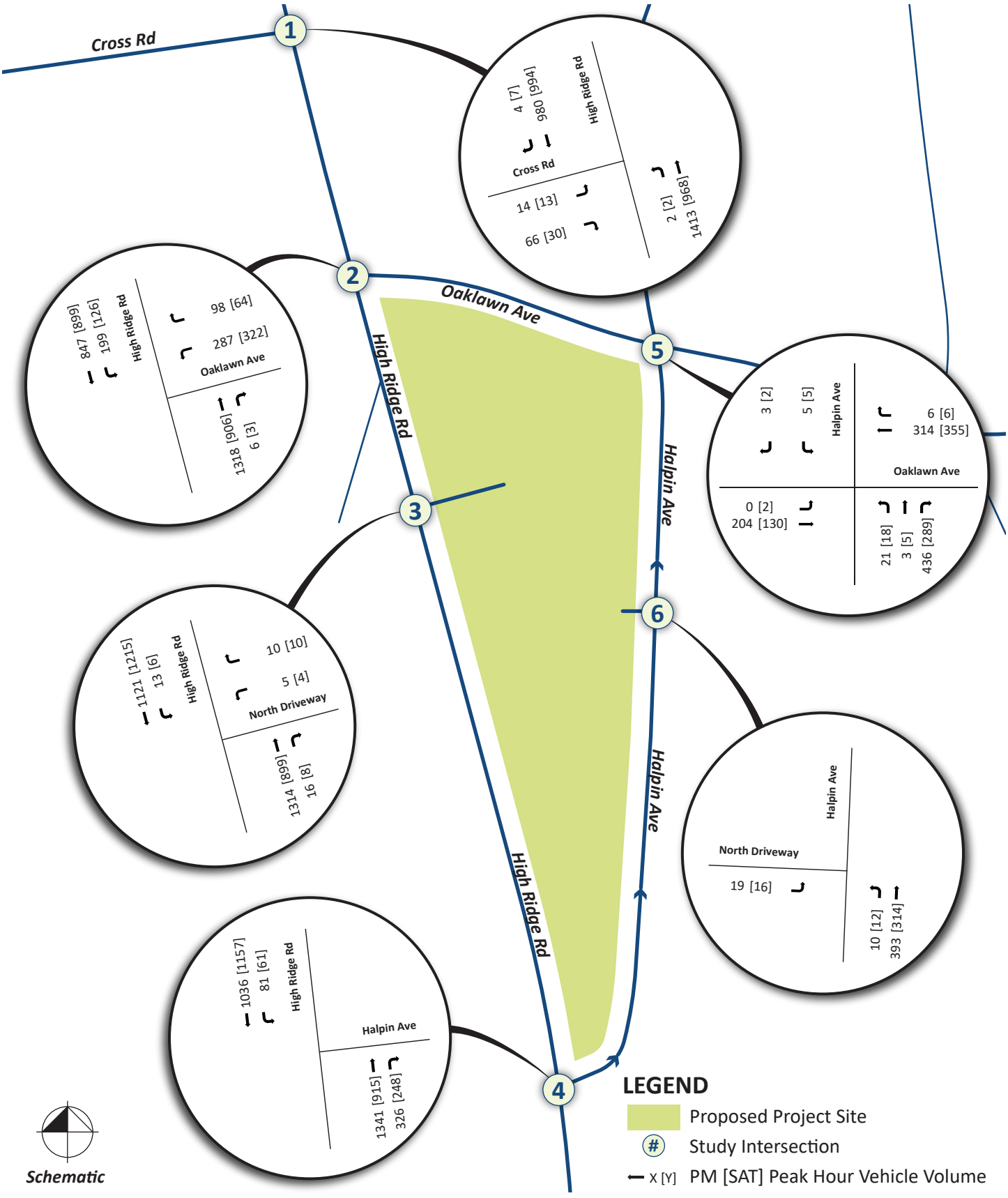


Figure 9
Background (2025) Conditions Peak Hour Traffic Volume

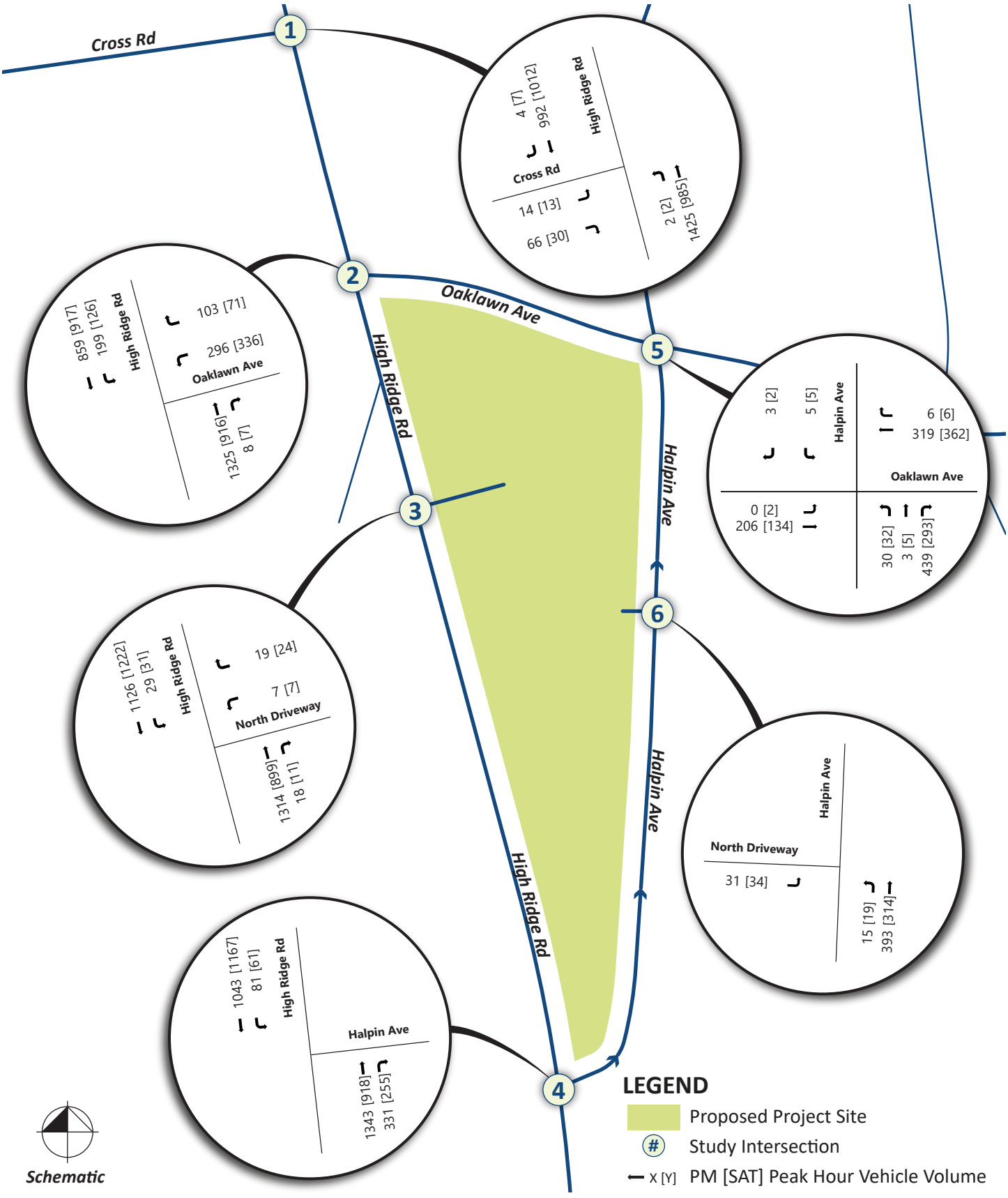


Figure 10
Combined (2025) Conditions Peak Hour Traffic Volumes

APPENDIX

P.M.TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Locations 1 and 2
Tuesday December 13th, 2022
Stamford, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

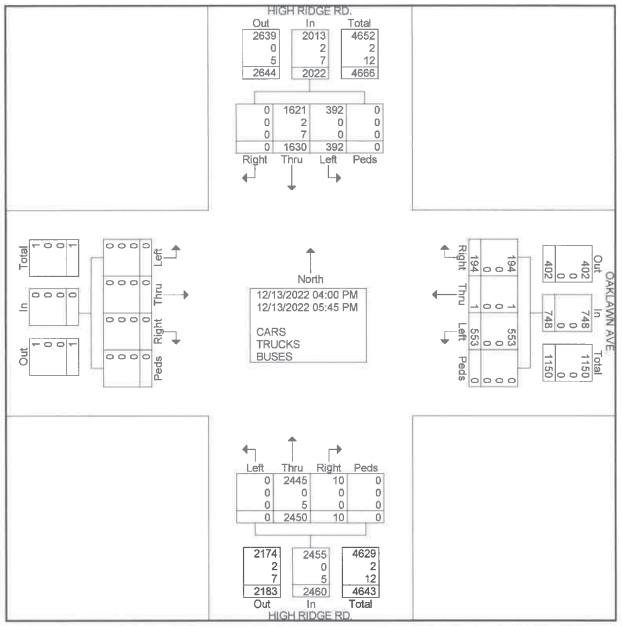
	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	195	55	0	250	19	0	65	0	84	2	252	0	0	254	0	0	0	0	0	588
04:15 PM	0	198	57	0	255	20	0	68	0	88	0	259	0	0	259	0	0	0	0	0	602
04:30 PM	0	222	38	0	260	30	0	79	0	109	1	323	0	0	324	0	0	0	0	0	693
04:45 PM	0	206	44	0	250	28	0	63	0	91	1	319	0	0	320	0	0	0	0	0	661
Total	0	821	194	0	1015	97	0	275	0	372	4	1153	0	0	1157	0	0	0	0	0	2544
05:00 PM	0	202	48	0	250	16	0	80	0	96	3	303	0	0	306	0	0	0	0	0	652
05:15 PM	0	202	48	0	250	24	1	56	0	81	0	319	0	0	319	0	0	0	0	0	650
05:30 PM	0	185	53	0	238	35	0	79	0	114	1	338	0	0	339	0	0	0	0	0	691
05:45 PM	0	220	49	0	269	22	0	63	0	85	2	337	0	0	339	0	0	0	0	0	693
Total	0	809	198	0	1007	97	1	278	0	376	6	1297	0	0	1303	0	0	0	0	0	2686
Grand Total	0	1630	392	0	2022	194	1	553	0	748	10	2450	0	0	2460	0	0	0	0	0	5230
Apprch %	0	80.6	19.4	0		25.9	0.1	73.9	0		0.4	99.6	0	0		0	0	0	0		
Total %	0	31.2	7.5	0	38.7	3.7	0	10.6	0	14.3	0.2	46.8	0	0	47	0	0	0	0	0	
CARS	0	1621	392	0	2013	194	1	553	0	748	10	2445	0	0	2455	0	0	0	0	0	5216
% CARS	0	99.4	100	0	99.6	100	100	100	0	100	100	99.8	0	0	99.8	0	0	0	0	0	99.7
TRUCKS	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
% BUSES	0	0.4	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2

High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 2



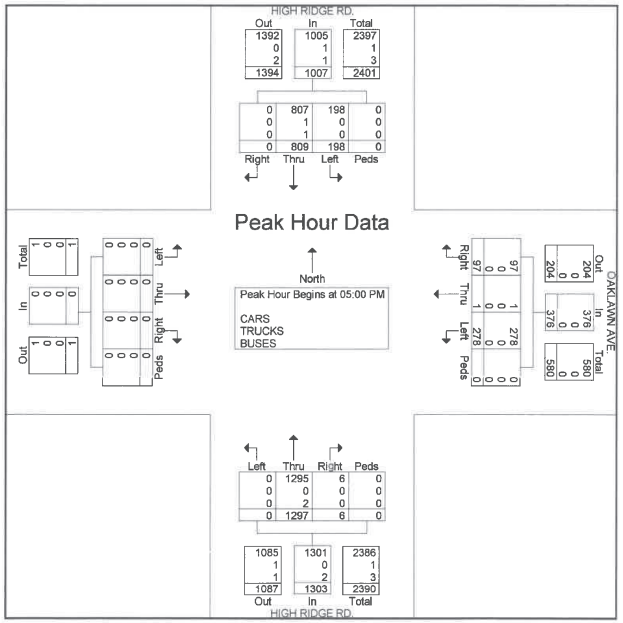
High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 3

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	202	48	0	250	16	0	**80**	0	96	**3**	303	0	0	306	0	0	0	0	0	652
05:15 PM	0	202	48	0	250	24	**1**	56	0	81	0	319	0	0	319	0	0	0	0	0	650
05:30 PM	0	185	**53**	0	238	**35**	0	79	0	**114**	1	**338**	0	0	**339**	0	0	0	0	0	691
05:45 PM	0	**220**	49	0	**269**	22	0	63	0	85	2	337	0	0	339	0	0	0	0	0	**693**
Total Volume	0	809	198	0	1007	97	1	278	0	376	6	1297	0	0	1303	0	0	0	0	0	2686
% App. Total	0	80.3	19.7	0		25.8	0.3	73.9	0		0.5	99.5	0	0		0	0	0	0		
PHF	.000	.919	.934	.000	.936	.693	.250	.869	.000	.825	.500	.959	.000	.000	.961	.000	.000	.000	.000	.000	.969
CARS	0	807	198	0	1005	97	1	278	0	376	6	1295	0	0	1301	0	0	0	0	0	2682
% CARS	0	99.8	100	0	99.8	100	100	100	0	100	100	99.8	0	0	99.8	0	0	0	0	0	99.9
TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
BUSES	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% BUSES	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1



