Route 32 Corridor Study
New London, Connecticut

Prepared for:

Southeastern Connecticut Council of Governments
July 2023

SCCOG

City of New London Connecticut

Connecticut Department of Transportation

TOOLE DESIGN

FUSS & O'NEILL

Route 32 Corridor Study
New London, Connecticut
Final Report

July 2023
Prepared by:

FUSS & O'NEILL

146 Hartford Road
Manchester, CT 06040

TOOLE DESIGN

2 Oliver Street #305
Boston, MA 02109

Prepared for:
Southeastern Connecticut Council of Governments
5 Connecticut Avenue
Norwich, CT 06360

SCCOG

City of New London Connecticut

20210942.A10

Table of Contents

Final Report
Route 32 Corridor Study
New London, Connecticut

Table of Contents
(continued)
Final Report
Route 32 Corridor Study
New London, Connecticut

Table of Contents

(continued)

Existing Conditions Report
Route 32 Corridor Study
New London, Connecticut

1 Executive Summary

Connecticut State Route 32 (Mohegan Avenue Parkway) is a regional connector running through New London that enables vehicles to make high speed connections between I-95 and I-395. Within the study area, Route 32 travels through Connecticut College, adjacent to the Lyman Allyn Museum and the US Coast Guard Academy. The existing highway grade infrastructure, wide shoulders, incomplete and inaccessible sidewalk network, long pedestrian crossings, and lack of cycling infrastructure create an unsafe and unpleasant environment for those who live, work, and visit the area.

Through a robust community engagement effort, a Vision for the future of Route 32 was developed:

Mohegan Avenue Parkway will serve to reduce barriers, create safe connections, and visually enhance the community through which it travels.

Three alternatives that meet the project Vision were assessed on the basis of several criteria, including safety, multimodal accommodation, constructability, and traffic operations.

The preferred alternative reduces the existing lane and shoulder widths, eliminates right turn lanes at intersections, replaces the existing concrete median with a planted median, and provides a shared use path for cyclists and pedestrians on both sides of the roadway.

The shared use path will be separated from the roadway by a landscaped buffer that is six to seven feet wide, which is wide enough to support the planting of trees. A typical cross section of the preferred alternative is depicted in Image 1 below.

Image 1 – Typical Roadway Cross Section

The proposed concept improves safety for pedestrians by:

- Reducing crossing distances and adding new crosswalks at intersections
- Completing the discontinuous sidewalk network

- Providing a landscaped buffer between the pedestrian facilities and the traveled way
- Installing pedestrian scale lighting to improve nighttime visibility on the sidewalk/shared use path and at crossings.

The preferred concept proposes the following upgrades to existing signal equipment to improve vehicle safety and operations along the corridor:

- Upgrading the existing signal span wires to mast arms
- Installing new signal heads with reflectorized backplates
- Installing video detection.

The existing roadway does not include bicycle facilities; the installation of a shared use path on both sides of Route 32 will enable cyclists to travel along the corridor safely and efficiently. Additionally, the shared use path is proposed to extend to existing bicycle lanes on Williams Street, improving network connectivity.

Image 2 – Perspective view at College Entrance, looking northbound

The preferred concept will reduce vehicle speeds by implementing the following traffic calming measures along Route 32 between the Williams Street bridge and Benham Avenue:

- Planted median and planted buffers on each side of the roadway
- Visual gateway treatments, such as signage and public art
- Reduced lane and shoulder widths.

Image 3 – Perspective view of typical cross section, looking southbound

Additional traffic calming is proposed at the southern end of the corridor at the I-95 Exit 84 Ramp and the USCGA Ramp. Both ramps have been realigned to introduce additional curvature that is designed to reduce speeds for vehicles entering the study area. The two northbound lanes along Route 32 through the interchange are proposed to merge to one lane entering the study area to help slow through traffic.

Image 4 – Perspective view of religned USCGA on-ramp, looking northbound

The proposed improvements are consistent with State and Federal objectives, which include improving multimodal connectivity and roadway safety, and reconnecting community fabric that has been disrupted by divisive transportation infrastructure. Therefore, a number of State and Federal grants may be available to help fund the design and construction of the preferred concept.

Furthermore, the preferred concept has been developed such that it may be implemented in the near- to medium- term, without substantial changes to the regional roadway network or to the land adjacent to the corridor. The preferred concept is functional for existing traffic volumes and is feasible within existing ROW. Completion of the I-395/I-95 interchange in Waterford would provide a more efficient route to I-395, reducing traffic volumes on Route 32. Should these improvements be realized, further changes could be implemented within the study area such as a road diet to one lane in each direction and single lane roundabouts at intersections.

The proposed concept plan and typical sections are depicted in Image 5 on the following page.

ROUTE 32, NEW LONDON, CT

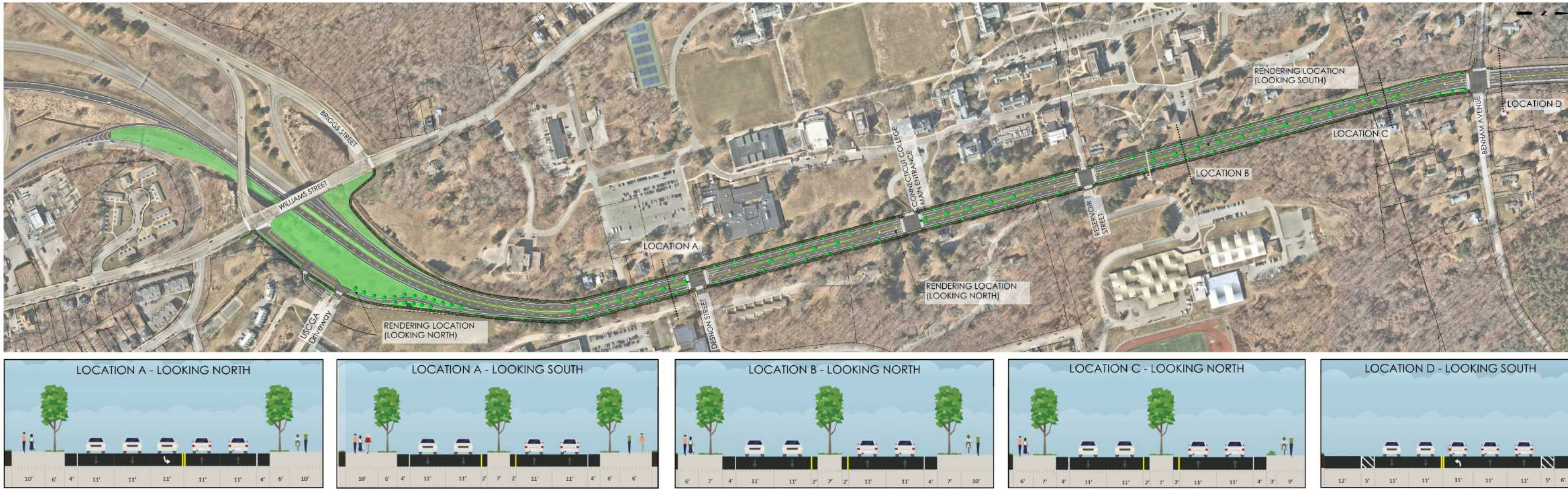


Image 5 – Route 32 Concept Plan

2 Introduction

Connecticut State Route 32 is a regional connector running through New London that enables vehicles to make high speed connections between I-95 and I-395. The four-lane roadway, equipped with highway-grade infrastructure, divides the Connecticut College campus, severing east/west connectivity for pedestrians and cyclists.

A pedestrian fatality near the Connecticut College Main Entrance in 2015 prompted a Road Safety Audit and campus pedestrian safety study. The intention of this corridor study is to refine the mid-term and long-term recommendations outlined in the prior studies, and determine the short-, medium-, and long-term feasibility of potential roadway improvements aimed at improving safety for pedestrians and cyclists. Recommendations of this study will be focused on re-designing Route 32 to fit within the context of the surrounding area, while also considering its current status as a regional connector.

Image 6 – Locus Map

A full inventory of the existing roadway network was completed, including roadway lane configurations, pedestrian sidewalks, crossings, and amenities, and bicycle accommodations. Multimodal traffic volume data was collected along Route 32 and at each of the study area intersections. The most recent five years of available crash data was reviewed to determine existing crash patterns and frequencies. Additionally, capacity and queue analyses were performed at each of the intersections in order to determine existing traffic operations in the study area depicted in the above Image 6.

3 Existing Conditions

3.1 Historical Context

Route 32 through New London has a long history of serving as a regional connecting roadway, although the roadway has undergone a significant transformation over the past century. Aerial imagery from 1934 shows that the roadway was once much narrower and terminated at Williams Street. By 1951, I-95 had been constructed, and Route 32 north was widened and divided with a landscaped median, as depicted in Image 7 below.

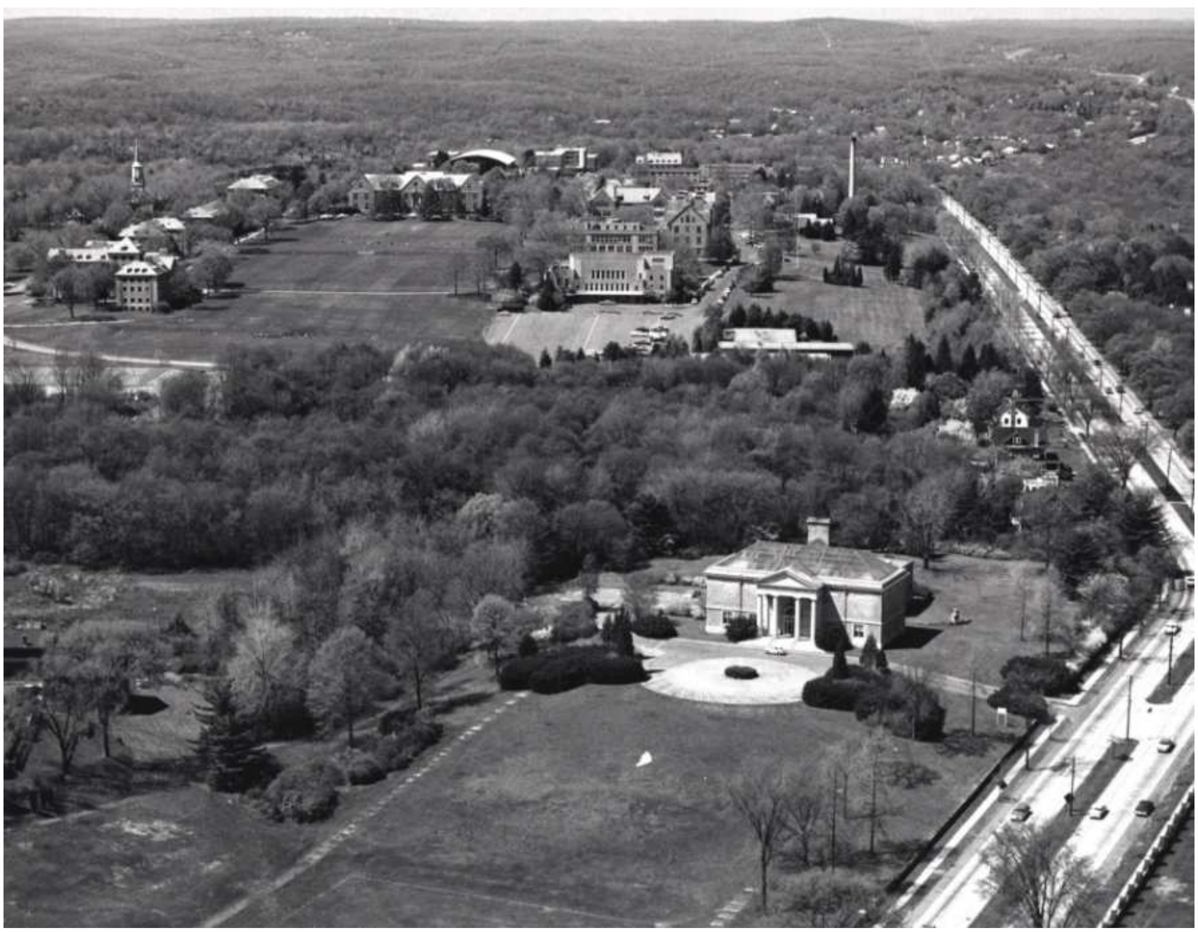


Image 7 - Route 32 with Landscaped Median

By 1986, Route 32 was extended south over I-95, and the I-95/Route 32 interchange resembled its existing condition. Portions of the landscaped median along Route 32 remained through 1990, and the entire landscaped median was replaced with concrete by 1995 depicted in Image 8 and Image 9 below.

Images 8 and 9- Route 32 Before and After the Construction of I-95

The changes to Route 32 over the past 100 years are consistent with changes to roadway infrastructure across the country during this time period. At the time, roadway design best practices favored vehicular mobility over safety, resulting in an infrastructure system that is often unsafe for all roadway users, especially pedestrians and cyclists.

3.2 Adjacent Land Use

The land uses adjacent to the corridor include Connecticut College, The Williams School, the Lyman Allyn Art Museum, and the United States Coast Guard Academy (USCGA). The USCGA is located on the east side of Route 32 at the southern end of the study corridor. The campus includes student residential buildings, academic buildings, and athletic fields.