High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 4

Groups Printed- CARS

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	195	55	0	250	19	0	65	0	84	2	250	0	0	252	0	0	0	0	0	586
04:15 PM	0	196	57	0	253	20	0	68	0	88	0	259	0	0	259	0	0	0	0	0	600
04:30 PM	0	219	38	0	257	30	0	79	0	109	1	322	0	0	323	0	0	0	0	0	689
04:45 PM	0	204	44	0	248	28	0	63	0	91	1	319	0	0	320	0	0	0	0	0	659
Total	0	814	194	0	1008	97	0	275	0	372	4	1150	0	0	1154	0	0	0	0	0	2534
05:00 PM	0	202	48	0	250	16	0	80	0	96	3	303	0	0	306	0	0	0	0	0	652
05:15 PM	0	202	48	0	250	24	1	56	0	81	0	317	0	0	317	0	0	0	0	0	648
05:30 PM	0	184	53	0	237	35	0	79	0	114	1	338	0	0	339	0	0	0	0	0	690
05:45 PM	0	219	49	0	268	22	0	63	0	85	2	337	0	0	339	0	0	0	0	0	692
Total	0	807	198	0	1005	97	1	278	0	376	6	1295	0	0	1301	0	0	0	0	0	2682
Grand Total	0	1621	392	0	2013	194	1	553	0	748	10	2445	0	0	2455	0	0	0	0	0	5216
Apprch %	0	80.5	19.5	0		25.9	0.1	73.9	0		0.4	99.6	0	0		0	0	0	0		
Total %	0	31.1	7.5	0	38.6	3.7	0	10.6	0	14.3	0.2	46.9	0	0	47.1	0	0	0	0	0	

High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 5

Groups Printed- TRUCKS

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 6

Groups Printed- BUSES

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	58.3	0	0	58.3	0	0	0	0	0	0	41.7	0	0	41.7	0	0	0	0	0	

Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

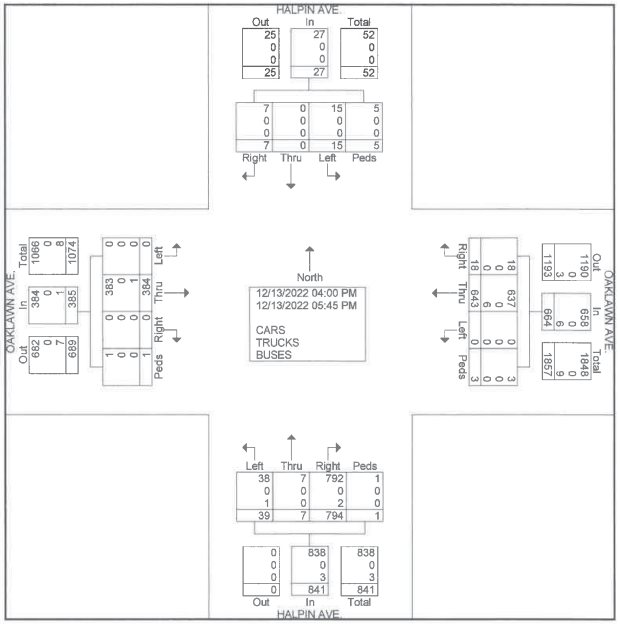
	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	3	0	4	3	87	0	0	90	83	0	5	0	88	0	38	0	0	38	220
04:15 PM	0	0	2	0	2	2	84	0	0	86	91	2	5	0	98	0	58	0	0	58	244
04:30 PM	0	0	3	0	3	5	84	0	0	89	104	0	5	0	109	0	39	0	0	39	240
04:45 PM	3	0	2	1	6	2	83	0	1	86	87	2	3	0	92	0	47	0	0	47	231
Total	4	0	10	1	15	12	338	0	1	351	365	4	18	0	387	0	182	0	0	182	935
05:00 PM	2	0	1	1	4	3	77	0	1	81	99	1	6	1	107	0	47	0	1	48	240
05:15 PM	0	0	1	0	1	2	66	0	0	68	119	0	2	0	121	0	51	0	0	51	241
05:30 PM	0	0	3	2	5	0	87	0	0	87	99	1	8	0	108	0	55	0	0	55	255
05:45 PM	1	0	0	1	2	1	75	0	1	77	112	1	5	0	118	0	49	0	0	49	246
Total	3	0	5	4	12	6	305	0	2	313	429	3	21	1	454	0	202	0	1	203	982
Grand Total	7	0	15	5	27	18	643	0	3	664	794	7	39	1	841	0	384	0	1	385	1917
Apprch %	25.9	0	55.6	18.5		2.7	96.8	0	0.5		94.4	0.8	4.6	0.1		0	99.7	0	0.3		
Total %	0.4	0	0.8	0.3	1.4	0.9	33.5	0	0.2	34.6	41.4	0.4	2	0.1	43.9	0	20	0	0.1	20.1	
CARS	7	0	15	5	27	18	637	0	3	658	792	7	38	1	838	0	383	0	1	384	1907
% CARS	100	0	100	100	100	100	99.1	0	100	99.1	99.7	100	97.4	100	99.6	0	99.7	0	100	99.7	99.5
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	1	0	0	1	10
% BUSES	0	0	0	0	0	0	0.9	0	0	0.9	0.3	0	2.6	0	0.4	0	0.3	0	0	0.3	0.5

Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 2



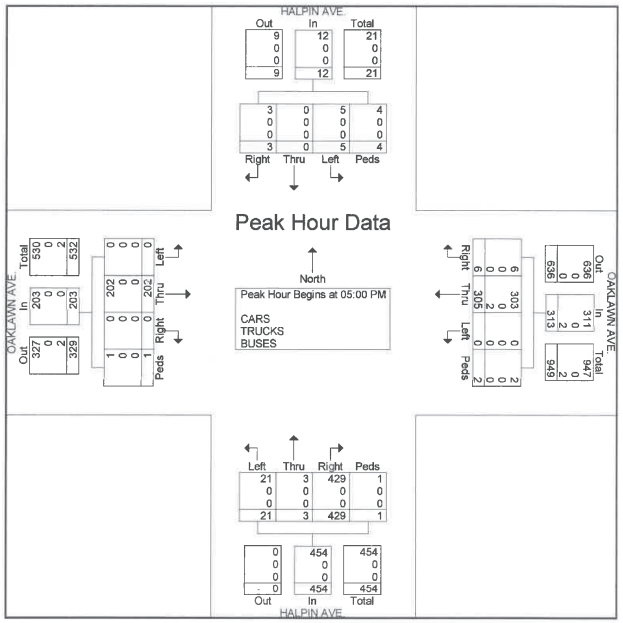
Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 3

	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**2**	0	1	1	**4**	**3**	77	0	**1**	81	99	**1**	6	**1**	107	0	47	0	**1**	48	240
05:15 PM	0	0	1	0	1	2	66	0	0	68	**119**	0	2	0	**121**	0	51	0	0	51	241
05:30 PM	0	0	**3**	**2**	**5**	0	**87**	0	0	**87**	99	1	**8**	0	108	0	**55**	0	0	**55**	**255**
05:45 PM	1	0	0	1	2	1	75	0	1	77	112	1	5	0	118	0	49	0	0	49	246
Total Volume	3	0	5	4	12	6	305	0	2	313	429	3	21	1	454	0	202	0	1	203	982
% App. Total	25	0	41.7	33.3		1.9	97.4	0	0.6		94.5	0.7	4.6	0.2		0	99.5	0	0.5		
PHF	.375	.000	.417	.500	.600	.500	.876	.000	.500	.899	.901	.750	.656	.250	.938	.000	.918	.000	.250	.923	.963
CARS	3	0	5	4	12	6	303	0	2	311	429	3	21	1	454	0	202	0	1	203	980
% CARS	100	0	100	100	100	100	99.3	0	100	99.4	100	100	100	100	100	0	100	0	100	100	99.8
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% BUSES	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0.2



Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 4

Groups Printed- CARS

	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	3	0	4	3	85	0	0	88	83	0	4	0	87	0	37	0	0	37	216
04:15 PM	0	0	2	0	2	2	84	0	0	86	90	2	5	0	97	0	58	0	0	58	243
04:30 PM	0	0	3	0	3	5	82	0	0	87	103	0	5	0	108	0	39	0	0	39	237
04:45 PM	3	0	2	1	6	2	83	0	1	86	87	2	3	0	92	0	47	0	0	47	231
Total	4	0	10	1	15	12	334	0	1	347	363	4	17	0	384	0	181	0	0	181	927
05:00 PM	2	0	1	1	4	3	77	0	1	81	99	1	6	1	107	0	47	0	1	48	240
05:15 PM	0	0	1	0	1	2	65	0	0	67	119	0	2	0	121	0	51	0	0	51	240
05:30 PM	0	0	3	2	5	0	86	0	0	86	99	1	8	0	108	0	55	0	0	55	254
05:45 PM	1	0	0	1	2	1	75	0	1	77	112	1	5	0	118	0	49	0	0	49	246
Total	3	0	5	4	12	6	303	0	2	311	429	3	21	1	454	0	202	0	1	203	980
Grand Total	7	0	15	5	27	18	637	0	3	658	792	7	38	1	838	0	383	0	1	384	1907
Apprch %	25.9	0	55.6	18.5		2.7	96.8	0	0.5		94.5	0.8	4.5	0.1		0	99.7	0	0.3		
Total %	0.4	0	0.8	0.3	1.4	0.9	33.4	0	0.2	34.5	41.5	0.4	2	0.1	43.9	0	20.1	0	0.1	20.1	

Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 5

Groups Printed- TRUCKS

	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 6

Groups Printed- BUSES

	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	2	0	1	0	3	0	1	0	0	1	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	1	0	0	1	10
Apprch %	0	0	0	0		0	100	0	0		66.7	0	33.3	0		0	100	0	0		
Total %	0	0	0	0	0	0	60	0	0	60	20	0	10	0	30	0	10	0	0	10	

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Locations 1 and 2
Saturday December 10th, 2022
Stamford, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

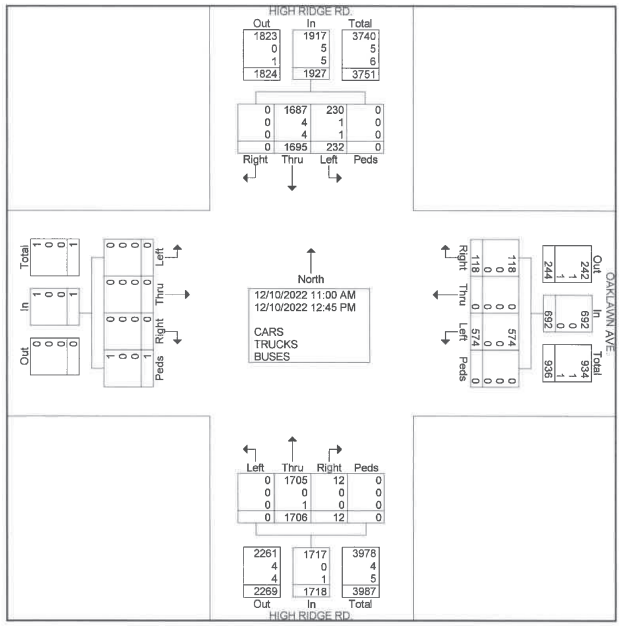
	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	197	25	0	222	17	0	79	0	96	1	189	0	0	190	0	0	0	0	0	508
11:15 AM	0	190	32	0	222	10	0	66	0	76	7	228	0	0	235	0	0	0	0	0	533
11:30 AM	0	214	28	0	242	15	0	55	0	70	1	181	0	0	182	0	0	0	0	0	494
11:45 AM	0	213	22	0	235	12	0	61	0	73	0	220	0	0	220	0	0	0	1	1	529
Total	0	814	107	0	921	54	0	261	0	315	9	818	0	0	827	0	0	0	1	1	2064
12:00 PM	0	240	32	0	272	24	0	71	0	95	1	236	0	0	237	0	0	0	0	0	604
12:15 PM	0	235	32	0	267	12	0	100	0	112	1	216	0	0	217	0	0	0	0	0	596
12:30 PM	0	204	29	0	233	18	0	69	0	87	0	209	0	0	209	0	0	0	0	0	529
12:45 PM	0	202	32	0	234	10	0	73	0	83	1	227	0	0	228	0	0	0	0	0	545
Total	0	881	125	0	1006	64	0	313	0	377	3	888	0	0	891	0	0	0	0	0	2274
Grand Total	0	1695	232	0	1927	118	0	574	0	692	12	1706	0	0	1718	0	0	0	1	1	4338
Apprch %	0	88	12	0		17.1	0	82.9	0		0.7	99.3	0	0		0	0	0	100		
Total %	0	39.1	5.3	0	44.4	2.7	0	13.2	0	16	0.3	39.3	0	0	39.6	0	0	0	0	0	
CARS	0	1687	230	0	1917	118	0	574	0	692	12	1705	0	0	1717	0	0	0	1	1	4327
% CARS	0	99.5	99.1	0	99.5	100	0	100	0	100	100	99.9	0	0	99.9	0	0	0	100	100	99.7
TRUCKS	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% TRUCKS	0	0.2	0.4	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
BUSES	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
% BUSES	0	0.2	0.4	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1

High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 2



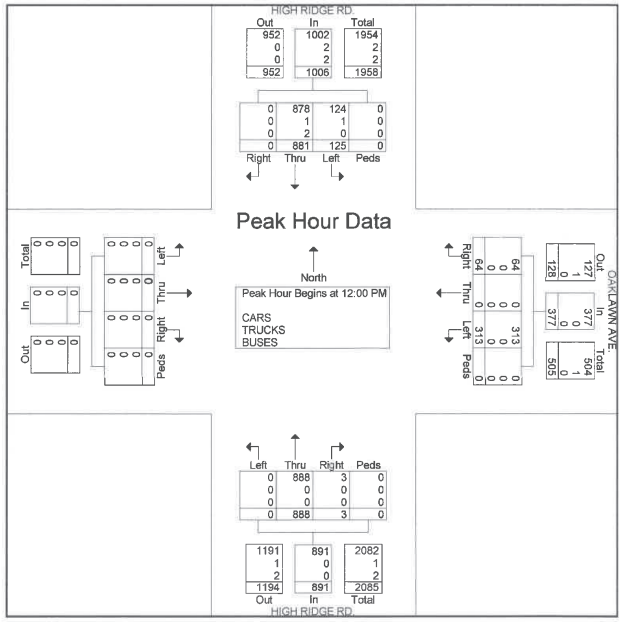
High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 3

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	**240**	**32**	0	**272**	**24**	0	71	0	95	**1**	**236**	0	0	**237**	0	0	0	0	0	**604**
12:15 PM	0	235	32	0	267	12	0	**100**	0	**112**	1	216	0	0	217	0	0	0	0	0	596
12:30 PM	0	204	29	0	233	18	0	69	0	87	0	209	0	0	209	0	0	0	0	0	529
12:45 PM	0	202	32	0	234	10	0	73	0	83	1	227	0	0	228	0	0	0	0	0	545
Total Volume	0	881	125	0	1006	64	0	313	0	377	3	888	0	0	891	0	0	0	0	0	2274
% App. Total	0	87.6	12.4	0		17	0	83	0		0.3	99.7	0	0		0	0	0	0		
PHF	.000	.918	.977	.000	.925	.667	.000	.783	.000	.842	.750	.941	.000	.000	.940	.000	.000	.000	.000	.000	.941
CARS	0	878	124	0	1002	64	0	313	0	377	3	888	0	0	891	0	0	0	0	0	2270
% CARS	0	99.7	99.2	0	99.6	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	99.8
TRUCKS	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	0	0.1	0.8	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
BUSES	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% BUSES	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 4

Groups Printed- CARS

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	195	25	0	220	17	0	79	0	96	1	188	0	0	189	0	0	0	0	0	505
11:15 AM	0	189	31	0	220	10	0	66	0	76	7	228	0	0	235	0	0	0	0	0	531
11:30 AM	0	213	28	0	241	15	0	55	0	70	1	181	0	0	182	0	0	0	0	0	493
11:45 AM	0	212	22	0	234	12	0	61	0	73	0	220	0	0	220	0	0	0	1	1	528
Total	0	809	106	0	915	54	0	261	0	315	9	817	0	0	826	0	0	0	1	1	2057
12:00 PM	0	239	31	0	270	24	0	71	0	95	1	236	0	0	237	0	0	0	0	0	602
12:15 PM	0	234	32	0	266	12	0	100	0	112	1	216	0	0	217	0	0	0	0	0	595
12:30 PM	0	204	29	0	233	18	0	69	0	87	0	209	0	0	209	0	0	0	0	0	529
12:45 PM	0	201	32	0	233	10	0	73	0	83	1	227	0	0	228	0	0	0	0	0	544
Total	0	878	124	0	1002	64	0	313	0	377	3	888	0	0	891	0	0	0	0	0	2270
Grand Total	0	1687	230	0	1917	118	0	574	0	692	12	1705	0	0	1717	0	0	0	1	1	4327
Apprch %	0	88	12	0		17.1	0	82.9	0		0.7	99.3	0	0		0	0	0	100		
Total %	0	39	5.3	0	44.3	2.7	0	13.3	0	16	0.3	39.4	0	0	39.7	0	0	0	0	0	

High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 5

Groups Printed- TRUCKS

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Apprch %	0	80	20	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	80	20	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 6

Groups Printed- BUSES

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Apprch %	0	80	20	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	66.7	16.7	0	83.3	0	0	0	0	0	0	16.7	0	0	16.7	0	0	0	0	0	

Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

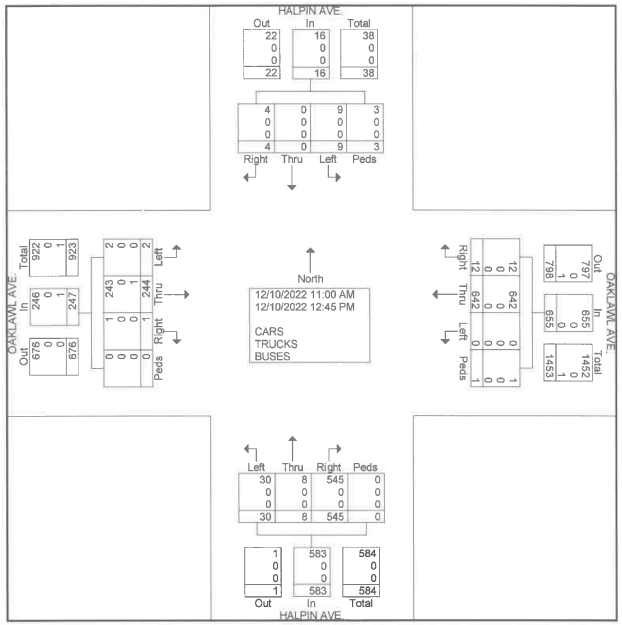
	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	2	2	1	92	0	0	93	73	1	4	0	78	1	29	0	0	30	203
11:15 AM	0	0	1	0	1	2	67	0	1	70	59	2	4	0	65	0	33	0	0	33	169
11:30 AM	1	0	1	0	2	1	67	0	0	68	70	0	3	0	73	0	30	0	0	30	173
11:45 AM	1	0	2	0	3	2	71	0	0	73	62	0	1	0	63	0	23	0	0	23	162
Total	2	0	4	2	8	6	297	0	1	304	264	3	12	0	279	1	115	0	0	116	707
12:00 PM	0	0	1	0	1	1	89	0	0	90	80	0	6	0	86	0	33	0	0	33	210
12:15 PM	0	0	1	0	1	2	95	0	0	97	77	2	3	0	82	0	33	2	0	35	215
12:30 PM	1	0	1	1	3	2	82	0	0	84	57	1	5	0	63	0	30	0	0	30	180
12:45 PM	1	0	2	0	3	1	79	0	0	80	67	2	4	0	73	0	33	0	0	33	189
Total	2	0	5	1	8	6	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794
Grand Total	4	0	9	3	16	12	642	0	1	655	545	8	30	0	583	1	244	2	0	247	1501
Apprch %	25	0	56.2	18.8		1.8	98	0	0.2		93.5	1.4	5.1	0		0.4	98.8	0.8	0		
Total %	0.3	0	0.6	0.2	1.1	0.8	42.8	0	0.1	43.6	36.3	0.5	2	0	38.8	0.1	16.3	0.1	0	16.5	
CARS	4	0	9	3	16	12	642	0	1	655	545	8	30	0	583	1	243	2	0	246	1500
% CARS	100	0	100	100	100	100	100	0	100	100	100	100	100	0	100	100	99.6	100	0	99.6	99.9
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0.1

Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
Page No : 2



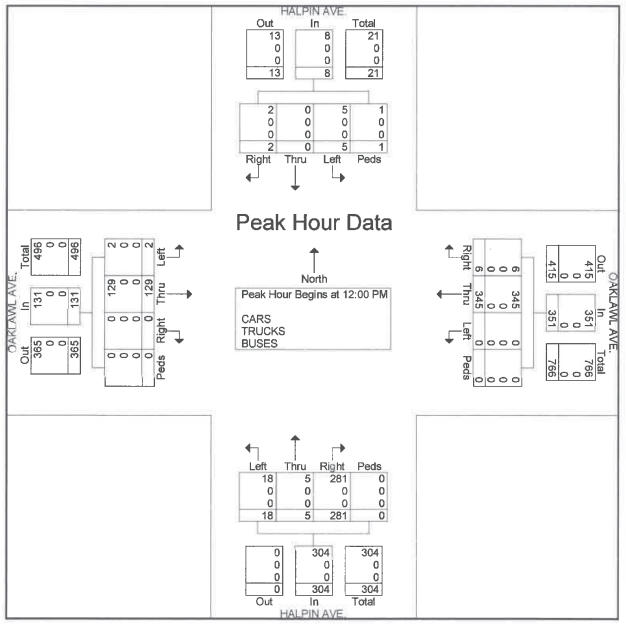
Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
Page No : 3

	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	1	0	1	1	89	0	0	90	**80**	**0**	**6**	**0**	**86**	0	**33**	0	0	33	210
12:15 PM	0	0	1	0	1	**2**	**95**	0	0	**97**	77	**2**	3	0	82	0	33	**2**	0	**35**	**215**
12:30 PM	1	0	1	1	**3**	2	82	0	0	84	57	1	5	0	63	0	30	0	0	30	180
12:45 PM	1	0	**2**	0	3	1	79	0	0	80	67	2	4	0	73	0	33	0	0	33	189
Total Volume	2	0	5	1	8	6	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794
% App. Total	25	0	62.5	12.5		1.7	98.3	0	0		92.4	1.6	5.9	0		0	98.5	1.5	0		
PHF	.500	.000	.625	.250	.667	.750	.908	.000	.000	.905	.878	.625	.750	.000	.884	.000	.977	.250	.000	.936	.923
CARS	2	0	5	1	8	6	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794
% CARS	100	0	100	100	100	100	100	0	0	100	100	100	100	0	100	0	100	100	0	100	100
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
Page No : 4

Groups Printed- CARS

	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	2	2	1	92	0	0	93	73	1	4	0	78	1	29	0	0	30	203
11:15 AM	0	0	1	0	1	2	67	0	1	70	59	2	4	0	65	0	32	0	0	32	168
11:30 AM	1	0	1	0	2	1	67	0	0	68	70	0	3	0	73	0	30	0	0	30	173
11:45 AM	1	0	2	0	3	2	71	0	0	73	62	0	1	0	63	0	23	0	0	23	162
Total	2	0	4	2	8	6	297	0	1	304	264	3	12	0	279	1	114	0	0	115	706
12:00 PM	0	0	1	0	1	1	89	0	0	90	80	0	6	0	86	0	33	0	0	33	210
12:15 PM	0	0	1	0	1	2	95	0	0	97	77	2	3	0	82	0	33	2	0	35	215
12:30 PM	1	0	1	1	3	2	82	0	0	84	57	1	5	0	63	0	30	0	0	30	180
12:45 PM	1	0	2	0	3	1	79	0	0	80	67	2	4	0	73	0	33	0	0	33	189
Total	2	0	5	1	8	6	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794
Grand Total	4	0	9	3	16	12	642	0	1	655	545	8	30	0	583	1	243	2	0	246	1500
Apprch %	25	0	56.2	18.8		1.8	98	0	0.2		93.5	1.4	5.1	0		0.4	98.8	0.8	0		
Total %	0.3	0	0.6	0.2	1.1	0.8	42.8	0	0.1	43.7	36.3	0.5	2	0	38.9	0.1	16.2	0.1	0	16.4	

Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022

Groups Printed- TRUCKS

	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022

Groups Printed- BUSES

	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

PARKING OBSERVATIONS
Tables 1 and 2 Thursday and Saturday
December 15th and 17th,2022
Stamford Parking Lot and Halpin Ave.
Stamford, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

Table 1

PARKING OBSERVATIONS

Stamford Parking lot and Halpin Ave.

Thursday December 15th, 2022

Stamford, CT

	Parking Lot "A"	Halpin Ave. "B"
TIME	120 Available Spaces	12 Available Spaces
before 4:00 p.m.	45	12
after 6:30 p.m.	55	11

Source: Reliable Traffic Counts, LLC field observations conducted on Thursday December15th, 2022

Table 2

PARKING OBSERVATIONS

Stamford Parking lot and Halpin Ave.