The Connecticut College campus is located on the eastern and western sides of Route 32. Academic buildings, the campus dining hall, and many student dorm buildings are located on the western side, and the athletic facilities, campus gym, and student apartments are located on the eastern side of Route 32. This means that students must frequently cross Route 32 as part of their daily routines.

The Williams School is a college preparatory school for grades 6-12 that is located on the Connecticut College campus. Direct vehicle access to the school is not provided from Route 32, but the school is accessible via the Connecticut College Main Entrance, located on Route 32.

The Lyman Allyn Art Museum is located on the Connecticut College campus on the west side of Route 32 at the southern end of the study corridor. The museum has plans to repurpose the existing acreage into a public park.

The Hodges Square Historic District is located southeast of the study area along Williams Street, adjacent to the I-95N Exit 84N ramp. This neighborhood was severed from the rest of downtown New London upon the construction of the interstate in the mid-20th century. The neighborhood is accessible from Route 32 by vehicle via Briggs Street and Williams Street, and on foot via Mohegan Avenue Parkway and Williams Street.

3.3 Environmental Context

A review of the study area and adjacent land use was conducted to identify nearby wetlands, aquifers, natural diversity database areas, protected open space, and locations in the flood plain. The nearest protected environmental area is a Natural Diversity Database Area along the Thames River, approximately 950 feet east of Route 32. No other nearby environmental areas of concern were identified near the study area.

3.4 Roadway Inventory

The total length of Route 32 through New London is 2.3 miles. Approximately one mile of road comprises the study corridor, which falls between Benham Avenue and the Williams Street bridge. The roadway is classified as an urban principal arterial, and provides two travel lanes in each direction, divided by a concrete median, and dedicated turning lanes at intersections. The travel lanes are 11 feet wide, and the shoulder width varies between ten and twelve feet. The corridor includes five signalized intersections.

Five-foot-wide concrete sidewalks are provided on both sides of the roadway for majority of the corridor; however, the sidewalk on the east side ends abruptly approximately 220 feet north of Reservoir Street and on the west side the sidewalk ends abruptly approximately 850 feet north of Reservoir Street. Additionally, a significant portion (approximately 2,800 feet) of sidewalk on the east side is lined with steel guard rail, which shows signs of vehicle contact at some locations. Marked pedestrian crosswalks across Route 32 are provided at each of the signalized intersections, and pedestrians may also cross at a Connecticut College-owned pedestrian bridge, located approximately 220 feet north of Reservoir Street. The pedestrian bridge is not accessible to those with physical disabilities, and the curb ramps located along the corridor are not ADA compliant. Bicycle facilities along the corridor are not provided. An existing roadway typical section is depicted in Image 10 below, followed by an existing conditions plan.

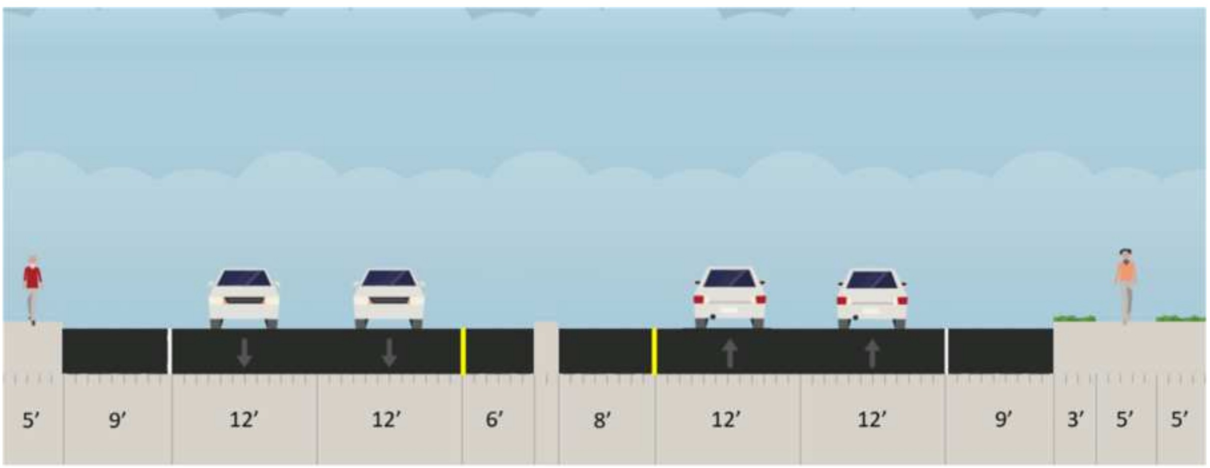
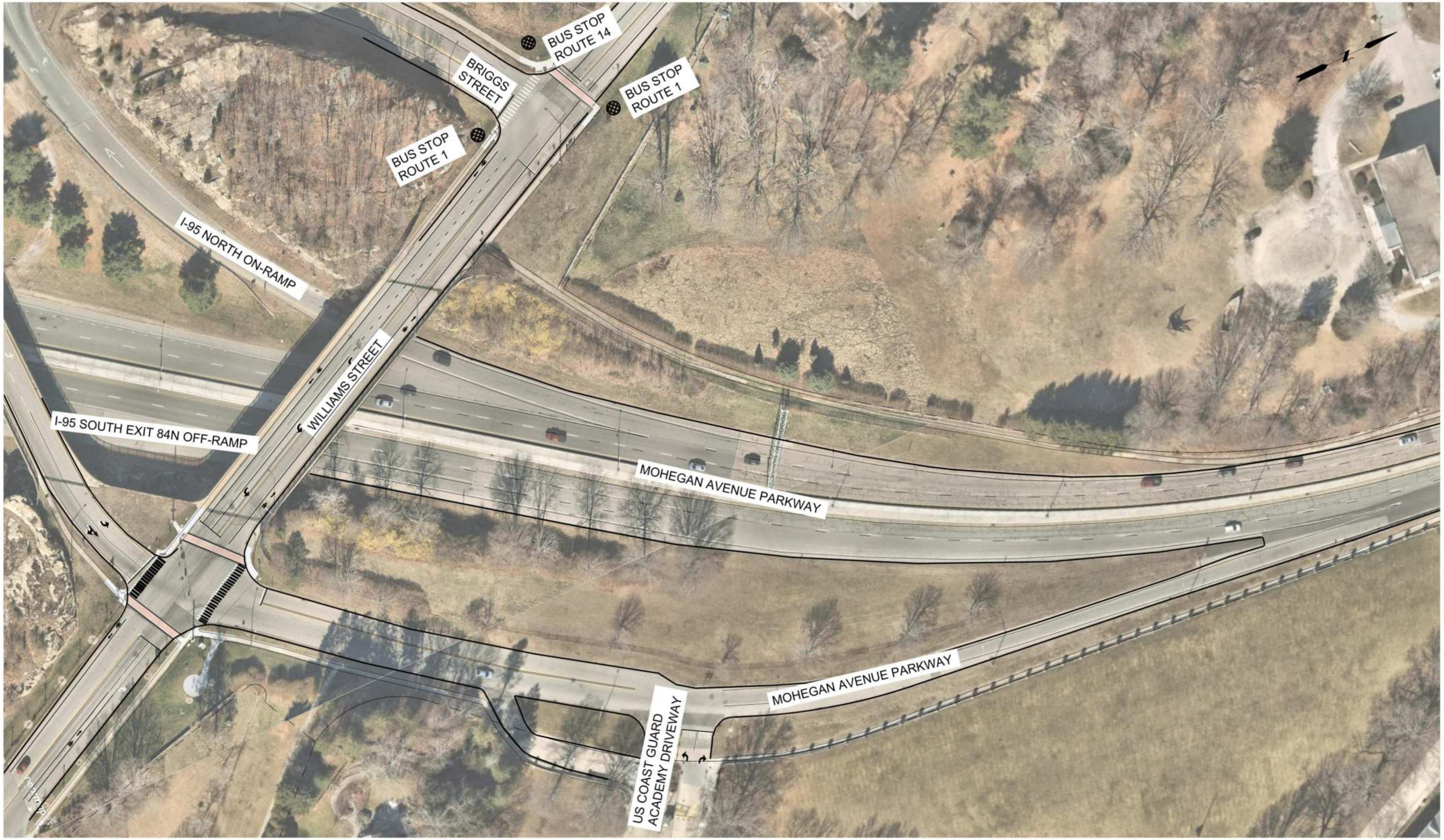


Image 10 – Existing Roadway Section



File: J:\DWG\P2021\0942\A10\Civil\Plan\20210942A10_EXC02.dwg Layout: EX-101 Plotted: 2023-04-27 4:42 PM Saved: 2023-04-27 4:41 PM User: koshea
MS VIEW: LAYER STATE: PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG
EXISTING CONDITIONS
ROUTE 32 CORRIDOR STUDY
NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022
EXC-101

File: J:\DWG\P2021\0942\A10\Civil\Plan\20210942A10_EXC02.dwg Layout: EX-102 Plotted: 2023-04-27 4:42 PM Saved: 2023-04-27 4:41 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB
MS VIEW:
LAYER STATE:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG
EXISTING CONDITIONS
ROUTE 32 CORRIDOR STUDY
NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022
EXC-102

File: J:\DWG\P2021\0942\A10\Civil\Plan\20210942A10_EXC02.dwg Layout: EX-103 Plotted: 2023-04-27 4:42 PM Saved: 2023-04-27 4:41 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB
MS VIEW:
LAYER STATE:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG

EXISTING CONDITIONS

ROUTE 32 CORRIDOR STUDY

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022

EXC-103

File: J:\DWG\P2021\0942\A10\Civil\Plan\20210942A10_EXC02.dwg Layout: EX-104 Plotted: 2023-04-27 4:42 PM Saved: 2023-04-27 4:41 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB
MS VIEW:
LAYER STATE:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG

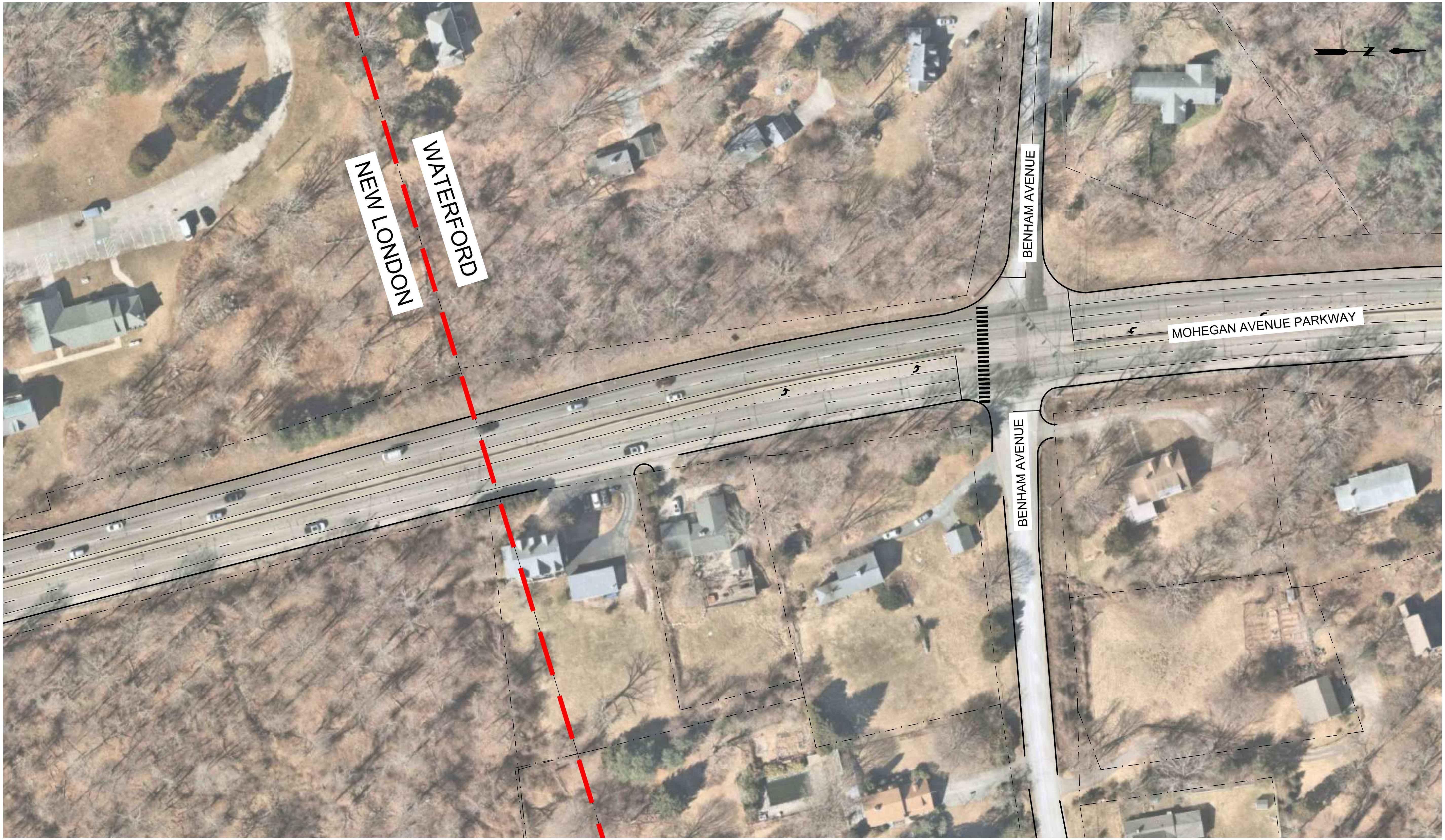
EXISTING CONDITIONS

ROUTE 32 CORRIDOR STUDY

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022

EXC-104



File: J:\DWG\P2021\0942\A10\Civil\Plan\20210942A10_EXC02.dwg Layout: EX-105 Plotted: 2023-04-27 4:42 PM Saved: 2023-04-27 4:41 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB
MS VIEW:
LAYER STATE:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG

EXISTING CONDITIONS

ROUTE 32 CORRIDOR STUDY

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022

EXC-105

3.4.1 Study Area Intersections

The following study area intersections were reviewed:

- Route 32 at Benham Avenue
- Route 32 at Reservoir Street and Winchester Road
- Route 32 at Connecticut College Main Entrance
- Route 32 at Deshon Street
- Mohegan Avenue Parkway at the Coast Guard Academy Main Entrance
- Route 32 at Williams Street
- Williams Street at Briggs Street

<u>Route 32 at Benham Avenue</u>

The intersection of Route 32 and Benham Avenue is a four-legged signalized intersection with Route 32 providing the northbound and southbound approaches and Benham Avenue providing the eastbound and westbound approaches. Route 32 provides two travel lanes in each direction, as well as dedicated northbound and southbound left turn lanes. Benham Avenue provides one shared approach lane in each direction. Sidewalks are not provided; however, a marked crosswalk is provided across Route 32 on the southern leg of the intersection. Pedestrian push-buttons are located on both sides of Route 32 at the crosswalk; however, pedestrian signal heads are not provided. Pedestrians may cross Route 32 concurrently with Benham Avenue vehicle traffic. The 85-foot crossing does not provide a pedestrian refuge.