Saturday December 17th, 2022

Stamford, CT

	Parking Lot "A"	***Halpin Ave. "B"***
TIME	***120 Available Spaces***	***12 Available Spaces***
before 11:00 a.m.	*36*	*9*
after 1:00 p.m.	*42*	*8*

Source: Reliable Traffic Counts, LLC field observations conducted on Saturday December17th, 2022

P.M.TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Location 1
Wednesday February 8th, 2023
~~Norwalk,~~ CT
Stamford

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	247	0	0	247	0	0	0	2	2	0	285	0	2	287	17	0	4	0	21	557
04:15 PM	1	243	0	0	244	0	0	0	1	1	0	234	0	0	234	11	0	1	3	15	494
04:30 PM	0	243	0	0	243	0	0	0	2	2	0	275	0	2	277	14	0	6	2	22	544
04:45 PM	5	227	0	0	232	0	0	0	0	0	5	288	1	0	294	12	0	3	0	15	541
Total	6	960	0	0	966	0	0	0	5	5	5	1082	1	4	1092	54	0	14	5	73	2136
05:00 PM	1	240	0	0	241	0	0	0	0	0	0	317	0	0	317	15	0	2	0	17	575
05:15 PM	2	265	0	0	267	0	0	0	0	0	0	368	0	0	368	9	0	4	1	14	649
05:30 PM	1	234	0	0	235	0	0	0	1	1	0	293	1	0	294	21	0	3	0	24	554
05:45 PM	0	245	0	0	245	0	0	0	0	0	0	286	1	0	287	21	0	5	0	26	558
Total	4	984	0	0	988	0	0	0	1	1	0	1264	2	0	1266	66	0	14	1	81	2336
Grand Total	10	1944	0	0	1954	0	0	0	6	6	5	2346	3	4	2358	120	0	28	6	154	4472
Apprch %	0.5	99.5	0	0		0	0	0	100		0.2	99.5	0.1	0.2		77.9	0	18.2	3.9		
Total %	0.2	43.5	0	0	43.7	0	0	0	0.1	0.1	0.1	52.5	0.1	0.1	52.7	2.7	0	0.6	0.1	3.4	
CARS	10	1923	0	0	1933	0	0	0	6	6	5	2339	3	4	2351	120	0	28	6	154	4444
% CARS	100	98.9	0	0	98.9	0	0	0	100	100	100	99.7	100	100	99.7	100	0	100	100	100	99.4
TRUCKS	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	19	0	0	19	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	26
% BUSES	0	1	0	0	1	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.6

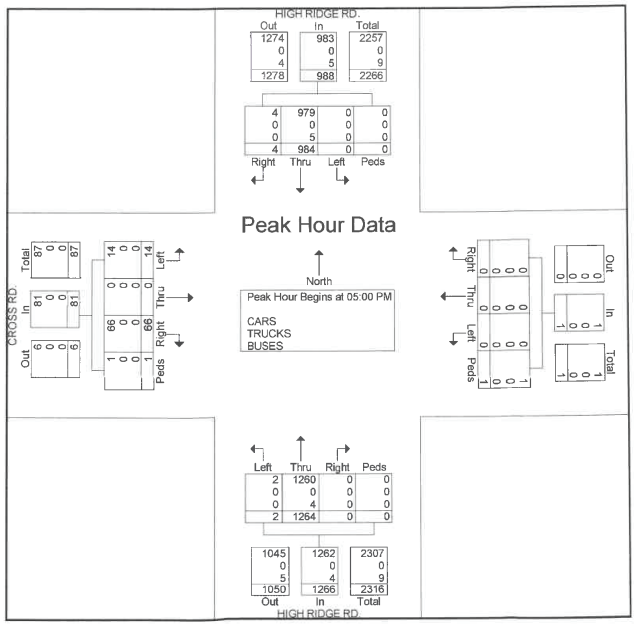
High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 3

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	240	0	0	241	0	0	0	0	0	0	317	0	0	317	15	0	2	0	17	575
05:15 PM	**2**	**265**	0	0	**267**	0	0	0	0	0	0	**368**	0	0	**368**	9	0	4	**1**	14	**649**
05:30 PM	1	234	0	0	235	0	0	0	1	**1**	0	293	**1**	0	294	**21**	0	3	0	24	554
05:45 PM	0	245	0	0	245	0	0	0	0	0	0	286	1	0	287	21	0	**5**	0	**26**	558
Total Volume	4	984	0	0	988	0	0	0	1	1	0	1264	2	0	1266	66	0	14	1	81	2336
% App. Total	0.4	99.6	0	0		0	0	0	100		0	99.8	0.2	0		81.5	0	17.3	1.2		
PHF	.500	.928	.000	.000	.925	.000	.000	.000	.250	.250	.000	.859	.500	.000	.860	.786	.000	.700	.250	.779	.900
CARS	4	979	0	0	983	0	0	0	1	1	0	1260	2	0	1262	66	0	14	1	81	2327
% CARS	100	99.5	0	0	99.5	0	0	0	100	100	0	99.7	100	0	99.7	100	0	100	100	100	99.6
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
% BUSES	0	0.5	0	0	0.5	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.4



High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 4

Groups Printed- CARS

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	239	0	0	239	0	0	0	2	2	0	285	0	2	287	17	0	4	0	21	549
04:15 PM	1	241	0	0	242	0	0	0	1	1	0	233	0	0	233	11	0	1	3	15	491
04:30 PM	0	240	0	0	240	0	0	0	2	2	0	274	0	2	276	14	0	6	2	22	540
04:45 PM	5	224	0	0	229	0	0	0	0	0	5	287	1	0	293	12	0	3	0	15	537
Total	6	944	0	0	950	0	0	0	5	5	5	1079	1	4	1089	54	0	14	5	73	2117
05:00 PM	1	239	0	0	240	0	0	0	0	0	0	316	0	0	316	15	0	2	0	17	573
05:15 PM	2	264	0	0	266	0	0	0	0	0	0	368	0	0	368	9	0	4	1	14	648
05:30 PM	1	233	0	0	234	0	0	0	1	1	0	291	1	0	292	21	0	3	0	24	551
05:45 PM	0	243	0	0	243	0	0	0	0	0	0	285	1	0	286	21	0	5	0	26	555
Total	4	979	0	0	983	0	0	0	1	1	0	1260	2	0	1262	66	0	14	1	81	2327
Grand Total	10	1923	0	0	1933	0	0	0	6	6	5	2339	3	4	2351	120	0	28	6	154	4444
Apprch %	0.5	99.5	0	0		0	0	0	100		0.2	99.5	0.1	0.2		77.9	0	18.2	3.9		
Total %	0.2	43.3	0	0	43.5	0	0	0	0.1	0.1	0.1	52.6	0.1	0.1	52.9	2.7	0	0.6	0.1	3.5	

High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 5

Groups Printed- TRUCKS

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 6

Groups Printed- BUSES

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	14	0	0	14	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	17
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Grand Total	0	19	0	0	19	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	26
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	73.1	0	0	73.1	0	0	0	0	0	0	26.9	0	0	26.9	0	0	0	0	0	

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Location 1
Saturday February 11th, 2023
~~Norwalk~~, CT
Stamford

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	219	0	0	219	0	0	0	2	2	0	210	0	1	211	7	0	2	1	10	442
11:15 AM	2	197	0	0	199	0	0	0	0	0	0	201	0	0	201	13	0	2	1	16	416
11:30 AM	3	241	0	0	244	0	0	0	0	0	0	254	0	0	254	8	0	5	0	13	511
11:45 AM	1	222	0	0	223	0	0	0	2	2	0	219	2	0	221	5	0	2	0	7	453
Total	6	879	0	0	885	0	0	0	4	4	0	884	2	1	887	33	0	11	2	46	1822
12:00 PM	1	233	0	0	234	0	0	0	0	0	0	231	0	1	232	9	0	2	1	12	478
12:15 PM	2	223	0	0	225	0	0	0	0	0	0	181	0	0	181	8	0	4	0	12	418
12:30 PM	2	218	0	0	220	0	0	0	1	1	0	238	0	0	238	11	0	0	4	15	474
12:45 PM	1	239	0	0	240	0	0	0	0	0	0	235	0	0	235	11	0	0	0	11	486
Total	6	913	0	0	919	0	0	0	1	1	0	885	0	1	886	39	0	6	5	50	1856
Grand Total	12	1792	0	0	1804	0	0	0	5	5	0	1769	2	2	1773	72	0	17	7	96	3678
Apprch %	0.7	99.3	0	0		0	0	0	100		0	99.8	0.1	0.1		75	0	17.7	7.3		
Total %	0.3	48.7	0	0	49	0	0	0	0.1	0.1	0	48.1	0.1	0.1	48.2	2	0	0.5	0.2	2.6	
CARS	12	1785	0	0	1797	0	0	0	5	5	0	1763	2	2	1767	72	0	17	7	96	3665
% CARS	100	99.6	0	0	99.6	0	0	0	100	100	0	99.7	100	100	99.7	100	0	100	100	100	99.6
TRUCKS	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
BUSES	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
% BUSES	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3

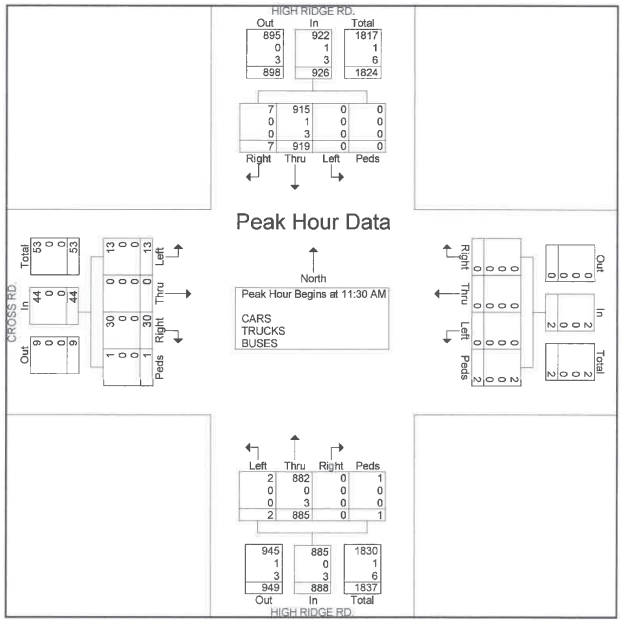
High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 3

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	**3**	**241**	0	0	**244**	0	0	0	0	0	0	**254**	0	0	**254**	8	0	**5**	0	**13**	**511**
11:45 AM	1	222	0	0	223	0	0	0	**2**	**2**	0	219	**2**	0	221	5	0	2	0	7	453
12:00 PM	1	233	0	0	234	0	0	0	0	0	0	231	0	**1**	232	**9**	0	2	**1**	12	478
12:15 PM	2	223	0	0	225	0	0	0	0	0	0	181	0	0	181	8	0	4	0	12	418
Total Volume	7	919	0	0	926	0	0	0	2	2	0	885	2	1	888	30	0	13	1	44	1860
% App. Total	0.8	99.2	0	0		0	0	0	100		0	99.7	0.2	0.1		68.2	0	29.5	2.3		
PHF	.583	.953	.000	.000	.949	.000	.000	.000	.250	.250	.000	.871	.250	.250	.874	.833	.000	.650	.250	.846	.910
CARS	7	915	0	0	922	0	0	0	2	2	0	882	2	1	885	30	0	13	1	44	1853
% CARS	100	99.6	0	0	99.6	0	0	0	100	100	0	99.7	100	100	99.7	100	0	100	100	100	99.6
TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
BUSES	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% BUSES	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3



High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 4

Groups Printed- CARS

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	217	0	0	217	0	0	0	2	2	0	209	0	1	210	7	0	2	1	10	439
11:15 AM	2	197	0	0	199	0	0	0	0	0	0	201	0	0	201	13	0	2	1	16	416
11:30 AM	3	240	0	0	243	0	0	0	0	0	0	252	0	0	252	8	0	5	0	13	508
11:45 AM	1	221	0	0	222	0	0	0	2	2	0	219	2	0	221	5	0	2	0	7	452
Total	6	875	0	0	881	0	0	0	4	4	0	881	2	1	884	33	0	11	2	46	1815
12:00 PM	1	231	0	0	232	0	0	0	0	0	0	230	0	1	231	9	0	2	1	12	475
12:15 PM	2	223	0	0	225	0	0	0	0	0	0	181	0	0	181	8	0	4	0	12	418
12:30 PM	2	217	0	0	219	0	0	0	1	1	0	237	0	0	237	11	0	0	4	15	472
12:45 PM	1	239	0	0	240	0	0	0	0	0	0	234	0	0	234	11	0	0	0	11	485
Total	6	910	0	0	916	0	0	0	1	1	0	882	0	1	883	39	0	6	5	50	1850
Grand Total	12	1785	0	0	1797	0	0	0	5	5	0	1763	2	2	1767	72	0	17	7	96	3665
Apprch %	0.7	99.3	0	0		0	0	0	100		0	99.8	0.1	0.1		75	0	17.7	7.3		
Total %	0.3	48.7	0	0	49	0	0	0	0.1	0.1	0	48.1	0.1	0.1	48.2	2	0	0.5	0.2	2.6	

High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 5

Groups Printed- TRUCKS

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	66.7	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	