<u>Route 32 at Reservoir Street</u>

The intersection of Route 32 and Reservoir Street is a four-legged signalized intersection, with Route 32 providing the northbound and southbound approaches and Reservoir Street providing the eastbound and westbound approaches. Route 32 provides two travel lanes in each direction, as well as dedicated northbound and southbound left turn lanes, and a northbound right turn lane. Reservoir Street provides one shared approach lane in each direction. The western leg of the intersection is a Connecticut College driveway that is sometimes gated, prohibiting vehicle access and egress. The eastern leg of the intersection provides access to the Connecticut College Athletic Center, athletic fields, and facilities.

Sidewalks are provided on all four corners of the intersections, and a painted crosswalk is provided across Route 32 on the northern leg of the intersection. Pedestrian push buttons and signal heads are provided at the crosswalk; a pedestrian refuge island is not provided. Pedestrians may cross Route 32 during an actuated exclusive pedestrian phase. Curb ramps are provided on each approach that are not ADA compliant.

<u>Route 32 at Connecticut College Main Entrance</u>

The intersection of Route 32 and Connecticut College Main Entrance is a three-legged signalized intersection with Route 32 providing the northbound and southbound approaches, and the Connecticut

College entrance providing the eastbound approach. Route 32 provides two lanes in each direction, as well as a dedicated northbound left turn lane and a dedicated southbound right turn lane. The Connecticut College Main Entrance provides one eastbound approach lane shared between all movements.

Sidewalks are provided on all intersection approaches, and a painted crosswalk is provided across Route 32 on the northern leg of the intersection. Curb ramps are provided at the crosswalk and on the southwest corner of the intersection that are not ADA compliant. No pedestrian refuge is provided. The sidewalk on the east side of Route 32 at this intersection is protected by guard rail.

Route 32 at Deshon Street

The intersection of Route 32 and Deshon Street is a three-legged signalized intersection with Route 32 providing the northbound and southbound approaches, and Deshon Street providing the westbound approach. Route 32 provides two lanes in each direction, as well as a dedicated southbound left turn lane. Deshon Street provides one westbound approach lane shared between all movements. The roadway grade on Deshon Street slopes uphill significantly approaching the intersection. On the western side of the roadway, opposite Deshon Street, two driveways that previously provided vehicle access to Connecticut College are blocked by wooden bollards. Future vehicle access would not be possible at this location without changes to the existing signal infrastructure.

Sidewalks are provided on the eastern and western side of Route 32 and the southern side of Deshon Street. A painted crosswalk is provided across Route 32 on the southern leg of the intersection. Pedestrian push buttons and signal heads are provided at the crosswalk. Pedestrians may cross Route 32 during an actuated exclusive pedestrian phase. Curb ramps are provided at the crosswalk and on the northeast corner of the intersection that are not ADA compliant. A pedestrian refuge island is not provided.

Mohegan Avenue Parkway at the Coast Guard Academy Main Entrance

The intersection of Mohegan Avenue Parkway and the U.S. Coast Guard Academy Main Entrance is a three-legged unsignalized intersection with Mohegan Avenue Parkway providing the northbound approach, and the U.S. Coast Guard Academy Main Entrance providing the westbound stop-controlled approach. Mohegan Avenue Parkway provides one northbound travel lane. The Coast Guard Academy Main Entrance is gated and provides one left turn lane and one right turn lane. Sidewalks are provided on the eastern side of the roadway, connecting to the Coast Guard Academy campus. Crosswalk and curb ramps are not provided across the Coast Guard Academy Main Entrance.

Mohegan Avenue Parkway at Williams Street

The intersection of Mohegan Avenue Parkway and Williams Street is a four-legged signalized intersection with Mohegan Avenue Parkway providing the northbound and southbound approaches and Williams Street providing the eastbound and westbound approaches. The northbound approach is one-way and provides one through lane and one dedicated left turn lane. The southbound approach provides one approach lane shared for right and left turns. The westbound approach provides one through lane and one dedicated right turn lane. The eastbound approach provides one through lane and one dedicated left turn lane. Dedicated bicycle lanes are provided on Williams Street.

Sidewalks are provided on all four approaches of the intersection. Sidewalks continue north and south of the intersection on the east side of Mohegan Avenue Parkway, east of the intersection on the north side of Williams Street, and west of the intersection on both sides of Willams Street. Painted crosswalks are provided across Mohegan Avenue Parkway on the northern and southern legs of the intersection, and textured pavement crosswalks are provided across Williams Street on the eastern and western legs of the intersection. Pedestrian push buttons and signal heads are provided at each crosswalk and pedestrians may cross all legs of the intersection during an actuated exclusive pedestrian phase. ADA compliant curb ramps are provided at each crosswalk.

Williams Street at Briggs Street

The intersection of Williams Street and Briggs Street is a three-legged unsignalized intersection with Williams Street providing the eastbound and westbound approaches and Briggs Street providing the northbound approach. Each approach is stop-controlled and provides one travel lane in each direction. Bicycle lanes are provided for eastbound and westbound cyclists approaching the intersection. On the western leg of the intersection, the eastbound bicycle lane ends and is replaced with sharrow pavement markings.

Sidewalks are provided along both sides of Williams Street east of the intersection, the south side of Williams Street west of the intersection, and the north side of Briggs Street. A painted crosswalk is provided across Briggs Street on the southern leg of the intersection, and a textured pavement crosswalk is provided across Williams Street on the western leg of the intersection. ADA compliant curb ramps are provided at each crosswalk.

3.4.2 Pedestrian Facilities

Every trip begins and ends on foot, and walking is the least expensive way to get from one place to another. Aside from providing direct access to commercial, civic, recreational, and other destinations, good pedestrian facilities are essential to the success of every other travel mode. These facilities include sidewalks of adequate width, visible crosswalks, accessible ramps, pedestrian signals, and a variety of streetscaping measures that also affect comfort and safety. Appropriate lighting, shading, and resting places are important components of the pedestrian experience. Pedestrian routes should be direct and well maintained to aid in walkability. Walkability is particularly important in the context of the study area, as many students travel around campus on foot, and are often required to cross Route 32

Sidewalks are provided along both sides of Route 32 beginning at the Williams Street Bridge and continuing north until the pedestrian bridge, located approximately 200 feet north of Reservoir Street. At the pedestrian bridge, sidewalks on the east side of Route 32 end. Sidewalks on the west side of Route 32 continue north for another 625 feet and terminate abruptly. On both sides of the roadway, sidewalks are approximately five feet in width. Sidewalks are found to be generally free from obstructions, with various utilities located on the edge of the pedestrian travel way. On the east side of the roadway, vegetation is overgrown onto the sidewalk at some locations, specifically between

Reservoir Street and the Connecticut College Main Entrance. At some locations along the east side of Route 32, guardrail is provided between the sidewalk and the roadway. Sidewalks are depicted in Images 11 and 12 below.

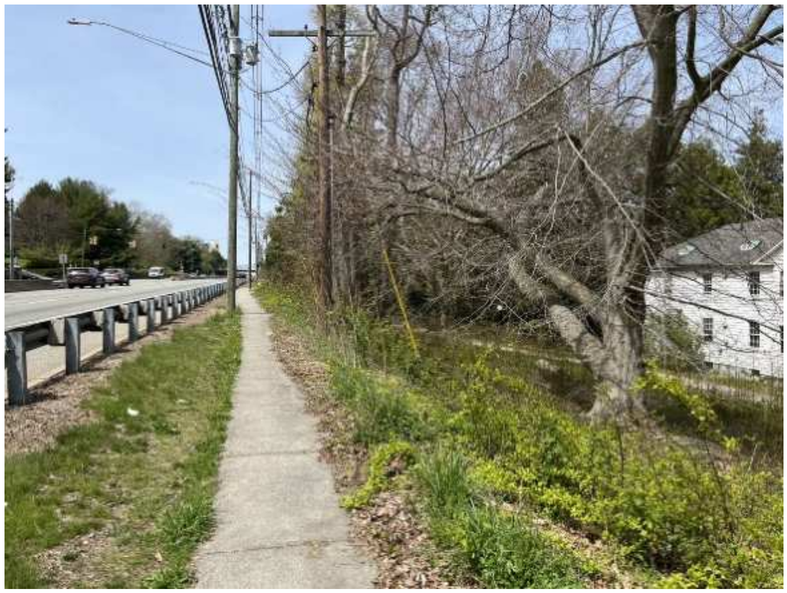


Image 11 - East Side Sidewalk

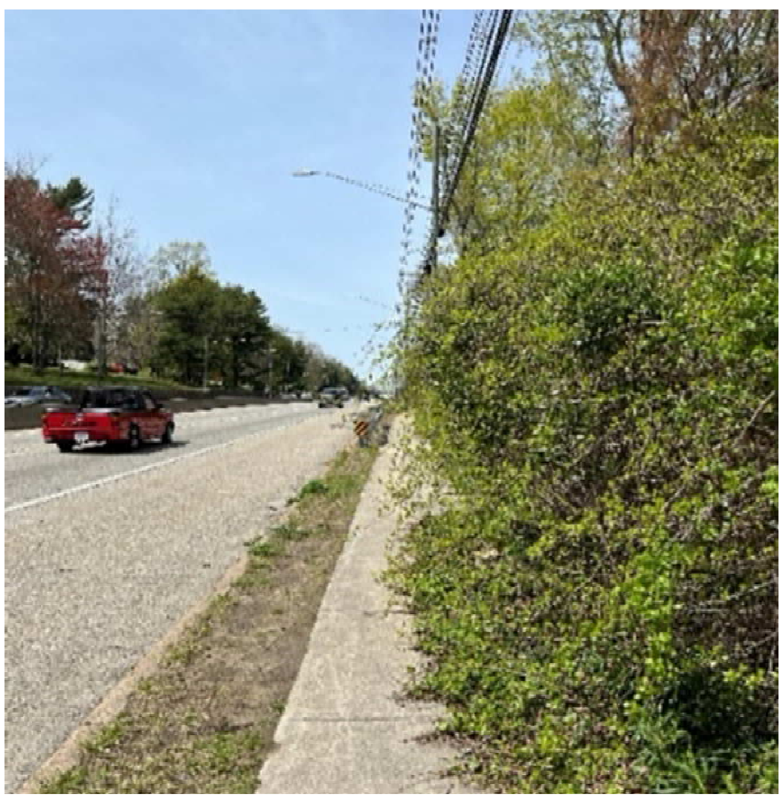


Image 12 - East Side Sidewalk

Pedestrians may cross Route 32 at signalized intersections. Generally, one crosswalk is provided at each intersection and pedestrians may cross during actuated exclusive pedestrian signal phases. Curb ramps at these intersections are not ADA compliant. Existing crosswalks are depicted in Images 13 and 14 below.

Image 13 - Pedestrian Facilities at Connecticut College Main Entrance

Image 14 - Pedestrian Crossing at Connecticut College Main Entrance

The pedestrian bridge is located approximately 200 feet north of Reservoir Street. The bridge is accessible by stairs on the east side of Route 32, with no ADA accessible ramp provided, and on the west side, access to the bridge is at grade. Previous bridge inspections occurring in 2017, 2019, and 2021, mention the pedestrian bridge shows significant signs of concrete cracking, steel reinforcement corrosion and external corrosion to deck and beams from exposure to weather. Connecticut College is currently planning to replace the bridge in the near future. The bridge is depicted in Image 15 below.

Image 15 - Pedestrian Bridge

Pedestrian scale lighting is not provided along Route 32; all streetlights provided are intended to light the roadway. Therefore, the sidewalks are not well illuminated at night.

These aforementioned deficiencies create an uninviting, inaccessible, and unsafe environment for pedestrians.

3.4.3 Bicycle Facilities

Dedicated bicycle facilities are not provided along Route 32. The high vehicle speeds and average daily traffic volumes are prohibitive to the installation of unprotected bicycle facilities, as indicated in Figure 1 on the following page, which comes from the Federal Highway Administration Bikeway Selection Guide.

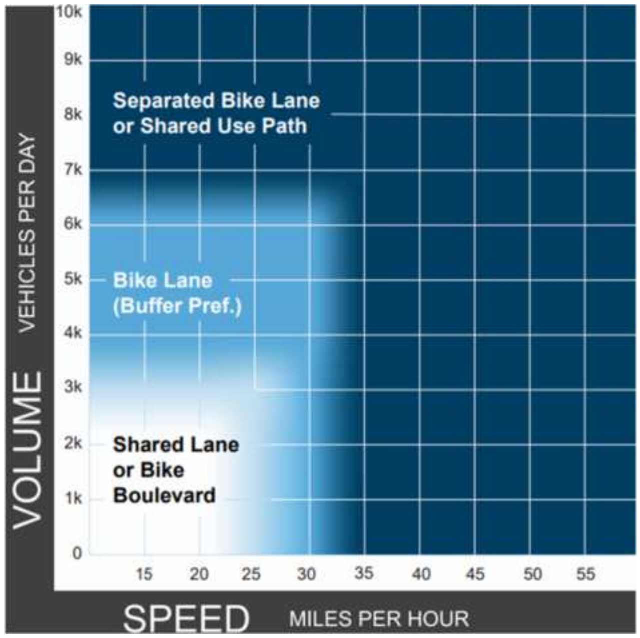


Figure 1- Preferred Bikeway Type

The average daily traffic (ADT) volumes on Route 32 exceed 10,000 vehicles, clearly indicating a need for separated bike facilities. Additionally, existing cyclists on Route 32 were observed using the sidewalk, indicating a lack of comfort riding on the street, as depicted in Image 16 below.


Image 16-Bicyclist on Route 32

3.4.4 Transit Facilities & Service

Southeast Area Transit District (SEAT) operates two bus routes in the vicinity of the study area; however, no bus routes currently run along Route 32. Bus route 1, Norwich/New London via Route 32, travels along Williams Street along the western edge of the Connecticut College campus, and on Route

32 north of the study area. Bus route 14, New London/Crystal Mall, travels along Williams Street and Briggs Street and provides service between Crystal Mall and downtown New London. A bus stop for both of these routes is located at the intersection of Williams Street and Briggs Street. Signage and amenities for the bus stop are not currently provided. Previously, a granite bench to serve people waiting for the bus was installed on the west side of Williams Street across from the Connecticut College back entrance drive.

Previously, bus service was provided along Route 32, with a stop at the intersection of Reservoir Street and Route 32. A bench for riders that is carved into the stone retaining wall remains today.

3.5 Traffic Volumes, Speeds and Counts

Fuss & O'Neill conducted turning movement counts (TMC) on Wednesday, April 27, 2022, between 7:00 am and 9:00 am, and 4:00 pm and 6:00 pm at the following intersections:

- Route 32 at Benham Avenue
- Route 32 at Reservoir Street
- Route 32 at Connecticut Main Entrance
- Route 32 at Deshon Street
- Mohegan Avenue Parkway at the Coast Guard Academy Main Entrance
- Route 32 at Williams Street
- Williams Street at Briggs Street

Weekday morning and afternoon peak hour volumes at each of the study area intersections are depicted in *Figure 1* of *Appendix A*.

Pedestrian counts were conducted at Connecticut College's pedestrian bridge on Wednesday, April 27 and Saturday, April 30, 2022, between 8:00 am and 10:00 pm. The weekday count indicated a total of 305 pedestrians using the bridge with a peak of 54 pedestrians between 3:00 and 4:00 pm. The Saturday count indicated a total of 213 pedestrians with a peak of 37 pedestrians crossing between 4:00 and 5:00 pm.

At intersections, peak hour pedestrian volumes were significantly lower than those observed at the pedestrian bridge. The greatest volume of pedestrians crossing Route 32 in one hour was recorded to be nine pedestrians. This occurred at the Connecticut College Main Entrance between 8:00 and 9:00 am. The recorded weekday peak hour pedestrian volume at the bridge is six times greater than at any intersection. This indicates that students feel unsafe crossing Route 32 at grade.

Automatic Traffic Recorder (ATR) counts are typically collected over a multi-day period to capture daily volumes, speeds, and classifications. Speed and volume ATR data was collected at the following locations in April and May 2022:

- Route 32 between Benham Avenue and Reservoir Street
- Route 32 between Deshon Street and the Williams Street bridge

- Route 32 southbound off-ramp
- Route 32 northbound on-ramp

The 85th percentile speed between Benham Avenue and Deshon Street was recorded at 57 miles per hour for northbound vehicles and 54 miles per hour for southbound vehicles. Between Deshon Street and the Williams Street bridge, the 85th percentile speed was recorded at 48 miles per hour for northbound vehicles, and 50 miles per hour for southbound vehicles. These recorded 85th percentile speeds exceed the posted northbound speed limit of 35 miles per hour, and the posted southbound speed limit of 40 miles per hour.

The Average Daily Vehicle Traffic (ADT) on Route 32 was 26,693 vehicles, with 13,268 vehicles traveling northbound and 13,425 vehicles traveling southbound. The morning peak hour occurs at 7:00 am, with 882 northbound vehicles and 1,089 southbound vehicles. The afternoon peak hour occurs at 4:00 pm with 1,214 vehicles traveling northbound and 923 vehicles traveling southbound.

The directional distribution is approximately 50/50 northbound/southbound over the entire day, with a 44/56 northbound/southbound distribution during the morning peak hour, and the reverse during the afternoon peak hour.

Copies of the TMC and ATR traffic data have been included in *Appendix G* of this report.

3.5.1 Background Traffic Growth

Two future year volume conditions were developed for analysis in consultation with the Connecticut Department of Transportation (CTDOT) Trip and Traffic Analysis unit. Volumes were grown to an interim build year of 2032 at an annual growth rate of 0.5 percent per year. This growth rate was established based on examination of historical count data collected in the study area. All historical data used predates the Covid-19 pandemic. Upon application of the growth rate, the anticipated ADT under the 2032 No-Build condition is 28,059, with 13,947 vehicles traveling northbound and 14,112 vehicles traveling southbound. The anticipated morning peak hour volume under the 2032 No Build condition is 2,072 vehicles, and the anticipated afternoon peak hour volume is 2,247 vehicles.

A 2042 volume condition was also established for the corridor that incorporates future regional roadway improvement projects, specifically the reconstruction of the I-95/I-395 interchange in Waterford, which would eliminate a significant portion of regional cut through traffic on Route 32. In order to develop this condition, volumes were first grown at an annual growth rate of 0.5 percent. A reduction of 50 percent was applied to northbound traffic on Route 32 originating from I-95 south, and a reduction of 40 percent was applied to southbound volumes on Route 32 traveling to I-95 north. These reduction factors align with the reported percentages of cut through traffic reported in the I-95/Route 32 Origin-Destination study completed in June of 2017.

Volumes for the 2032 and 2042 background traffic conditions are depicted in *Figures 2* and *3* of *Appendix A*.

3.6 Traffic Safety Data

Crash data was gathered from the University of Connecticut Crash Data Repository for the following locations:

- Route 32 at Benham Avenue
- Route 32 from Benham Avenue to Reservoir Street
- Route 32 at Reservoir Street
- Route 32 from Reservoir Street to Deshon Street
- Route 32 at the Connecticut College Main Entrance
- Route 32 at Deshon Street
- Route 32 from Deshon Street to Williams Street Overpass
- Briggs Street at Route 32 Off ramp

The records were gathered for the most recent five years of available data, from January 1, 2017, through May 2, 2022. A summary of the crash data per intersection is provided below in Table 1.

Table 1: 2017-2021 Crash Summary

Criteria	Route 32 at Benham Avenue	Route 32 (Benham Ave to Reservoir Street)	Route 32 at Reservoir Street	Route 32 (Reservoir St to CT College Driveway)	Route 32 at Connecticut College Driveway
YEAR					
2017	6	4	6	4	11
2018	4	7	2	3	4
2019	7	2	4	5	8
2020	6	6	3	6	2
2021	6	0	4	3	5
Total	29	19	19	21	30
Average	5.8	3.8	3.8	4.2	6.0
TYPE					
Angle	6	0	2	0	2
Front to Rear	18	13	16	19	24
Sideswipe	0	4	1	0	3
Fixed Object	0	0	0	0	0
Pedestrian	0	0	0	0	0
Unknown/Other	5	2	0	2	1
SEVERITY					
Property Damage Only	24	16	10	16	24
Possible Injury	5	3	4	5	6
Suspected Minor Injury	0	1	5	0	0
Suspected Serious Injury	0	0	0	0	0
Fatality (Kill)	0	0	0	0	0

Table 1 (Continued): 2017-2021 Crash Summary

	Route 32 (Connecticut College Driveway to Deshon St)	Route 32 at Deshon St	Route 32 (Deshon St to Williams St Overpass)	Briggs Street at Route 32 Offramp
YEAR				
2017	6	3	5	8
2018	5	11	15	9
2019	5	3	8	4
2020	0	3	9	2
2021	2	2	4	6
Total	18	22	41	29
Average	3.6	4.4	8.2	5.8
TYPE				
Angle	0	3	1	4
Front to Rear	16	13	12	18
Sideswipe	1	3	13	6
Fixed Object	0	0	0	0
Pedestrian	0	0	0	0
Unknown/Other	1	3	15	2
SEVERITY				
Property Damage Only	13	15	31	28
Possible Injury	5	4	4	2
Suspected Minor Injury	0	2	6	0
Suspected Serious Injury	0	1	0	0
Fatality (Kill)	0	0	0	0

The most common type of crash was a rear end collision. These types of collisions are common at signalized intersections and can often indicate high vehicle speeds and close following. Throughout our public outreach process, members of the public also speculated that the high number of rear end collisions could be attributed to individuals speeding up to avoid red lights. Sideswipe collisions are also common in the study area, particularly in the vicinity of the Mohegan Avenue Parkway/Route 32 merge. This indicates limited visibility for vehicles on the Mohegan Avenue Parkway ramp, and a limited distance for these vehicles to accelerate to the travel speed from the yield condition. It is important to note that the most recent five-year study period does not include the fatal collision that occurred in 2015, when a pedestrian was struck across from the Connecticut College Main Entrance.

3.7 Traffic Operations Analysis

Capacity analyses for both signalized and unsignalized intersections were conducted using Synchro Professional Software, version 10.0.

In discussing intersection capacity analyses results, two terms are used to describe the operating condition of the road or intersection. These two terms are volume to capacity ratio (v/c) and level of service (LOS).

The v/c ratio is a ratio of the volume of traffic using an intersection to the total capacity of the intersection (the maximum number of vehicles that can utilize the intersection during an hour). The v/c ratio can be used to describe the percentage of capacity utilized by a single intersection movement, a combination of movements, an entire intersection approach, or the intersection as a whole.

LOS is a measure of the delay experienced by stopped vehicles at an intersection. LOS is rated on a scale from A to F, with A describing a condition of very low delay (less than 10 seconds per vehicle), and F describing a condition where delays will exceed 50 seconds per vehicle for unsignalized intersections and 80 seconds per vehicle for signalized intersections. Delay is described as a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Therefore, intersections with longer delay times are less acceptable to most drivers. Intersections with very low delay often indicate excess roadway capacity, which can lead to unsafe driver behaviors and excessive vehicle speeds.

LOS is generally used to describe the operation (based on delay time) of both signalized and unsignalized intersections, while v/c ratio is applied to signalized intersections only. These definitions for v/c ratio and LOS, as well as the methodology for conducting signalized and unsignalized intersection capacity analyses, are taken from the "Highway Capacity Manual 6th Edition" published by the Transportation Research Board.

In discussing two way stop controlled unsignalized intersection capacity analyses, LOS is used to provide a description of the delay and operational characteristics of the turns from the minor street (stop sign controlled) to the major street and turns from the major street to the minor street. Through vehicles are not delayed by the minor street and do not experience delay, therefore they are not rated with a level of service.

In discussing all-way stop controlled intersection capacity analysis, LOS provides a description of the delay for each approach as well as the overall intersection.

Using the above referenced methodologies, the weekday morning and afternoon peak hour existing capacity analyses were conducted at the following intersections:

- Route 32 at Benham Avenue
- Route 32 at Reservoir Street
- Route 32 at Connecticut College Main Entrance
- Route 32 at Deshon Street
- Mohegan Avenue Parkway at the Coast Guard Academy Main Entrance
- Route 32 at Williams Street
- Williams Street at Briggs Street

For analysis purposes, the Route 32 and Briggs Street approaches are referred to as northbound and southbound and the side street approaches are typically referred to as eastbound and westbound approaches.

Under existing conditions, all signalized intersections in the study area operate at LOS B or better during the morning and afternoon peak hours, with the exception of Mohegan Avenue Parkway and Williams Street, which operates at LOS C during the afternoon peak hour. The highest intersection v/c ratio under existing conditions is 0.89 at the intersection of Route 32 and Deshon Street during the afternoon peak hour.