High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

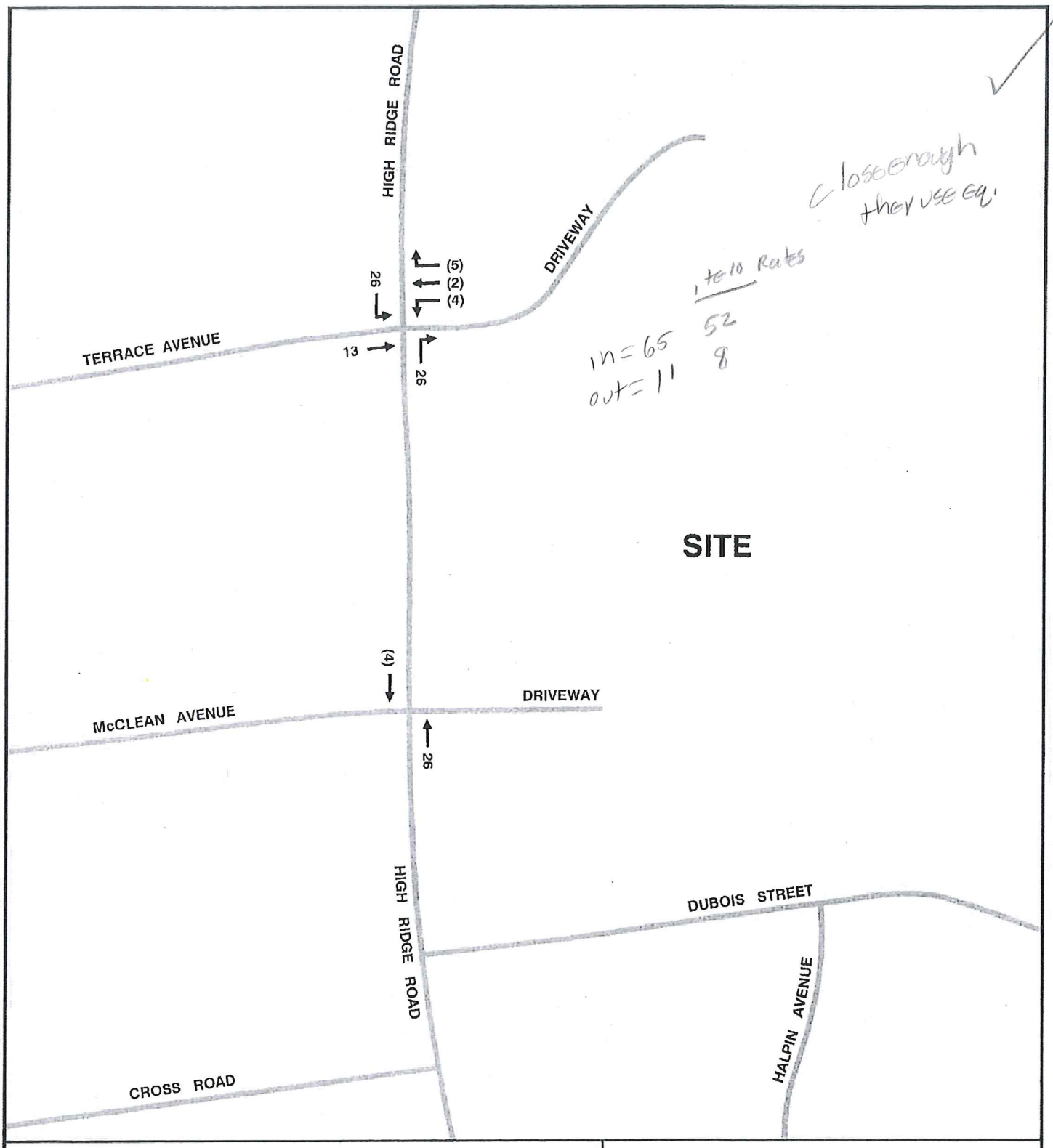
TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 6

Groups Printed- BUSES

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Grand Total	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

#	Address	Name	Source	Notes
1	225 High Ridge Road	Goddard School	CTDOT - Traffic Access and Impact Study, Frederick P Clark Associates, Inc, December 2018	
2	3 Cold Spring Road	3 Restaurants	Stamford TTP - estimated	
NOT INCLUDED				
	201 High Ridge Road	Office + Senior Adult Housing Development	CTDOT - Traffic Access and Impact Study, Frederick P Clark Associates, Inc, December 2018	Was open by the time the counts were conducted
	110 High Ridge Road	Whole Foods	Stamford TTP - estimated	Will not be open untill Q1 of 2024



Closeenough therwise eq.

, te 10 Rates

in = 65 52
out = 11 8

REOCCUPANCY OF
225 HIGH RIDGE ROAD
VACANT SPACE TRAFFIC:
Enter 65
Exit (11)
Total 76 Vehicle Trip Ends

NOTE:
The Future Site Traffic
Directional Distribution was used.

REOCCUPANCY OF 225 HIGH RIDGE ROAD
VACANT SPACE TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

PROPOSED REDEVELOPMENT
201 High Ridge Road
Stamford, Connecticut

N

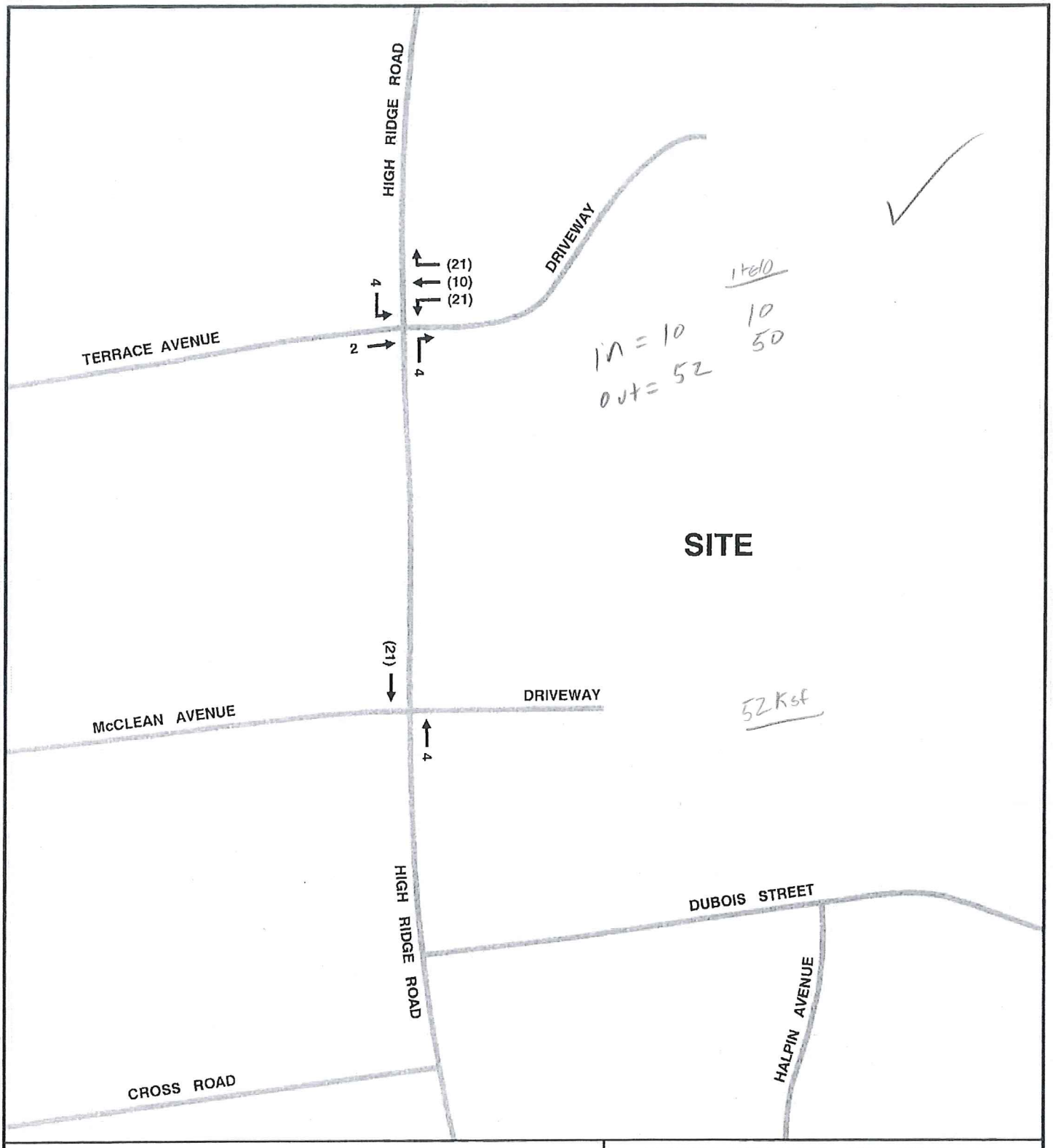
FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Not to Scale

9

12/4/18

File: G:\801.125 201 High Ridge Rd, Stamford\Autocad\High Ridge Figures.dwg



1 held
10
50

IN = 10
OUT = 52

52 Ksf

REOCCUPANCY OF
225 HIGH RIDGE ROAD
VACANT SPACE TRAFFIC:
Enter 10
Exit (52)
Total 62 Vehicle Trip Ends

NOTE:
The Future Site Traffic
Directional Distribution was used.

REOCCUPANCY OF 225 HIGH RIDGE ROAD
VACANT SPACE TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

PROPOSED REDEVELOPMENT
201 High Ridge Road
Stamford, Connecticut

N

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Not to Scale

10

12/4/18

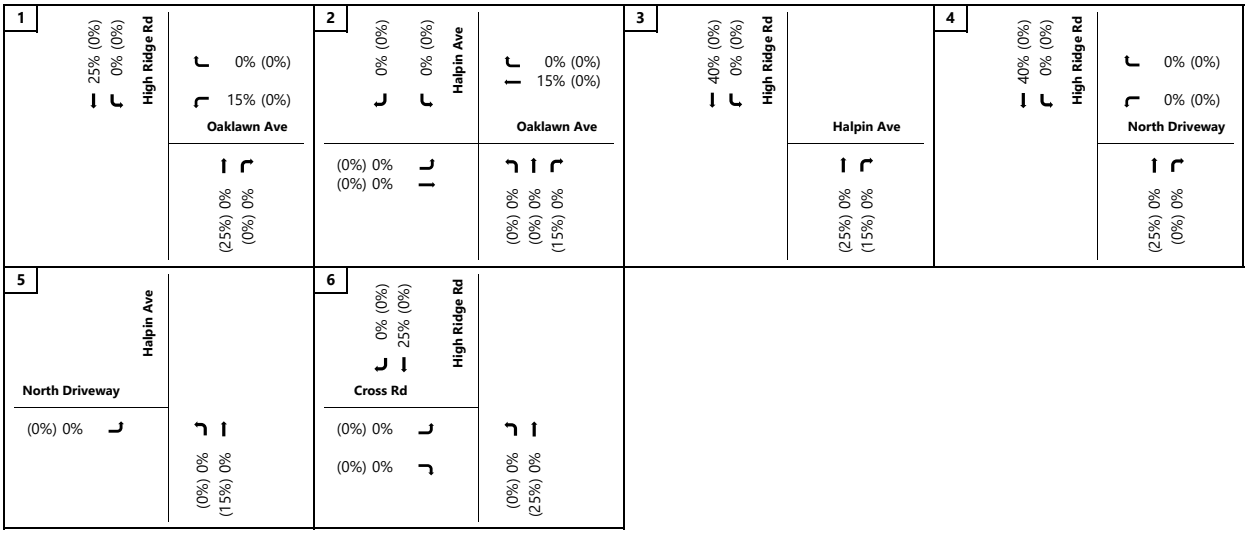
File: G:\801.125 201 High Ridge Rd, Stamford\Autocad\High Ridge Figures.dwg

Land Use as Listed in ITE[1]		Units[2]	Weekday PM Peak Hour (Peak Hour of Adjacent Street Traffic)					Saturday Peak Hour (Peak Hour of Generator)				
			PM Rate	In:Out Percentage	In	Out	Total	PM Rate	In:Out Percentage	In	Out	Total
Background Projects - Cold Spring Road between Long Ridge Road and High Ridge Road												
932	High-Turnover (Sit-Down) Restaurant	7.91 KSF	9.05	0.61 : 0.39	44	28	72	11.19	0.51 : 0.49	45	43	88

Notes:

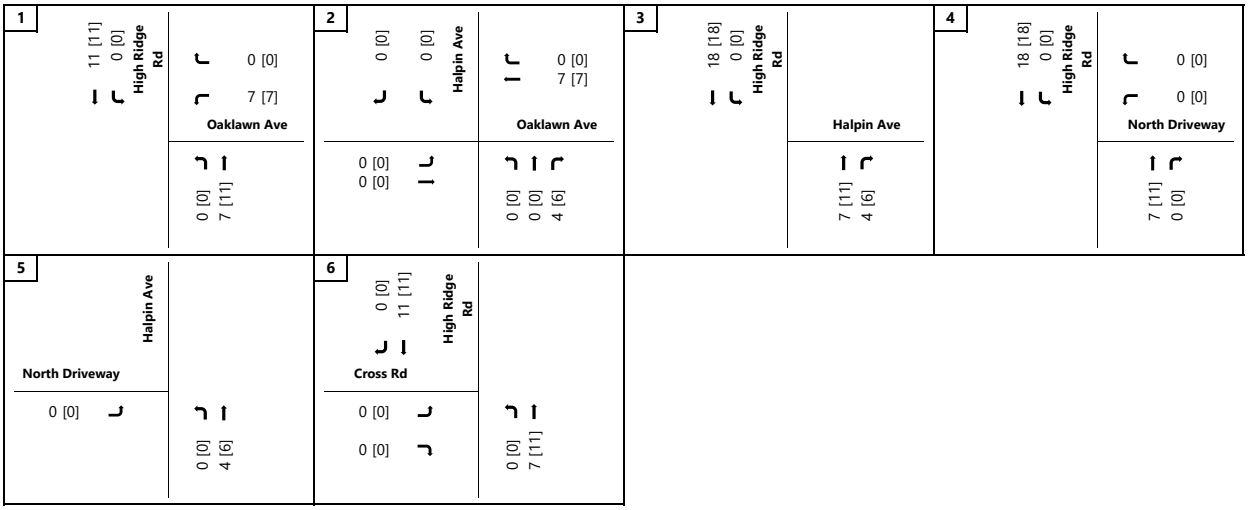
1. Trip Generation, 11th Edition, Institute of Transportation Engineers

2. KSF = Thousand Square Feet Gross Floor Area



LEGEND

⇦ X (Y) = Inbound (Outbound) Distribution



LEGEND

X [Y] = Weekday PM[Saturday MID]
Peak Hour Turning
Movements

LEVEL OF SERVICE
FOR
SIGNALIZED INTERSECTIONS
(MOTORIZED VEHICLE MODE)

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

LEVEL-OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS
MOTORIZED VEHICLE MODE

LOS By Volume-to-Capacity Ratio[1]		CONTROL DELAY (s/veh)
v/c ≤ 1.0	v/c > 1.0	
A	F	≤ 10
B	F	> 10 AND ≤ 20
C	F	> 20 AND ≤ 35
D	F	> 35 AND ≤ 55
E	F	> 55 AND ≤ 80
F	F	> 80

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

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

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

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

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

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

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

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

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

LEVEL OF SERVICE
FOR TWO-WAY
STOP SIGN CONTROLLED INTERSECTIONS

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

LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS	
LOS[1]	**CONTROL DELAY (s/veh)**
A	**≤ 10**
B	**> 10 AND ≤ 15**
C	**> 15 AND ≤ 25**
D	**> 25 AND ≤ 35**
E	**> 35 AND ≤ 50**
F	**> 50**

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

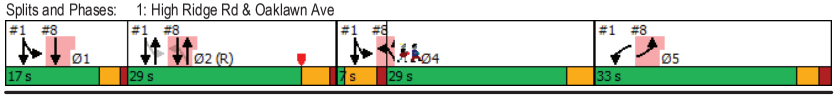
Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	287	98	1318	6	199	847			
Future Volume (vph)	287	98	1318	6	199	847			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Frt	0.962		0.999						
Flt Protected	0.964				0.950				
Satd. Flow (prot)	3418	0	3606	0	1805	3610			
Flt Permitted	0.964				0.079				
Satd. Flow (perm)	3418	0	3606	0	150	3610			
Right Turn on Red		No		Yes					
Satd. Flow (RTOR)									
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97			
Adj. Flow (vph)	296	101	1359	6	205	873			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	397	0	1365	0	205	873			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position(ft)	-10		0		0	-10			
Detector 1 Size(ft)	6		25		6	6			
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position(ft)	4				12				
Detector 2 Size(ft)	6				6				
Detector 2 Type	Cl+Ex				Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position(ft)					24				
Detector 3 Size(ft)					6				
Detector 3 Type					Cl+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot		NA		D.P+P	NA			
Protected Phases	5		2		1 3	1 2 3	1	3	4
Permitted Phases					2				
Detector Phase	5		2		1 3	1 2 3			
Switch Phase									
Minimum Initial (s)	7.0		15.0				3.0	1.0	1.0
Minimum Split (s)	11.9		20.0				7.0	7.0	29.0
Total Split (s)	33.0		29.0				17.0	7.0	29.0
Total Split (%)	28.7%		25.2%				15%	6%	25%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	28.1		24.0				13.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Act Effct Green (s)	19.5		54.1		72.8	80.8			
Actuated g/C Ratio	0.17		0.47		0.63	0.70			
v/c Ratio	0.68		0.80		0.59	0.34			
Control Delay	50.5		32.6		24.2	1.3			
Queue Delay	0.4		0.3		1.7	0.1			
Total Delay	50.9		33.0		25.9	1.4			
LOS	D		C		C	A			
Approach Delay	50.9		33.0			6.1			
Approach LOS	D		C			A			
Queue Length 50th (ft)	143		408		28	7			
Queue Length 95th (ft)	181		#940		129	20			
Internal Link Dist (ft)	210		160			132			
Turn Bay Length (ft)									
Base Capacity (vph)	835		1696		357	2526			
Starvation Cap Reductn	0		0		55	593			
Spillback Cap Reductn	137		62		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.57		0.84		0.68	0.45			

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: High Ridge Rd & Oaklawn Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	204	0	0	314	6	21	3	436	5	0	3
Future Volume (vph)	0	204	0	0	314	6	21	3	436	5	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.872			0.949	
Flt Protected								0.998			0.970	
Satd. Flow (prot)	0	1900	0	0	1896	0	0	1653	0	0	1749	0
Flt Permitted								0.998			0.970	
Satd. Flow (perm)	0	1900	0	0	1896	0	0	1653	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			240			230			214	
Travel Time (s)		6.6			5.5			5.2			4.9	
Confl. Peds. (#/hr)	4		1	1		4	1		2	2		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	213	0	0	327	6	22	3	454	5	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	333	0	0	479	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	204	0	0	314	6	21	3	436	5	0	3
Future Vol, veh/h	0	204	0	0	314	6	21	3	436	5	0	3
Conflicting Peds, #/hr	4	0	1	1	0	4	1	0	2	2	0	1
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	213	0	0	327	6	22	3	454	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	337	0	-	-	-	0	546	550	215	778	547	335
Stage 1	-	-	-	-	-	-	213	213	-	334	334	-
Stage 2	-	-	-	-	-	-	333	337	-	444	213	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1234	-	0	0	-	-	452	446	830	316	447	712
Stage 1	-	-	0	0	-	-	794	730	-	684	647	-
Stage 2	-	-	0	0	-	-	685	645	-	597	730	-
Platoon blocked, %		-				-	-					
Mov Cap-1 Maneuver	1229	-	-	-	-	-	450	444	828	141	445	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	450	444	-	141	445	-
Stage 1	-	-	-	-	-	-	794	730	-	681	644	-
Stage 2	-	-	-	-	-	-	681	642	-	268	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16.2	23.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	793	1229	-	-	-	202
HCM Lane V/C Ratio	0.604	-	-	-	-	0.041
HCM Control Delay (s)	16.2	0	-	-	-	23.6
HCM Lane LOS	C	A	-	-	-	C
HCM 95th %tile Q(veh)	4.1	0	-	-	-	0.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1341	326	81	1036
Future Volume (vph)	0	0	1341	326	81	1036
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	75	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.971			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3505	0	0	5166
Flt Permitted						0.996
Satd. Flow (perm)	0	0	3505	0	0	5166
Link Speed (mph)	30		30			30
Link Distance (ft)	187		292			394
Travel Time (s)	4.3		6.6			9.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1382	336	84	1068
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1718	0	0	1152
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	10	1314	16	13	1121
Future Volume (vph)	5	10	1314	16	13	1121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.910		0.998			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1701	0	3603	0	0	5182
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1701	0	3603	0	0	5182
Link Speed (mph)	30		30			30
Link Distance (ft)	145		228			240
Travel Time (s)	3.3		5.2			5.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	10	1369	17	14	1168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	1386	0	0	1182
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	1314	16	13	1121
Future Vol, veh/h	5	10	1314	16	13	1121
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	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	10	1369	17	14	1168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1873	693	0	0	1386	0
Stage 1	1378	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	85	390	-	-	500	-
Stage 1	199	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	78	390	-	-	500	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.8	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	500	-
HCM Lane V/C Ratio	-	-	0.094	0.027	-
HCM Control Delay (s)	-	-	28.8	12.4	0.3
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	0	10	393	0	0
Future Volume (vph)	19	0	10	393	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1805	0	0	1898	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1805	0	0	1898	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Confl. Peds. (#/hr)		1	1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	21	0	11	432	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	443	0	0
Sign Control	Stop			Free	Stop	

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	0	10	393	0	0
Future Vol, veh/h	19	0	10	393	0	0
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Stop	Stop	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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	0	11	432	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	455	-	1	0
Stage 1	1	-	-	-
Stage 2	454	-	-	-
Critical Hdwy	6.4	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-
Follow-up Hdwy	3.5	-	2.2	-
Pot Cap-1 Maneuver	567	0	1635	-
Stage 1	-	0	-	-
Stage 2	644	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	561	-	1633	-
Mov Cap-2 Maneuver	561	-	-	-
Stage 1	-	-	-	-
Stage 2	643	-	-	-

Approach	EB	NB
HCM Control Delay, s	11.7	0.2
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1633	-	561
HCM Lane V/C Ratio	0.007	-	0.037
HCM Control Delay (s)	7.2	0	11.7
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations									
Traffic Volume (vph)	14	66	2	1413	980	4			
Future Volume (vph)	14	66	2	1413	980	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0			100			
Storage Lanes	1	0	0			0			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor				1.00	1.00				
Frt	0.889				0.999				
Flt Protected	0.991								
Satd. Flow (prot)	1674	0	0	3610	5181	0			
Flt Permitted	0.991			0.954					
Satd. Flow (perm)	1674	0	0	3444	5181	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	73								
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Confl. Peds. (#/hr)			1			1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	16	73	2	1570	1089	4			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	89	0	0	1572	1093	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position(ft)	-6		0	0	0				
Detector 1 Size(ft)	6		20	6	25				
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	6								
Detector 2 Size(ft)	6								
Detector 2 Type	Cl+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position(ft)	18								
Detector 3 Size(ft)	6								
Detector 3 Type	Cl+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position(ft)	314								
Detector 4 Size(ft)	6								
Detector 4 Type	Cl+Ex								
Detector 4 Channel									

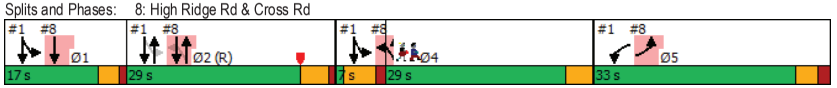
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot		custom	NA	NA				
Protected Phases	5		3	2 3	1 2		1	2	4
Permitted Phases			2						
Detector Phase	5		3	2 3	1 2				
Switch Phase									
Minimum Initial (s)	7.0		1.0				3.0	15.0	1.0
Minimum Split (s)	11.9		7.0				7.0	20.0	29.0
Total Split (s)	33.0		7.0				17.0	29.0	29.0
Total Split (%)	28.7%		6.1%				15%	25%	25%
Maximum Green (s)	28.1		1.0				13.0	24.0	25.0
Yellow Time (s)	3.0		4.7				3.0	4.0	4.0
All-Red Time (s)	1.9		1.3				1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead/Lag			Lead				Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Act Effct Green (s)	19.5			56.1	73.8				
Actuated g/C Ratio	0.17			0.49	0.64				
v/c Ratio	0.26			0.93	0.33				
Control Delay	13.8			21.1	12.4				
Queue Delay	0.0			0.0	0.0				
Total Delay	13.8			21.1	12.4				
LOS	B			C	B				
Approach Delay	13.8			21.1	12.4				
Approach LOS	B			C	B				
Queue Length 50th (ft)	10			62	104				
Queue Length 95th (ft)	51			#1005	276				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	464			1683	3310				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	1			0	30				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.19			0.93	0.33				

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	

Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: High Ridge Rd & Cross Rd

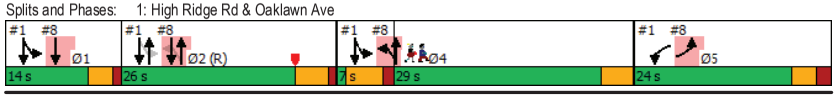


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	322	64	906	3	126	899			
Future Volume (vph)	322	64	906	3	126	899			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Frt	0.975								
Flt Protected	0.960				0.950				
Satd. Flow (prot)	3382	0	3539	0	1770	3539			
Flt Permitted	0.960				0.155				
Satd. Flow (perm)	3382	0	3539	0	289	3539			
Right Turn on Red		No		Yes					
Satd. Flow (RTOR)									
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Adj. Flow (vph)	343	68	964	3	134	956			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	411	0	967	0	134	956			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position(ft)	-10		0		0	-10			
Detector 1 Size(ft)	6		25		6	6			
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position(ft)	4				12				
Detector 2 Size(ft)	6				6				
Detector 2 Type	Cl+Ex				Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position(ft)					24				
Detector 3 Size(ft)					6				
Detector 3 Type					Cl+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot		NA		D.P+P	NA			
Protected Phases	5		2		1 3	1 2 3	1	3	4
Permitted Phases					2				
Detector Phase	5		2		1 3	1 2 3			
Switch Phase									
Minimum Initial (s)	7.0		15.0				3.0	1.0	1.0
Minimum Split (s)	11.9		20.0				7.0	7.0	29.0
Total Split (s)	24.0		26.0				14.0	7.0	29.0
Total Split (%)	24.0%		26.0%				14%	7%	29%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	19.1		21.0				10.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	16.5		42.7		60.8	68.8			
Actuated g/C Ratio	0.16		0.43		0.61	0.69			
v/c Ratio	0.74		0.64		0.31	0.39			
Control Delay	47.9		28.5		11.2	1.7			
Queue Delay	0.0		0.1		0.3	0.1			
Total Delay	47.9		28.6		11.5	1.7			
LOS	D		C		B	A			
Approach Delay	47.9		28.6			2.9			
Approach LOS	D		C			A			
Queue Length 50th (ft)	128		238		1	11			
Queue Length 95th (ft)	176		#544		74	46			
Internal Link Dist (ft)	210		160			132			
Turn Bay Length (ft)									
Base Capacity (vph)	651		1511		429	2436			
Starvation Cap Reductn	0		0		60	384			
Spillback Cap Reductn	0		55		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.63		0.66		0.36	0.47			