Under the 2032 background condition, all signalized intersections operate at LOS B or better during the morning and afternoon peak hours, with the exception of Mohegan Avenue Parkway at Williams Street and Route 32 at Deshon Street, which operate at LOS C during the afternoon peak hour. The highest intersection v/c ratio under existing conditions is 0.94 at the intersection of Route 32 and Deshon Street during the afternoon peak hour.

Table 2 presents a summary of the levels of service at signalized intersections. The Synchro analysis worksheets are attached as *Appendix E* and *F* for the weekday morning and afternoon hours, respectively.

Table 2: Signalized Intersection V/C Ratio and Level of Service

Signalized Intersections	2022 Existing Conditions Peak Hour		2032 Background Conditions Peak Hour	
	Weekday Morning	Weekday Afternoon	Weekday Morning	Weekday Afternoon
Route 32 at Benham Ave.	**0.52/LOS A***	**0.62/LOS A**	**0.55/LOS A**	**0.66/LOS A**
EB Approach (Benham Ave.)	0.01/LOS C	0.25/LOS C	0.01/LOS C	0.28/LOS C
WB Approach (Benham Ave.)	0.01/LOS C	0.06/LOS C	0.01/LOS C	0.08/LOS C
NB Approach Left Turn	0.15/LOS D	0.34/LOS D	0.19/LOS D	0.38/LOS D
NB Approach Through	0.38/LOS A	0.68/LOS A	0.40/LOS A	0.70/LOS A
SB Approach Left Turn	0.09/LOS D	0.14/LOS D	0.12/LOS D	0.17/LOS D
SB Approach Through	0.56/LOS A	0.50/LOS A	0.59/LOS A	0.53/LOS A
Route 32 at Reservoir St.	0.68/LOS A	0.69/LOS B	0.71/LOS A	0.73/LOS B
EB Approach (Reservoir St.)	0.54/LOS E	0.24/LOS C	0.58/LOS E	0.27/LOS C
WB Approach (CT College Main Entrance)	0.17/LOS D	0.44/LOS C	0.31/LOS D	0.44/LOS C
NB Approach Left Turn	0.06/LOS D	0.17/LOS D	0.11/LOS D	0.22/LOS D
NB Approach Through	0.44/LOS A	0.79/LOS B	0.46/LOS A	0.83/LOS B
NB Approach Right Turn	0.00/LOS D	0.00/LOS D	0.00/LOS D	0.00/LOS D
SB Approach Left Turn	0.43/LOS D	0.52/LOS E	0.48/LOS D	0.57/LOS E
SB Approach Through	0.72/LOS A	0.58/LOS B	0.76/LOS B	0.61/LOS B

Table 2 (Continued): Signalized Intersection V/C Ratio and Level of Service

Route 32 at Connecticut College Main Entrance	**0.8/LOS B**	**0.71/LOS B**	**0.84/LOS B**	**0.75/LOS B**
EB Approach (CT College Main Entrance)	0.46/LOS D	0.40/LOS D	0.34/LOS D	0.42/LOS D
NB Approach Left Turn	0.08/LOS C	0.15/LOS C	0.08/LOS C	0.16/LOS C
NB Approach Through	0.36/LOS A	0.69/LOS A	0.38/LOS A	0.73/LOS A
SB Approach Through	0.88/LOS B	0.81/LOS C	0.94/LOS C	0.86/LOS C
SB Approach Right Turn	0.02/LOS A	0.04/LOS B	0.02/LOS A	0.05/LOS B
Route 32 at Deshon St.	**0.64/LOS B**	**0.89/LOS B**	**0.67/LOS B**	**0.94/LOS C**
WB Approach (Deshon St.)	0.43/LOS D	0.43/LOS C	0.44/LOS D	0.45/LOS C
NB Approach	0.64/LOS B	0.95/LOS C	0.68/LOS B	1.00/LOS D
SB Approach Left Turn	0.18/LOS C	0.07/LOS C	0.19/LOS C	0.08/LOS C
SB Approach Through	0.64/LOS A	0.52/LOS A	0.68/LOS A	0.54/LOS A
Mohegan Ave. Pkwy. at Williams St.	**0.43/LOS B**	**0.44/LOS C**	**0.45/LOS B**	**0.47/LOS C**
EB Approach (Williams St.) Left Turn	0.04/LOS A	0.04/LOS C	0.04/LOS B	0.04/LOS C
EB Approach (Williams St.) Through	0.25/LOS A	0.17/LOS A	0.27/LOS A	0.19/LOS B
WB Approach (Williams St.) Through	0.35/LOS B	0.47/LOS C	0.38/LOS B	0.50/LOS C
WB Approach (Williams St.) Right Turn	0.16./LOS B	0.21/LOS B	0.17/LOS B	0.22/LOS B
NB Approach Left Turn	0.24/LOS C	0.20/LOS C	0.24/LOS C	0.20/LOS C
NB Approach Through	0.64/LOS C	0.66/LOS C	0.63/LOS C	0.66/LOS D
SB Approach	0.52/LOS D	0.43/LOS D	0.55/LOS E	0.44/LOS D

Under existing conditions, at the unsignalized intersection of Mohegan Avenue Parkway and the Coast Guard Academy Main Entrance, the entrance operates at LOS B during the morning peak hour and LOS C during the afternoon peak hour. At the intersection of Williams Street and Briggs Street, the westbound left turn operates at LOS B during the morning peak hour and LOS C during the afternoon peak hour. The Briggs Street approach operates at LOS A during both peak hours.

The 2032 background condition operates the same as existing conditions at the unsignalized intersections in the study area with the exception of the Briggs Street afternoon peak hour approach which operates at LOS B.

Table 3 below presents an LOS summary at unsignalized intersections.

Table 3: Unsignalized Intersection Level of Service

Unsignalized Intersections	2022 Existing Conditions Peak Hour		2032 Background Conditions Peak Hour	
	Weekday Morning	Weekday Afternoon	Weekday Morning	Weekday Afternoon
Mohegan Ave. Pkwy. at USCGA Main Entrance				
WB Approach (CGA Main Entrance)	LOS B	LOS C	LOS B	LOS C
Williams St. at Briggs St.				
WB Left Approach (Williams St.)	LOS B	LOS C	LOS B	LOS C
NB Approach (Briggs St.)	LOS A	LOS A	LOS A	LOS A

It is important to note that while an LOS D is typically considered acceptable in urban areas by CTDOT, the characteristics of this corridor may lead to driver frustration at LOS C or D. However, the relatively low delay and v/c ratios indicate excess capacity at some intersections, enabling vehicles to travel through the study area at high vehicle speeds. Additionally, the time periods analyzed represent peak traffic periods when the roadway is expected to operate at or near capacity. Low delay during peak periods indicates excessive roadway capacity during off-peak periods, further enabling unsafe driver behavior.

3.7.1 Pedestrian Level of Service

According to the HCM, pedestrian LOS is based on variables related to the pedestrian experience walking along roadways and crossing streets at intersections. Critical controlling factors include separation from traffic, sidewalk width, vehicle volumes and speeds. At crossings, controlling criteria include pedestrian delay times, exposure to conflicting vehicle traffic, and crossing distance.

Pedestrian LOS is improved by a continuous, wide sidewalk network, a great degree of separation from traffic, and reduced delays crossing the street. The study corridor field inventory indicated that the sidewalk ends abruptly on both sides of the roadway, and the traveled way is partially obstructed by overgrown vegetation and roadside utility poles. Additionally, no significant separation is provided between the sidewalk and the roadway.

At the crossings at grade, pedestrians are provided an exclusive pedestrian phase, which significantly reduces pedestrian exposure to vehicle traffic. However, exclusive pedestrian phases also increase delay times for crossing pedestrians. At the Connecticut College Driveway, pedestrian delay time could be as high as 92 seconds depending on when in the cycle the phase is called by the pedestrian. The long crosswalks and high vehicle volumes and speeds further contribute to poor Pedestrian LOS at these intersections.

3.7.2 Queue Analysis

95th percentile queue lengths were reviewed at each intersection in the study area. The 95th percentile vehicle queue lengths represent the maximum queue lengths that can be expected at each of the critical approach lanes of the study area intersections. Queue lengths are examined to determine if vehicle queues extend into adjacent intersections (i.e. exceed available storage length) or are contained within the distance between two intersections. The queue lengths are provided in the Synchro capacity analysis worksheets which are located in *Appendices B and C* for the morning and afternoon peak hours, respectively. Tables 4 and 5 below provide a summary of the queue lengths for the critical lanes at each intersection.

Under existing conditions during the morning peak hour, all 95th percentile queue lengths are contained within the available storage length. During the afternoon peak hour, the northbound queue at the intersection of Route 32 and Reservoir Street exceeds available storage length by 215 feet. Additionally, the southbound queue at the intersection of Route 32 and the Connecticut College Main Entrance exceeds the available storage length by 30 feet. This indicates moderate congestion during the afternoon peak hour heading north between the Connecticut College Main Entrance and Reservoir Street, and light congestion heading south between Reservoir Street and the Connecticut College Main Entrance.

Under 2032 background conditions during the morning peak hour, all 95th percentile queue lengths are contained within the available storage length. During the afternoon peak hour, the northbound queue at the intersection of Route 32 and Reservoir Street exceeds available storage length by 290 feet. Additionally, the southbound queue at the intersection of Route 32 and the Connecticut College Main Entrance exceeds the available storage length by 90 feet.

Table 4: Weekday Morning Peak Hour Queue Length Summary

Intersection	Approach Lane	2022 Existing Queue	2032 Background Queue	Available Storage
Route 32 at Benham Ave.	EB Through	0 Feet	0 Feet	540 Feet
	WB Through	0 Feet	0 Feet	1700 Feet
	NB Left Turn	10 Feet	10 Feet	200 Feet
	NB Through	150 Feet	165 Feet	1670 Feet
	SB Left Turn	10 Feet	10 Feet	200 Feet
	SB Through	270 Feet	300 Feet	1275 Feet
Route 32 at Reservoir St.	EB Through	25 Feet	30 Feet	285 Feet
	WB Through	15 Feet	20 Feet	545 Feet
	NB Left Turn	5 Feet	10 Feet	185 Feet
	NB Through	355 Feet	380 Feet	675 Feet
	NB Right Turn	0 Feet	0 Feet	140 Feet
	SB Left Turn	20 Feet	20 Feet	150 Feet
	SB Through	815 Feet	880 Feet	1600 Feet
Route 32 at Connecticut College Main Entrance	EB Approach	40 Feet	40 Feet	360 Feet
	NB Left Turn	30 Feet	30 Feet	300 Feet
	NB Through	80 Feet	90 Feet	850 Feet
	SB Through	595 Feet	650 Feet	680 Feet
	SB Right Turn	15 Feet	50 Feet	75 Feet
Route 32 at Deshon St.	WB Left Turn	65 Feet	70 Feet	270 Feet
	NB Through	505 Feet	560 Feet	830 Feet
	SB Left Turn	65 Feet	70 Feet	300 Feet
	SB Through	605 Feet	725 Feet	850 Feet

Table 4 (Continued): Weekday Morning Peak Hour Queue Length Summary

Mohegan Ave. Pkwy. at USCGA Main Entrance	WB Approach	5 Feet	5 Feet	100 Feet
	NB Approach	0 Feet	0 Feet	350 Feet
Mohegan Ave. Pkwy. at Williams St.	EB Left Turn	25 Feet	25 Feet	25 Feet
	EB Through	165 Feet	120 Feet	1555 Feet
	WB Through	210 Feet	290 Feet	345 Feet
	WB Right Turn	60 Feet	65 Feet	200 Feet
	NB Left Turn	95 Feet	85 Feet	1550 Feet
	NB Through/Right Turn	235 Feet	250 Feet	1550 Feet
	SB Left/Right Turn	0 Feet	80 Feet	450 Feet
Williams St. at Briggs St.	EB Approach	35 Feet	40 Feet	530 Feet
	WB Approach	60 Feet	65 Feet	455 Feet
	NB Approach	20 Feet	15 Feet	530 Feet

Table 5: Weekday Afternoon Peak Hour Queue Length Summary

Intersection	Approach Lane	2022 Existing Queue	2032 Background Queue	Available Storage
Route 32 at Benham Ave.	EB Through	35 Feet	30 Feet	540 Feet
	WB Through	15 Feet	20 Feet	1700 Feet
	NB Left Turn	20 Feet	20 Feet	200 Feet
	NB Through	375 Feet	420 Feet	1670 Feet
	SB Left Turn	10 Feet	10 Feet	200 Feet
	SB Through	240 Feet	265 Feet	1275 Feet
Route 32 at Reservoir St.	EB Through	60 Feet	65 Feet	285 Feet
	WB Through	85 Feet	90 Feet	545 Feet
	NB Left Turn	10 Feet	15 Feet	185 Feet
	NB Through	*890 Feet*	*965 Feet*	*675 Feet*
	NB Right Turn	0 Feet	0 Feet	140 Feet
	SB Left Turn	25 Feet	30 Feet	150 Feet
	SB Through	535 Feet	590 Feet	1600+ Feet
Route 32 at Connecticut College Main Entrance	EB Approach	100 Feet	110 Feet	360 Feet
	NB Left Turn	75 Feet	75 Feet	300 Feet
	NB Through	700 Feet	845 Feet	850 Feet
	SB Through	*710 Feet*	*770 Feet*	*680 Feet*
	SB Right Turn	40 Feet	40 Feet	75 Feet
Route 32 at Deshon St.	WB Left Turn	65 Feet	70 Feet	270 Feet
	NB Through	585 Feet	640 Feet	830 Feet
	SB Left Turn	25 Feet	30 Feet	300 Feet
	SB Through	145 Feet	160 Feet	850 Feet
Mohegan Ave. Pkwy. at USCGA Main Entrance	WB Approach	40 Feet	48 Feet	100 Feet
	NB Approach	0 Feet	0 Feet	350 Feet

Table 5 (Continued): Weekday Afternoon Peak Hour Queue Length Summary

Mohegan Ave. Pkwy. at Williams St.	EB Left Turn	25 Feet	25 Feet	25 Feet
	EB Through	135 Feet	135 Feet	1555 Feet
	WB Through	315 Feet	315 Feet	345 Feet
	WB Right Turn	70 Feet	70 Feet	200 Feet
	NB Left Turn	90 Feet	90 Feet	1550 Feet
	NB Through/Right Turn	280 Feet	280 Feet	1500 Feet
	SB Left/Right Turn	65 Feet	65 Feet	450 Feet
Williams St. at Briggs St.	EB Approach	40 Feet	40 Feet	530 Feet
	WB Approach	135 Feet	155 Feet	455 Feet
	NB Approach	15 Feet	15 Feet	530 Feet

3.8 Previous Studies and Ongoing Projects

A number of local and regional studies have taken place in and around the study area in recent years. The findings of these studies as they pertain to this project have been reviewed and are summarized below.