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: High Ridge Rd & Oaklawn Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	130	0	0	355	6	18	5	289	5	0	2
Future Volume (vph)	2	130	0	0	355	6	18	5	289	5	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.875			0.961	
Flt Protected		0.999						0.997			0.966	
Satd. Flow (prot)	0	1861	0	0	1859	0	0	1625	0	0	1729	0
Flt Permitted		0.999						0.997			0.966	
Satd. Flow (perm)	0	1861	0	0	1859	0	0	1625	0	0	1729	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			240			230			214	
Travel Time (s)		6.6			5.5			5.2			4.9	
Confl. Peds. (#/hr)	1					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
Adj. Flow (vph)	2	141	0	0	386	7	20	5	314	5	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	393	0	0	339	0	0	7	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.5%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	130	0	0	355	6	18	5	289	5	0	2
Future Vol, veh/h	2	130	0	0	355	6	18	5	289	5	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	141	0	0	386	7	20	5	314	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	394	0	-	-	-	0	536	539	141	696	536	391
Stage 1	-	-	-	-	-	-	145	145	-	391	391	-
Stage 2	-	-	-	-	-	-	391	394	-	305	145	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1165	-	0	0	-	-	455	449	907	356	451	658
Stage 1	-	-	0	0	-	-	858	777	-	633	607	-
Stage 2	-	-	0	0	-	-	633	605	-	705	777	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1164	-	-	-	-	-	453	448	907	230	450	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	448	-	230	450	-
Stage 1	-	-	-	-	-	-	856	775	-	631	606	-
Stage 2	-	-	-	-	-	-	631	604	-	457	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	12.1	18.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	844	1164	-	-	-	282
HCM Lane V/C Ratio	0.402	0.002	-	-	-	0.027
HCM Control Delay (s)	12.1	8.1	0	-	-	18.1
HCM Lane LOS	B	A	A	-	-	C
HCM 95th %tile Q(veh)	2	0	-	-	-	0.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	915	248	61	1157
Future Volume (vph)	0	0	915	248	61	1157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	75	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.968			
Flt Protected						0.997
Satd. Flow (prot)	0	0	3426	0	0	5070
Flt Permitted						0.997
Satd. Flow (perm)	0	0	3426	0	0	5070
Link Speed (mph)	30		30			30
Link Distance (ft)	187		292			394
Travel Time (s)	4.3		6.6			9.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	984	267	66	1244
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1251	0	0	1310
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	10	899	8	6	1215
Future Volume (vph)	4	10	899	8	6	1215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.901		0.999			
Flt Protected	0.987					
Satd. Flow (prot)	1657	0	3536	0	0	5085
Flt Permitted	0.987					
Satd. Flow (perm)	1657	0	3536	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	145		228			240
Travel Time (s)	3.3		5.2			5.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	11	956	9	6	1293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	965	0	0	1299
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	10	899	8	6	1215
Future Vol, veh/h	4	10	899	8	6	1215
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	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	11	956	9	6	1293

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1490	483	0	0	965	0
Stage 1	961	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	141	530	-	-	709	-
Stage 1	324	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	530	-	-	709	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	291	709	-
HCM Lane V/C Ratio	-	-	0.051	0.009	-
HCM Control Delay (s)	-	-	18	10.1	0.1
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	0	12	314	0	0
Future Volume (vph)	16	0	12	314	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1770	0	0	1859	0	0
Flt Permitted	0.950			0.998		
Satd. Flow (perm)	1770	0	0	1859	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Confl. Peds. (#/hr)		1	2			2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	18	0	14	361	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	375	0	0
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	0	12	314	0	0
Future Vol, veh/h	16	0	12	314	0	0
Conflicting Peds, #/hr	0	1	2	0	0	2
Sign Control	Stop	Stop	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	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	14	361	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	391	-	2	0
Stage 1	2	-	-	-
Stage 2	389	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	613	0	1620	-
Stage 1	-	0	-	-
Stage 2	685	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	604	-	1617	-
Mov Cap-2 Maneuver	604	-	-	-
Stage 1	-	-	-	-
Stage 2	684	-	-	-

Approach	EB	NB
HCM Control Delay, s	11.1	0.3
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1617	-	604
HCM Lane V/C Ratio	0.009	-	0.03
HCM Control Delay (s)	7.2	0	11.1
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations									
Traffic Volume (vph)	13	30	2	968	994	7			
Future Volume (vph)	13	30	2	968	994	7			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0			100			
Storage Lanes	1	0	0			0			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor	0.99			1.00	1.00				
Frt	0.905				0.999				
Flt Protected	0.985								
Satd. Flow (prot)	1645	0	0	3539	5079	0			
Flt Permitted	0.985			0.954					
Satd. Flow (perm)	1645	0	0	3376	5079	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	33				1				
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Confl. Peds. (#/hr)		1	1			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			
Adj. Flow (vph)	14	33	2	1064	1092	8			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	47	0	0	1066	1100	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position(ft)	-6		0	0	0				
Detector 1 Size(ft)	6		20	6	25				
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	6								
Detector 2 Size(ft)	6								
Detector 2 Type	Cl+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position(ft)	18								
Detector 3 Size(ft)	6								
Detector 3 Type	Cl+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position(ft)	314								
Detector 4 Size(ft)	6								
Detector 4 Type	Cl+Ex								
Detector 4 Channel									

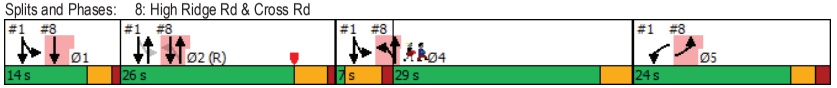
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot		custom	NA	NA				
Protected Phases	5		3	2 3	1 2		1	2	4
Permitted Phases			2						
Detector Phase	5		3	2 3	1 2				
Switch Phase									
Minimum Initial (s)	7.0		1.0				3.0	15.0	1.0
Minimum Split (s)	11.9		7.0				7.0	20.0	29.0
Total Split (s)	24.0		7.0				14.0	26.0	29.0
Total Split (%)	24.0%		7.0%				14%	26%	29%
Maximum Green (s)	19.1		1.0				10.0	21.0	25.0
Yellow Time (s)	3.0		4.7				3.0	4.0	4.0
All-Red Time (s)	1.9		1.3				1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead/Lag			Lead				Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	16.5			44.7	61.8				
Actuated g/C Ratio	0.16			0.45	0.62				
v/c Ratio	0.16			0.71	0.35				
Control Delay	17.5			12.2	12.2				
Queue Delay	0.0			0.0	0.0				
Total Delay	17.5			12.2	12.2				
LOS	B			B	B				
Approach Delay	17.5			12.2	12.2				
Approach LOS	B			B	B				
Queue Length 50th (ft)	8			30	97				
Queue Length 95th (ft)	39			#524	253				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	343			1512	3141				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	0			0	0				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.14			0.71	0.35				

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	

Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 42.2%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: High Ridge Rd & Cross Rd

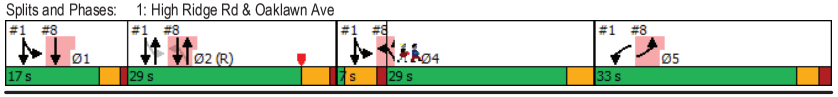


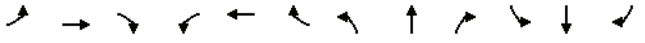
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	296	103	1325	8	199	859			
Future Volume (vph)	296	103	1325	8	199	859			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Frt	0.961		0.999						
Flt Protected	0.964				0.950				
Satd. Flow (prot)	3415	0	3606	0	1805	3610			
Flt Permitted	0.964				0.080				
Satd. Flow (perm)	3415	0	3606	0	152	3610			
Right Turn on Red		No		Yes					
Satd. Flow (RTOR)									
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97			
Adj. Flow (vph)	305	106	1366	8	205	886			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	411	0	1374	0	205	886			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position(ft)	-10		0		0	-10			
Detector 1 Size(ft)	6		25		6	6			
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position(ft)	4				12				
Detector 2 Size(ft)	6				6				
Detector 2 Type	Cl+Ex				Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position(ft)					24				
Detector 3 Size(ft)					6				
Detector 3 Type					Cl+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot		NA		D.P+P	NA			
Protected Phases	5		2		1 3	1 2 3	1	3	4
Permitted Phases					2				
Detector Phase	5		2		1 3	1 2 3			
Switch Phase									
Minimum Initial (s)	7.0		15.0				3.0	1.0	1.0
Minimum Split (s)	11.9		20.0				7.0	7.0	29.0
Total Split (s)	33.0		29.0				17.0	7.0	29.0
Total Split (%)	28.7%		25.2%				15%	6%	25%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	28.1		24.0				13.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Act Effct Green (s)	20.0		53.4		72.3	80.3			
Actuated g/C Ratio	0.17		0.46		0.63	0.70			
v/c Ratio	0.69		0.82		0.58	0.35			
Control Delay	50.4		33.8		24.1	1.4			
Queue Delay	0.5		0.5		1.6	0.1			
Total Delay	50.9		34.3		25.6	1.5			
LOS	D		C		C	A			
Approach Delay	50.9		34.3			6.0			
Approach LOS	D		C			A			
Queue Length 50th (ft)	148		419		27	7			
Queue Length 95th (ft)	187		#947		#138	20			
Internal Link Dist (ft)	210		160			132			
Turn Bay Length (ft)									
Base Capacity (vph)	834		1673		361	2511			
Starvation Cap Reductn	0		0		55	568			
Spillback Cap Reductn	139		66		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.59		0.86		0.67	0.46			

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: High Ridge Rd & Oaklawn Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	206	0	0	319	6	30	3	439	5	0	3
Future Volume (vph)	0	206	0	0	319	6	30	3	439	5	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.874			0.949	
Flt Protected								0.997			0.970	
Satd. Flow (prot)	0	1900	0	0	1896	0	0	1656	0	0	1749	0
Flt Permitted								0.997			0.970	
Satd. Flow (perm)	0	1900	0	0	1896	0	0	1656	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			240			230			214	
Travel Time (s)		6.6			5.5			5.2			4.9	
Confl. Peds. (#/hr)	4		1	1		4	1		2	2		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	215	0	0	332	6	31	3	457	5	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	338	0	0	491	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	206	0	0	319	6	30	3	439	5	0	3
Future Vol, veh/h	0	206	0	0	319	6	30	3	439	5	0	3
Conflicting Peds, #/hr	4	0	1	1	0	4	1	0	2	2	0	1
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	215	0	0	332	6	31	3	457	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	-	-	-	0	553	557	217	786	554	340
Stage 1	-	-	-	-	-	-	215	215	-	339	339	-
Stage 2	-	-	-	-	-	-	338	342	-	447	215	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1228	-	0	0	-	-	447	442	828	312	443	707
Stage 1	-	-	0	0	-	-	792	729	-	680	643	-
Stage 2	-	-	0	0	-	-	681	642	-	595	729	-
Platoon blocked, %		-				-	-					
Mov Cap-1 Maneuver	1223	-	-	-	-	-	445	440	826	138	441	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	440	-	138	441	-
Stage 1	-	-	-	-	-	-	792	729	-	677	640	-
Stage 2	-	-	-	-	-	-	677	639	-	264	729	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	17.2	24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	779	1223	-	-	-	198
HCM Lane V/C Ratio	0.631	-	-	-	-	0.042
HCM Control Delay (s)	17.2	0	-	-	-	24
HCM Lane LOS	C	A	-	-	-	C
HCM 95th %tile Q(veh)	4.6	0	-	-	-	0.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1343	331	81	1043
Future Volume (vph)	0	0	1343	331	81	1043
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	75	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.970			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3502	0	0	5166
Flt Permitted						0.996
Satd. Flow (perm)	0	0	3502	0	0	5166
Link Speed (mph)	30		30			30
Link Distance (ft)	187		292			394
Travel Time (s)	4.3		6.6			9.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1385	341	84	1075
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1726	0	0	1159
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	19	1314	18	29	1126
Future Volume (vph)	7	19	1314	18	29	1126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.900		0.998			
Flt Protected	0.987					0.999
Satd. Flow (prot)	1688	0	3603	0	0	5182
Flt Permitted	0.987					0.999
Satd. Flow (perm)	1688	0	3603	0	0	5182
Link Speed (mph)	30		30			30
Link Distance (ft)	145		228			240
Travel Time (s)	3.3		5.2			5.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	7	20	1369	19	30	1173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	1388	0	0	1203
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	19	1314	18	29	1126
Future Vol, veh/h	7	19	1314	18	29	1126
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	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	20	1369	19	30	1173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1908	694	0	0	1388	0
Stage 1	1379	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	81	390	-	-	500	-
Stage 1	199	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	390	-	-	500	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	437	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.1	0	1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	170	500	-
HCM Lane V/C Ratio	-	-	0.159	0.06	-
HCM Control Delay (s)	-	-	30.1	12.7	0.7
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	0	15	393	0	0
Future Volume (vph)	31	0	15	393	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1805	0	0	1896	0	0
Flt Permitted	0.950			0.998		
Satd. Flow (perm)	1805	0	0	1896	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Confl. Peds. (#/hr)		1	1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	34	0	16	432	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	448	0	0
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.5%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	0	15	393	0	0
Future Vol, veh/h	31	0	15	393	0	0
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Stop	Stop	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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	0	16	432	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	465	-	1	0
Stage 1	1	-	-	-
Stage 2	464	-	-	-
Critical Hdwy	6.4	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-
Follow-up Hdwy	3.5	-	2.2	-
Pot Cap-1 Maneuver	559	0	1635	-
Stage 1	-	0	-	-
Stage 2	637	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	551	-	1633	-
Mov Cap-2 Maneuver	551	-	-	-
Stage 1	-	-	-	-
Stage 2	636	-	-	-