Reconnect New London – March 2011

A group of transportation professionals, including researchers at the University of Connecticut, participated when the New London Landmarks group hosted a three-day design charette to develop recommendations to reconnect downtown New London to the College Hill area. The recommendations included downgrading and simplifying the I-95/Route 32 interchange and constructing a more direct link between Hodges Square and Downtown.

Connecticut College Pedestrian Safety Study – June 2016

In response to a pedestrian fatality across from the Connecticut College Main Entrance, a pedestrian safety study of the Connecticut College campus was conducted by Fuss & O'Neill on behalf of Connecticut College. The study area included Route 32, Williams Street, and the internal campus roadways. The study noted the "highway feel" of Route 32 as a primary deficiency, and cited the incomplete sidewalk network, inaccessible pedestrian crossings, and highway scale infrastructure as specific shortcomings.

Recommendations included ADA compliant ramps and pedestrian push buttons at pedestrian crossings, sidewalk connection to Benham Avenue, curb bump outs, planted green space, and removal of the concrete median barrier.

Regional Bike and Pedestrian Plan – November 2019

The SCCOG Regional Bike and Pedestrian Plan recommends the implementation of traffic caling measures including improved sidewalks, crossings, lighting, and landscaping on Route 32 from Williams Street to Benham Avenue.

Route 32 Road Safety Audit – April 2016

The New London Road Safety Audit (RSA) Report was completed in April 2016 on behalf of the City of New London in coordination with CTDOT. The report indicated that throughout the design of the area an effort was made to orient on-campus pathways to discourage midblock crossings, and channels have been placed to orient pedestrians to the correct crossing locations. The report identified similar deficiencies in the pedestrian network as the pedestrian safety study. Additionally, the report indicated a lack of wayfinding and directional signage to indicate the proximity of Route 32 to a college campus.

Overall, recommendations are focused on improving pedestrian safety and slowing down vehicles through adding pedestrian signal heads, upgrading curb ramps, and trimming overgrown vegetation. Longer term recommendations include narrowing the lane widths, adding and widening sidewalks, adding a second pedestrian bridge, relocating the utilities that obstruct the sidewalk, and evaluating pedestrian lighting.

The I-95/Route 32 O&D License Plate Survey – June 2017

The I-95/Route 32 O&D License Plate Survey was conducted in 2017 as part of the I-95 Branford to Rhode Island Feasibility Study Update to analyze the Origin-Destination (O-D) patterns associated with drivers using Route 32 as a connector between I-95 and I-395. The study reports that between 53 and 57 percent of traffic from I-95 south that travels northbound on Route 32 is traveling to I-395 north, and between 37 and 43 percent of southbound traffic on Route 32 that originates on I-395 south in the is traveling to I-95 north. The results of this study indicate that a substantial portion of peak hour vehicle traffic on Route 32 is utilizing the roadway as a connector between the two freeways.

The I-95 Corridor Branford to Rhode Island Feasibility Study – May 2018

The I-95 Corridor Branford to Rhode Island Feasibility Study Update, published in May 2018, provides an update to the 2004 study that evaluated the feasibility of adding one operating lane in each direction along I-95. Part of this study investigated the possible reconstruction of the I-95 and Route 32 interchange and provided three concept alternatives for improvements along the Route 32 corridor between the interchange and Benham Avenue.

Each of the three alternatives proposes relocating I-95 Exit 34, which currently provides access to Route 32. The relocation of this exit and reconfiguration of the interchange would reduce speeds Route 32 and provide space for pedestrian and bicycle facilities as well as future development. Realization of any of the proposed changes to the interchange would be transformative for the study corridor.

Additionally, all three alternatives propose a planted median on Route 32, with some alternatives proposing roundabouts at each of the intersections in the vicinity of Connecticut College.

The alternative concept plans have been included in *Appendix B*.

The I-95 Eastern Connecticut Planning and Environmental Linkage (PEL) Study

The ongoing PEL Study intends to improve congestion and reduce travel time along I-95 from Branford, Connecticut, to the Rhode Island state line. As part of the study, the project team will be preparing concept plans for several interchanges along the 59 mile study corridor. Redesign of the I-95/Route 32 interchange may be considered as part of the study. Coordination with the project team leading the PEL study will be required to ensure recommendations of this study complement what is proposed in the PEL study. The PEL study is in its early stages and is expected to conclude in Fall of 2023.

The Lyman Allyn Park Master Plan – June 2022 (Construction begins April 2023)

The Lyman Allyn Park Master Plan, published in June 2022, proposes a 12-acre park that celebrates art and honors the Lyman Allyn Art Museum. The park will be located on the current grounds of the Lyman Allyn Art Museum. The plan reports that Route 32 creates a high decibel noise level that is consistent with high vehicle volumes and high vehicles speeds.

Regional Transportation Safety Plan – January 2021

The SCCOG Regional Transportation Safety Plan cites the 2015 pedestrian fatality on Route 32 and indicates that the City of New London has sought Surface Transportation Funding to turn Route 32 into a boulevard.

Intersection Improvements at Route 32 and Old Norwich Road

CTDOT has planned improvements at the signalized intersection of Route 32 and Old Norwich Road in Waterford, approximately two miles north of the study area. The proposed improvements include additional capacity for northbound vehicles entering I-395.

4 Public Engagement

The project utilized a variety of public outreach strategies to ensure a wide range of user groups were engaged throughout the process to help guide decision-making and development of the project Vision and Guiding Principles (discussed page 47). The first phase was designed to understand how the existing corridor operates and determine what the community would like to see in the future, the second phase sought to gather feedback on the draft Vision and developed Alternatives, and the third phase was intended to share the proposed plan and gather final thoughts for refinement of the recommendations.

Three methods were utilized to ensure all perspectives were captured:

1. Project Advisory Committee (PAC) consisting of representatives from CTDOT, City of New London, SEAT, Connecticut College, US Coast Guard Academy, Lyman Allyn Museum, and Bike Groton. Virtual meetings were held throughout the project to share progress and gather input.

2. In-person events such as pop-up booths at Connecticut College and Eat in the Street in New London, as well as Public Meetings at the Lyman Allyn Museum and Winthrop STEM School.

3. Project Website updates and online surveys used to mimic in-person engagement opportunities and allow for feedback to be gathered from those who were not available to attend events in-person.

Feedback received during each phase and through each method is summarized below. Public Engagement Presentations and PAC meeting notes are available in Appendix D.

4.1 Phase 1 – Existing Conditions

The first PAC meeting was held on April 21, 2022 to provide an introduction to the project and gather input on existing issues and opportunities for the corridor. Two in-person pop-up events were held to gather input from the community, first at Connecticut College on May 5, 2022, and secondly at Downtown New London's Eat in the Street event on August 4, 2022. An online survey and comment map complemented this phase of engagement to gather input from a broad cross section of the community. Over 430 comments and responses were gathered during this phase of engagement.

Respondent demographic data was collected for the online survey to evaluate the efficacy of the engagement strategy and ensure that a broad demographic was reached. 56 percent of respondents reported working near the study area, 39 percent regularly travel through the study area, 29 percent attend school nearby, 22 percent live nearby, and 15 percent regularly visit the study area to attend events or see friends/family.

When asked to select all of the modes used to travel along or across Route 32, 87 percent of respondents reported driving through the study area, while 50 percent walk, and less than 10% use ride hail, bike, or bus.

Engagement and discussions during this phase included the following questions regarding issues and ideas for Route 32:

- What do you feel are the issues with Route 32 (Mohegan Avenue Parkway) as it exists today?
- What do you feel are ways Route 32 (Mohegan Avenue Parkway) could be improved?

Over 100 individuals cited high vehicle speeds and inconsistent speed limits as a primary concern, and over 50 individuals cited walkability and pedestrian crossings as primary concerns.

Issues related to walkability included:

- Feeling unsafe/dangerous
- Limited/lack of sidewalks
- Exposure to/lack of protection from vehicles
- Lack of well-maintained sidewalks
- Lack of sidewalk connection to points of interest.

Issues related to crossings included:

- Lack of safe pedestrian crossings
- Long crossings with lack of refuge in the middle
- Waiting too long to be able to cross
- Timing for pedestrian signals is too short
- Difficulty crossing with high vehicle volumes and speeds
- Danger in crossing with vehicles running red lights
- Faded crosswalks and low visibility to drivers
- Difficulty in seeing crosswalks at night.

Other top issues reported are depicted in Figure 2 below.

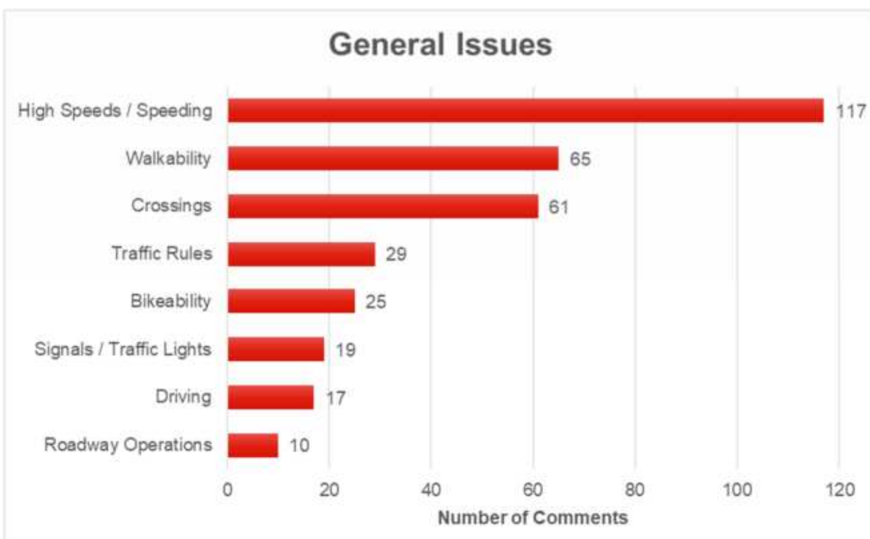


Figure 2 – Response Summary – General Issues

The top three categories of ideas reported were related to crossings, walkability, and speeding – all receiving over 50 comments each (see Figure 3). Many ideas were also shared for bikeability, which received over 40 comments.

Ideas for safer crossings included:

- More opportunities to cross (including more pedestrian bridges or underground crossings)
- Traffic calming measures (including raised crosswalks, flashing beacons)
- Extending the pedestrian signal time
- More visible crosswalks (including better lighting and signage)
- Reducing crossing distances with curb extensions or pedestrian refuge islands.

Ideas for improved walkability included:

- Installing and repairing sidewalks (or a pedestrian lane)
- Widening sidewalks, implementing a road diet to provide more space for walking
- Making sidewalks more comfortable through traffic calming (including speed bumps, additional stop lights, and stop signs)
- Provide distance and buffer from roadway
- Pedestrian-friendly features such as furniture and wayfinding signage.

Several people noted re-routing the traffic on Route 32 to make this section of roadway pedestrian-only or burying Route 32 to make the above-ground section safe for pedestrians.

Ideas for reducing vehicle speeds included:

- Various forms of traffic calming measures, such as speed bumps and tables
- Installing rotaries or roundabouts
- Road diet
- Rumble strips
- More traffic lights
- Reducing the speed limit
- Signage (including speed feedback signs).

Other top categories of ideas are depicted in Figure 3 on the following page.

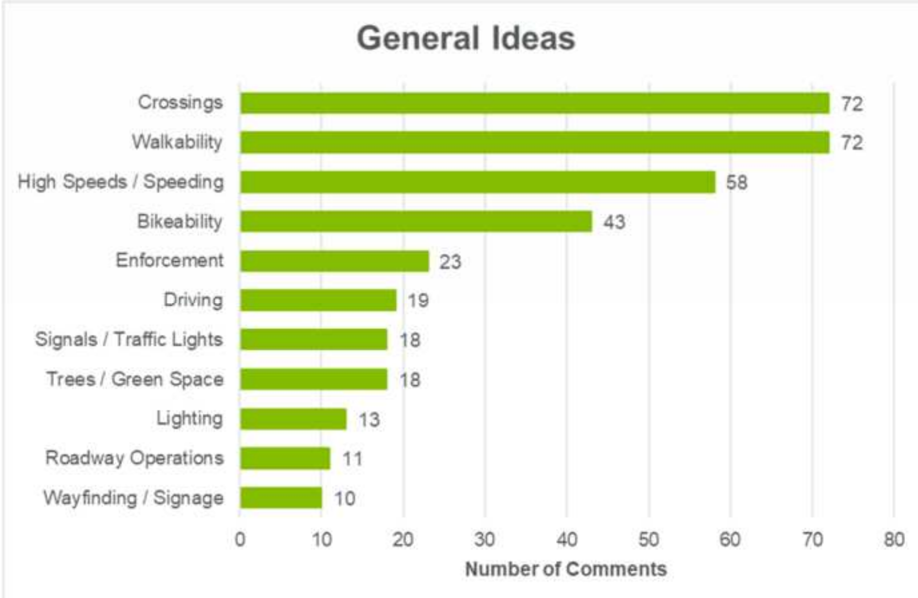


Figure 3 – Response Summary – General Ideas

Several respondents commented regarding improving aesthetics, reducing noise pollution, improving accessibility, increasing climate resilience, and providing transit access.

Ideas for transit access included:

- Shuttles for local traffic
- More bus service between Connecticut College and the rest of New London and to Norwich.
- Dedicated bus lanes for rapid transit service
- Piloting demand response service.

Additionally, several people expressed a desire for better connections between existing destinations, such as:

- Connecticut College and the U.S. Coast Guard Academy
- Connecticut College and New London and Norwich
- The project area and Downtown New London / New London Waterfront
- The project area and the multi-use paths on the Gold Star Bridge.

Location-specific feedback was also gathered through in-person or online comment map activities. The top categories of responses included:

- Safety (27.4%)
- Mobility (24.8%)
- Trees and Greenspace (24.8%)
- Access to nearby destinations (12.4%)
- Public Art (1.8%).

4.2 Phase 2 – Vision & Alternatives

The second PAC meeting was held on September 27, 2022 to share the draft vision and alternatives for the project, developed through the outreach in Phase 1. A public meeting was held on November 2, 2022 at the Lyman Allyn Art Museum, with the presentation materials and survey made available on the website following the meeting. Over 460 comments and responses were gathered during this phase of engagement.

Respondent demographic data was collected for the online survey to evaluate the efficacy of the engagement strategy and ensure that a broad demographic was reached. Forty-four percent of respondents reported working near the study area, 23 percent regularly travel through the study area, 52 percent attend school nearby, 13 percent live nearby, and 6 percent regularly visit the study area to attend events or see friends/family.

When asked how they typically travel along or across Route 32, 84 percent of respondents reported driving through the study area, while 59 percent walk, 15 percent use ride hail services, and less than 10 percent bike or take the bus. Respondents were encouraged to select all applicable modes of transportation, so the total exceeds 100 percent.

Respondents were asked whether the draft Vision and Guiding Principles captured the needs of the community. Seventy-seven percent either agreed or strongly agreed, 13 percent were neutral, and 10 percent either disagreed or strongly disagreed. Some respondents suggested incorporating sustainability and pedestrian safety more directly, and others requested clarity on transportation options referenced.

Alternative A and Alternative B (see Section 5.1) were presented for feedback. Respondents were asked which of the options best met the needs of the community and fit the project vision. Fifty-six percent of respondents preferred Alternative A, 25 percent preferred Alternative B, and 15 percent reported that either option met the project vision. Three percent of respondents felt that neither option met the vision.

Several comments and suggestions were provided to help refine the preferred alternative:

- Design for slower speeds using even narrower lanes (9 or 10'), installing speed humps, enforcement, reducing speed limits and installing roundabouts
- Additional traffic calming and safety measures at intersections, including better lighting, adding new crosswalks and upgrading traffic lights
- An additional pedestrian bridge and enhancements to the existing bridge
- Two-way bike access needs on both sides of the corridor, as well as connectivity to other destinations such as downtown New London
- Protection from speeding vehicles through barriers or medians
- Support for additional trees and plantings, with some concern regarding care and maintenance of the trees as well as sightlines
- Additional measures to improve the aesthetics of the corridor through burying the overhead wires and providing planters and/or hedges
- Wayfinding signage and improved access to local destinations.

Some respondents felt that it was not appropriate to allow access for pedestrians or vehicles from side streets, as Route 32 should serve only as a limited-access highway. Others felt that the proposed designs may not slow vehicles down enough based on existing behaviors. Concerns were also raised about added congestion along Route 32 and the proposed changes having the potential to cause short-cutting along other routes.

4.3 Phase 3 – Proposed Concept Plan

The third and fourth PAC meetings were held on January 17, 2023 and March 28, 2023. The first meeting was held to share the updated design options and alternatives evaluation, and the second was held to share the proposed concept plan. A public meeting was held on April 25, 2023 at the Winthrop STEM School, with the presentation materials and survey made available on the website following the meeting. Over 200 comments and responses were gathered during this phase of engagement. The final PAC meeting was held on June 13, 2023 to summarize the public meeting and survey responses, as well as to present the project cost and possible project funding options.

Respondent demographic data was collected for the online survey to evaluate the effectiveness of the engagement strategy and ensure that a broad demographic was reached. Fifty-seven percent of respondents reported working near the study area, 39 percent regularly travel through the study area, 24 percent attend school nearby, 29 percent live nearby, and 11 percent regularly visit the study area to attend events or see friends/family. When asked how they typically travel along or across Route 32, 90 percent of respondents reported driving through the study area, while 42 percent walk, and less than 10 percent use ridehail services, bike, or bus.

Respondents were asked whether the proposed concept meets the Vision and Guiding Principles and captured the needs of the community. Seventy-six percent either agreed or strongly agreed, 13 percent were neutral, and 10 percent either disagreed or strongly disagreed.

Many comments supported the changes and believed that the beautification of this segment of Route 32 is sorely needed. Suggestions were made to further calm traffic through this area through speed humps, rumble strips, raised crosswalks, speed feedback signs, and increased enforcement.

Others suggested that pedestrian bridges or tunnels would be preferrable, and that additional barriers would be needed to separate vehicles from on-coming traffic and/or the shared use paths. Concerns were also raised about added congestion along Route 32 and the proposed changes having the potential to cause short-cutting along other routes. Several comments emphasized the need to make larger transportation network changes to address congestion.

5 Alternatives Analysis

5.1 Geometric Alternatives

Based on community input on existing issues and opportunities for the corridor, a Vision and Guiding Principles were developed for the project:

Vision: Mohegan Avenue Parkway will serve to reduce barriers, create safe connections, and visually enhance the community through which it travels.

Guiding Principles:
- Transform Route 32 into a lower speed community street.
- Improve safety and comfort for all roadway users.
- Enhance connectivity across campus and to local destinations.
- Provide sustainable transportation choices for area residents.
- Establish a visual gateway into the College Hill District through greenery, signage and public art.

Two alternatives were developed as part of this study to meet the project vision, with an additional alternative developed in 2017 included in the alternatives evaluation. Each of the three alternatives maintains two travel lanes in each direction with left turn lanes at intersections. Eliminating travel lanes was found to be infeasible with existing vehicular volumes.

Alternative A includes two travel lanes in each direction separated by a landscaped median, a shared use path on the west side of the roadway, and a concrete sidewalk on the east side of the roadway. Pedestrian facilities are separated from the traveled way with vertical curb and a landscaped buffer that varies in width. The travel lanes are proposed to be 11 feet wide, the turn lanes, 10 feet wide, the median six feet wide, and the shoulders, four feet wide. Alternative A is feasible within the existing right of way and reduces the overall roadway width. A plan view of Alternative A is depicted in Image 17 and a typical roadway section is depicted in Image 18.

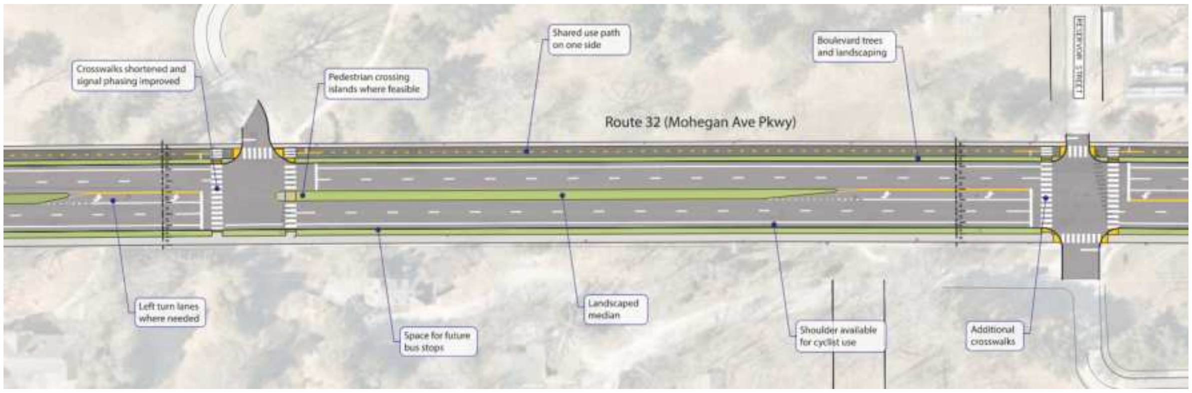


Image 17– Alternative A

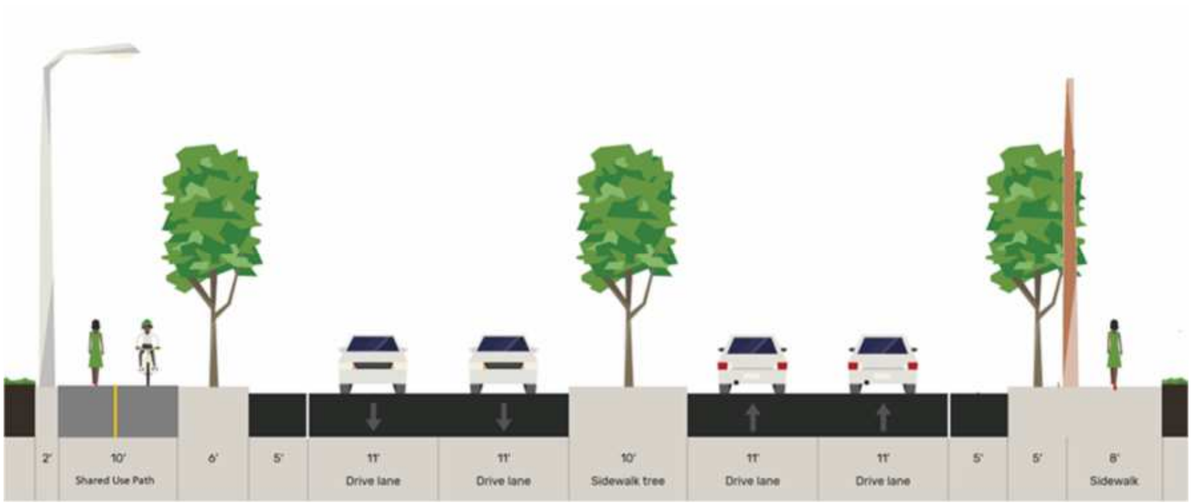


Image 18 – Alternative A – Typical Section

Alternative B includes two travel lanes in each direction that are not separated, concrete sidewalk on both sides of the roadway, and separated bicycle lanes on both sides of the roadway. Bicycle and pedestrian facilities are separated from the traveled way with vertical curb and a landscaped barrier that varies in width but is generally wide enough to support street trees. The travel lanes are proposed to be 11 feet wide, the turn lanes, 10 feet wide, the median six feet wide, and the shoulders, four feet wide. Alternative B is feasible within the existing right of way and reduces the overall roadway width. A plan view of Alternative B is depicted in Image 19 and a typical roadway section is depicted in Image 20.