Approach	EB	NB
HCM Control Delay, s	12	0.3
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1633	-	551
HCM Lane V/C Ratio	0.01	-	0.062
HCM Control Delay (s)	7.2	0	12
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations									
Traffic Volume (vph)	14	66	2	1425	992	4			
Future Volume (vph)	14	66	2	1425	992	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0			100			
Storage Lanes	1	0	0			0			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor				1.00	1.00				
Frt	0.889				0.999				
Flt Protected	0.991								
Satd. Flow (prot)	1674	0	0	3610	5181	0			
Flt Permitted	0.991			0.954					
Satd. Flow (perm)	1674	0	0	3444	5181	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	73								
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Confl. Peds. (#/hr)			1			1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	16	73	2	1583	1102	4			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	89	0	0	1585	1106	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position(ft)	-6		0	0	0				
Detector 1 Size(ft)	6		20	6	25				
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	6								
Detector 2 Size(ft)	6								
Detector 2 Type	Cl+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position(ft)	18								
Detector 3 Size(ft)	6								
Detector 3 Type	Cl+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position(ft)	314								
Detector 4 Size(ft)	6								
Detector 4 Type	Cl+Ex								
Detector 4 Channel									

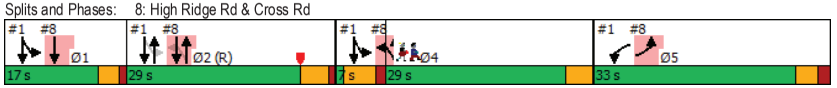
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot		custom	NA	NA				
Protected Phases	5		3	2 3	1 2		1	2	4
Permitted Phases			2						
Detector Phase	5		3	2 3	1 2				
Switch Phase									
Minimum Initial (s)	7.0		1.0				3.0	15.0	1.0
Minimum Split (s)	11.9		7.0				7.0	20.0	29.0
Total Split (s)	33.0		7.0				17.0	29.0	29.0
Total Split (%)	28.7%		6.1%				15%	25%	25%
Maximum Green (s)	28.1		1.0				13.0	24.0	25.0
Yellow Time (s)	3.0		4.7				3.0	4.0	4.0
All-Red Time (s)	1.9		1.3				1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead/Lag			Lead				Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Act Effct Green (s)	20.0			55.4	73.3				
Actuated g/C Ratio	0.17			0.48	0.64				
v/c Ratio	0.25			0.95	0.33				
Control Delay	13.6			23.5	12.7				
Queue Delay	0.0			0.0	0.0				
Total Delay	13.6			23.5	12.7				
LOS	B			C	B				
Approach Delay	13.6			23.5	12.7				
Approach LOS	B			C	B				
Queue Length 50th (ft)	10			65	107				
Queue Length 95th (ft)	51			#1014	283				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	464			1660	3288				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	1			0	43				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.19			0.95	0.34				

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	

Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: High Ridge Rd & Cross Rd

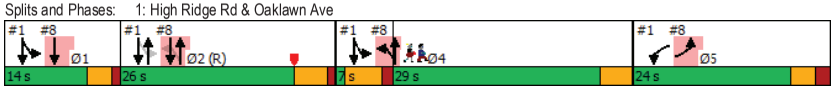


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	336	71	916	7	126	917			
Future Volume (vph)	336	71	916	7	126	917			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Frt	0.974		0.999						
Flt Protected	0.960				0.950				
Satd. Flow (prot)	3379	0	3536	0	1770	3539			
Flt Permitted	0.960				0.140				
Satd. Flow (perm)	3379	0	3536	0	261	3539			
Right Turn on Red		No		Yes					
Satd. Flow (RTOR)			1						
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Adj. Flow (vph)	357	76	974	7	134	976			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	433	0	981	0	134	976			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position(ft)	-10		0		0	-10			
Detector 1 Size(ft)	6		25		6	6			
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position(ft)	4				12				
Detector 2 Size(ft)	6				6				
Detector 2 Type	Cl+Ex				Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position(ft)					24				
Detector 3 Size(ft)					6				
Detector 3 Type					Cl+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot		NA		D.P+P	NA			
Protected Phases	5		2		1 3	1 2 3	1	3	4
Permitted Phases					2				
Detector Phase	5		2		1 3	1 2 3			
Switch Phase									
Minimum Initial (s)	7.0		15.0				3.0	1.0	1.0
Minimum Split (s)	11.9		20.0				7.0	7.0	29.0
Total Split (s)	24.0		26.0				14.0	7.0	29.0
Total Split (%)	24.0%		26.0%				14%	7%	29%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	19.1		21.0				10.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	17.3		41.4		60.0	68.0			
Actuated g/C Ratio	0.17		0.41		0.60	0.68			
v/c Ratio	0.74		0.67		0.32	0.41			
Control Delay	47.3		30.0		12.1	1.8			
Queue Delay	0.0		0.1		0.3	0.1			
Total Delay	47.3		30.1		12.4	1.8			
LOS	D		C		B	A			
Approach Delay	47.3		30.1			3.1			
Approach LOS	D		C			A			
Queue Length 50th (ft)	133		254		1	14			
Queue Length 95th (ft)	185		#560		77	49			
Internal Link Dist (ft)	210		160			132			
Turn Bay Length (ft)									
Base Capacity (vph)	661		1464		422	2408			
Starvation Cap Reductn	0		0		66	327			
Spillback Cap Reductn	0		57		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.66		0.70		0.38	0.47			

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: High Ridge Rd & Oaklawn Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	134	0	0	362	6	32	5	293	5	0	2
Future Volume (vph)	2	134	0	0	362	6	32	5	293	5	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.880			0.961	
Flt Protected		0.999						0.995			0.966	
Satd. Flow (prot)	0	1861	0	0	1859	0	0	1631	0	0	1729	0
Flt Permitted		0.999						0.995			0.966	
Satd. Flow (perm)	0	1861	0	0	1859	0	0	1631	0	0	1729	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			240			230			214	
Travel Time (s)		6.6			5.5			5.2			4.9	
Confl. Peds. (#/hr)	1					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
Adj. Flow (vph)	2	146	0	0	393	7	35	5	318	5	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	400	0	0	358	0	0	7	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	134	0	0	362	6	32	5	293	5	0	2
Future Vol, veh/h	2	134	0	0	362	6	32	5	293	5	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	146	0	0	393	7	35	5	318	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	401	0	-	-	-	0	548	551	146	710	548	398
Stage 1	-	-	-	-	-	-	150	150	-	398	398	-
Stage 2	-	-	-	-	-	-	398	401	-	312	150	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1158	-	0	0	-	-	447	442	901	348	444	652
Stage 1	-	-	0	0	-	-	853	773	-	628	603	-
Stage 2	-	-	0	0	-	-	628	601	-	699	773	-
Platoon blocked, %		-				-	-					
Mov Cap-1 Maneuver	1157	-	-	-	-	-	445	441	901	222	443	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	441	-	222	443	-
Stage 1	-	-	-	-	-	-	851	771	-	626	602	-
Stage 2	-	-	-	-	-	-	626	600	-	448	771	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13	18.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	808	1157	-	-	-	273
HCM Lane V/C Ratio	0.444	0.002	-	-	-	0.028
HCM Control Delay (s)	13	8.1	0	-	-	18.6
HCM Lane LOS	B	A	A	-	-	C
HCM 95th %tile Q(veh)	2.3	0	-	-	-	0.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	918	255	61	1167
Future Volume (vph)	0	0	918	255	61	1167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	75	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.967			
Flt Protected						0.998
Satd. Flow (prot)	0	0	3422	0	0	5075
Flt Permitted						0.998
Satd. Flow (perm)	0	0	3422	0	0	5075
Link Speed (mph)	30		30			30
Link Distance (ft)	187		292			394
Travel Time (s)	4.3		6.6			9.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	987	274	66	1255
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1261	0	0	1321
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	24	899	11	31	1222
Future Volume (vph)	7	24	899	11	31	1222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.894		0.998			
Flt Protected	0.990					0.999
Satd. Flow (prot)	1649	0	3532	0	0	5080
Flt Permitted	0.990					0.999
Satd. Flow (perm)	1649	0	3532	0	0	5080
Link Speed (mph)	30		30			30
Link Distance (ft)	145		228			240
Travel Time (s)	3.3		5.2			5.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	26	956	12	33	1300
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	968	0	0	1333
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	24	899	11	31	1222
Future Vol, veh/h	7	24	899	11	31	1222
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	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	26	956	12	33	1300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1548	484	0	0	968	0
Stage 1	962	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	130	529	-	-	707	-
Stage 1	323	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	529	-	-	707	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	405	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	281	707	-
HCM Lane V/C Ratio	-	-	0.117	0.047	-
HCM Control Delay (s)	-	-	19.5	10.3	0.5
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	34	0	19	314	0	0
Future Volume (vph)	34	0	19	314	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1770	0	0	1857	0	0
Flt Permitted	0.950			0.997		
Satd. Flow (perm)	1770	0	0	1857	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Confl. Peds. (#/hr)		1	2			2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	39	0	22	361	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	383	0	0
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	0	19	314	0	0
Future Vol, veh/h	34	0	19	314	0	0
Conflicting Peds, #/hr	0	1	2	0	0	2
Sign Control	Stop	Stop	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	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	0	22	361	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	407	-	2	0
Stage 1	2	-	-	-
Stage 2	405	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	600	0	1620	-
Stage 1	-	0	-	-
Stage 2	673	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	587	-	1617	-
Mov Cap-2 Maneuver	587	-	-	-
Stage 1	-	-	-	-
Stage 2	672	-	-	-

Approach	EB	NB
HCM Control Delay, s	11.6	0.4
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1617	-	587
HCM Lane V/C Ratio	0.014	-	0.067
HCM Control Delay (s)	7.3	0	11.6
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations									
Traffic Volume (vph)	13	30	2	985	1012	7			
Future Volume (vph)	13	30	2	985	1012	7			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0			100			
Storage Lanes	1	0	0			0			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor	0.99			1.00	1.00				
Frt	0.905				0.999				
Flt Protected	0.985								
Satd. Flow (prot)	1645	0	0	3539	5079	0			
Flt Permitted	0.985			0.954					
Satd. Flow (perm)	1645	0	0	3376	5079	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	33				1				
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Confl. Peds. (#/hr)		1	1			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			
Adj. Flow (vph)	14	33	2	1082	1112	8			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	47	0	0	1084	1120	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position(ft)	-6		0	0	0				
Detector 1 Size(ft)	6		20	6	25				
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	6								
Detector 2 Size(ft)	6								
Detector 2 Type	Cl+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position(ft)	18								
Detector 3 Size(ft)	6								
Detector 3 Type	Cl+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position(ft)	314								
Detector 4 Size(ft)	6								
Detector 4 Type	Cl+Ex								
Detector 4 Channel									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot		custom	NA	NA				
Protected Phases	5		3	2 3	1 2		1	2	4
Permitted Phases			2						
Detector Phase	5		3	2 3	1 2				
Switch Phase									
Minimum Initial (s)	7.0		1.0				3.0	15.0	1.0
Minimum Split (s)	11.9		7.0				7.0	20.0	29.0
Total Split (s)	24.0		7.0				14.0	26.0	29.0
Total Split (%)	24.0%		7.0%				14%	26%	29%
Maximum Green (s)	19.1		1.0				10.0	21.0	25.0
Yellow Time (s)	3.0		4.7				3.0	4.0	4.0
All-Red Time (s)	1.9		1.3				1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead/Lag			Lead				Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	17.3			43.4	61.0				
Actuated g/C Ratio	0.17			0.43	0.61				
v/c Ratio	0.15			0.74	0.36				
Control Delay	17.1			12.9	12.6				
Queue Delay	0.0			0.0	0.0				
Total Delay	17.1			12.9	12.6				
LOS	B			B	B				
Approach Delay	17.1			12.9	12.6				
Approach LOS	B			B	B				
Queue Length 50th (ft)	7			33	105				
Queue Length 95th (ft)	39			#537	259				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	348			1468	3100				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	0			0	0				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.14			0.74	0.36				

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	

Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 42.7%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: High Ridge Rd & Cross Rd