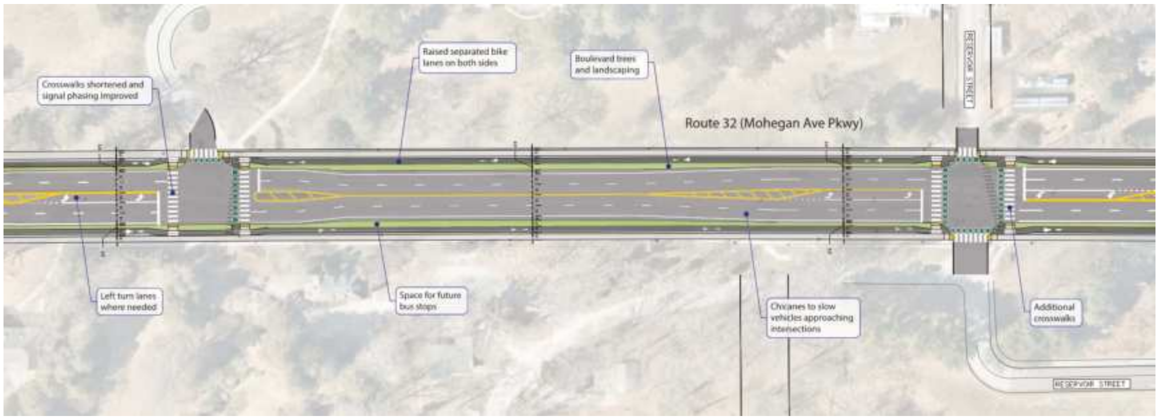


Image 19 – Alternative B

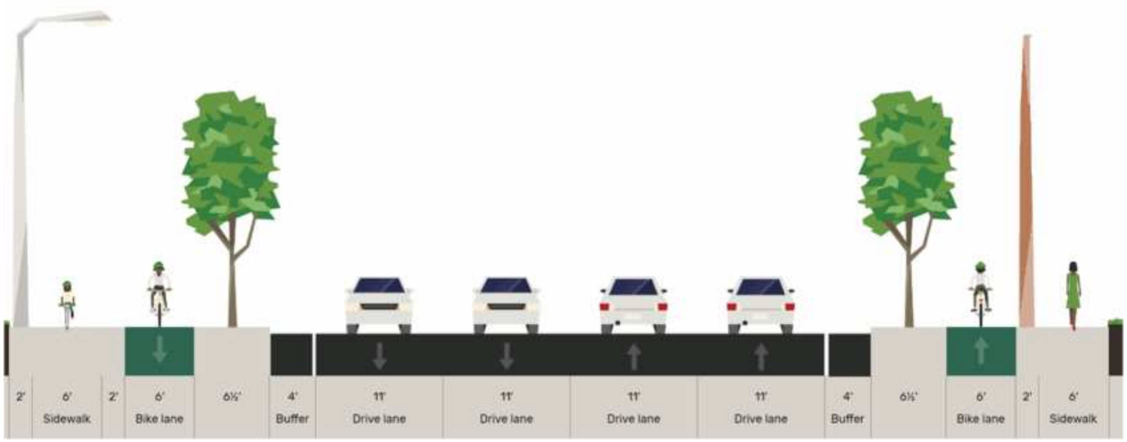


Image 20 – Alternative B – Typical Section

Alternative C was prepared for CTDOT in 2017. The alternative includes two travel lanes in each direction separated by a landscaped median, and proposes multilane roundabouts at each of the study area intersections. Additionally, this alternative includes the reconfiguration of the I-95 interchange to slow traffic and open up land for development. This alternative would require significant land-taking and is not feasible within existing ROW. Alternative C is depicted in Image 21 below.

Image 21 – Alternative C

A road diet alternative that eliminates one lane of travel in each direction was also considered early on in the alternatives analysis process but was deemed to be infeasible with existing traffic volumes. It is possible that other changes to the regional roadway network would result in a reduction in traffic volume on Route 32 that would make a road diet feasible. These future options are explored more in Section 8 of this report.

5.2 Alternatives Assessment

In order to develop a preferred concept, each of the three alternatives were assessed based on the following criteria established in coordination with the project advisory committee:

- Safety
- Constructability
- Utility Impacts
- Environmental Impacts
- Environmental Justice
- Speed Control
- Congestion Management
- Traffic Operations
- Bike Accommodation
- Pedestrian Accommodation
- Aesthetics
- Noise Control
- Air Quality
- Emergency Access
- Maintenance

Alternatives were ranked as unfavorable, favorable, and highly favorable for each evaluation criteria. The evaluation matrix has been included on the following page for reference.

	Option A (Median, Shared Use Path)	Option B (No Median, Grade Separated Bike Lanes)	Option C (Multilane Roundabouts)
Safety	Improved safety for pedestrians at crossings, dedicated bike accommodation, reduced vehicle speeds. Signals have higher crash severity than roundabouts	Improved safety for pedestrians at crossings, dedicated bike accommodation, reduced vehicle speeds. Signals have higher crash severity than roundabouts	Dedicated bike accommodation, reduced vehicle speeds. Roundabouts have lower crash severity than signals. Multi-lane roundabouts provide less protection for pedestrians at crossings and may increase potential for side swipe collisions.
Constructability	Concept appears to be feasible within the existing ROW	Concept appears to be feasible within the existing ROW	Large inscribed circle diameter required for a multilane roundabout will not be feasible within existing ROW and steep grades
Utility Impacts	Minor utility impacts/relocations	Minor utility impacts/relocations	More substantial utility impacts at intersections
Environmental Impacts	Maintain similar vehicle idle time, reduction in the existing paved area	Maintain similar vehicle idle time, reduction in the existing paved area	Roundabouts reduce vehicle stop time, increase in overall pavement surface
Environmental Justice	Enhances connectivity across Route 32; improves multimodal connectivity to connect to Hodges Square. Opportunity for transit service	Enhances connectivity across Route 32; improves multimodal connectivity to connect to Hodges Square. Opportunity for transit service	Crossing multilane roundabout legs is less ideal for pedestrians and bikes. Improves multimodal connectivity to Hodges Square. Opportunity for transit service
Speed Control	Narrower roadway and treed median will provide a sense of visual enclosure to slow vehicles down	Narrower roadway and chicanes approaching intersections will help slow vehicles down; potential for large trees on the sides of the roadway	Entrance deflection and roundabout operations will help slow vehicles down. Low conflicting side street volumes may allow for higher mainline speeds
Congestion Management	Maintains the existing roadway capacity, except the removal of right turn lanes	Maintains the existing roadway capacity, except the removal of right turn lanes	Roundabouts reduce vehicle stop time. Side streets may have difficulty finding gaps in major street traffic
Traffic Operations	Opportunity for Leading Pedestrian Intervals (LPIs) and optimized timing; ability to introduce transit priority in the future	Opportunity for Leading Pedestrian Intervals (LPIs) and optimized timing; ability to introduce transit priority in the future	Eliminates need for signals, RRFBs may be required for crossings
Bike Accommodation	Shared use path provides two-way bike accommodations on the west side of the roadway. Cyclists on the east side of Route 32 must cross to access the bike facilities.	Bike lanes provide one-directional access on each side. Cyclists may need to cross Route 32 twice to access destinations upstream of where they start	If bicyclists need to cross, they must cross four lanes of traffic with no dedicated crossing time
Pedestrian Accommodation	Landscaped median provides pedestrian refuge for long crossings where left turn lanes are not required.	Perpendicular crossings will shorten crossing distance; refuge may be provided where left turn lanes are not required	Pedestrians must cross four lanes of traffic with no protected crossing time
Aesthetics	Landscaped median creates a parkway feel, and has a strong potential for gateway treatments, art installations	Potential for enhanced landscaping on the sides of the roadway; less opportunity for median gateway treatments.	Landscaped median/center islands create a parkway feel, and has a strong potential for gateway treatments, art installations
Noise Control	Opportunity for noise walls/attenuation	Opportunity for noise walls/attenuation	Opportunity for noise walls/attenuation
Air Quality	Maintains similar vehicle idle time as exists today	Maintains similar vehicle idle time as exists today	Roundabouts generally reduce vehicle idle time
Emergency Access	Emergency access maintained	Emergency access maintained	Emergency access maintained
Maintenance	Higher maintenance needs for landscaped median. More space for snow storage in shoulders	Lower tree maintenance needs, less shoulder space for snow storage. May need special equipment to clear bike lanes	Higher maintenance needs for center island and median landscaping. More space for snow storage in shoulders

5.2.1 Safety

Alternative A and Alternative B are thought to be highly favorable with regard to improving roadway safety. Each of these two alternatives improves safety for pedestrians by reducing crossing distance and providing crosswalks across each intersection leg. Additionally, Alternative A offers the ability to provide pedestrian refuge islands in the landscaped median. Both Alternative A and Alternative B improve cyclist safety by providing separated bicycle facilities.

Roadway safety is improved for all vehicle users by reducing vehicle speeds. This reduction in speed is accomplished in part by narrowing vehicle travel lanes and roadway shoulders. Additionally, Alternative A and B both propose the removal of highway-grade infrastructure and introducing visual and geometric cues to calm traffic, including narrow lanes and shoulders, landscaped buffers, street trees, and gateway treatments.

Alternative C is thought to be favorable for roadway safety, as roundabouts are an effective intersection safety countermeasure that greatly reduce the likelihood of severe crashes and require vehicles to slow down in order to navigate them. This alternative also introduces separated bicycle facilities.

However, single lane roundabouts are not feasible based on the current roadway volumes, and many of the safety and traffic calming benefits of a single lane roundabout are not fully realized with a multilane roundabout. Additionally, multilane roundabouts provide less protection for pedestrians at crossings.

5.2.2 Constructability

Alternatives A and B are both constructable within the existing ROW, so both are thought to be highly favorable with regard to constructability. The multilane roundabouts depicted in Alternative C would require large inscribed circle diameters that would be infeasible within existing ROW. Additionally, steep grades on both sides of the roadway pose a significant design challenge that may make construction infeasible. Therefore, Alternative C is thought to be unfavorable with regard to constructability.

5.2.3 Utility Impacts

Alternatives A and B are anticipated to have minor utility impacts and some utility pole relocations, and are therefore thought to be highly favorable with regard to utilities. Because of the substantial ROW impacts and constructability constraints associated with Alternative C, more significant utility impacts are anticipated at this intersection. However, this alternative includes landscaped space on both sides of the road that could accommodate relocated utilities. Therefore, this alternative is thought to be favorable.

5.2.4 Environmental Impacts

Alternatives A and B reduce the overall impervious area and are able to be constructed within the existing ROW, therefore, environmental impacts are thought to be minimal and these alternatives are considered highly favorable in this regard. Alternative C increases the impervious area, but roundabouts typically reduce vehicle idle time and have positive air quality impacts over time. Therefore, Alternative C is considered favorable in regard to environmental impacts.

5.2.5 Environmental Justice

Each of the three alternatives enhances multimodal connectivity to the Hodges Square Historic District, a neighborhood that was severed from the rest of downtown New London upon the construction of the interstate in the mid-20th century. Alternatives A and B also improve multimodal connectivity across Route 32, whereas the multilane roundabouts in Alternative C can create a more difficult crossing for cyclists and pedestrians. Therefore, Alternatives A and B are thought to be highly favorable in regard to Environmental Justice, and Alternative C is thought to be favorable.

5.2.6 Speed Control

Alternatives A and B will reduce vehicle speeds through narrower lanes and roadway shoulders and visual cues. Alternative A will feature a median landscaped with street trees that will help create a visual sense of enclosure to slow vehicles down. Alternative B features chicanes approaching intersections to help slow vehicles down and allows for large trees to be planted on the sides of the roadway to help create a visual sense of enclosure. These two alternatives are thought to be highly favorable in regard to speed control. The multilane roundabouts in Alternative C will introduce some deflection, but low side-street volumes may lead to higher speeds on Route 32, as vehicles will be required to yield to side street traffic less frequently. Therefore, Alternative C is thought to be favorable in regard to speed control.

5.2.7 Congestion Management

Alternatives A and B maintain the existing roadway capacity apart from the removal of right turn lanes. Removing the right turn lanes has a negligible impact on traffic operations because the existing right turn volumes are very small compared to the through volumes. Therefore, these alternatives are thought to be highly favorable in regard to congestion management. The multilane roundabouts in Alternative C reduce vehicle stop time for vehicles on Route 32, but without a traffic signal to control vehicular right of way, side street vehicles experience increases in delay time. Therefore, Alternative C is thought to be favorable in regard to congestion management.

5.2.8 Traffic Operations

The recommended improvements include optimizing signal timings and phasing at each signalized intersection, and upgrading existing vehicle detection, which both improve traffic operations. Roadway capacity is maintained except for the removal of right turn lanes. Therefore, intersection operations are substantially similar to the background condition, and improved in some cases.

LOS and v/c ratios are summarized by movement in Tables 6 and 7 below. All intersections operate at LOS C or better during both peak hours. Left turn movements at some intersections continue to operate LOS E under build conditions, however, left turn queues at these locations are contained within available storage.

Table 6: Signalized Intersection V/C Ratio and Level of Service

Signalized Intersections	2032 Build Conditions Peak Hour	
	Weekday Morning	Weekday Afternoon
Route 32 at Benham Ave.	**0.55/LOS A**	**0.65/LOS A**
EB Approach (Benham Ave.)	0.01/LOS C	0.28/LOS D
WB Approach (Benham Ave.)	0.01/LOS C	0.08/LOS C
NB Approach Left Turn	0.19/LOS D	0.50/LOS D
NB Approach Through	0.40/LOS A	0.69/LOS A
SB Approach Left Turn	0.12/LOS D	0.21/LOS D
SB Approach Through	0.59/LOS A	0.52/LOS A
Route 32 at Reservoir St.	**0.68/LOS B**	**0.76/LOS B**
EB Approach (Reservoir St.)	0.29/LOS D	0.35/LOS C
WB Approach (CT College Main Entrance)	0.15/LOS D	0.57/LOS D
NB Approach Left Turn	0.11/LOS D	0.19/LOS D
NB Approach Through	0.49/LOS A	0.84/LOS B
SB Approach Left Turn	0.45/LOS E	0.55/LOS E
SB Approach Through	0.80/LOS B	0.59/LOS B

Table 6 (Continued): Signalized Intersection V/C Ratio and Level of Service

Route 32 at Connecticut College Main Entrance	**0.79/LOS A**	**0.76/LOS B**
EB Approach (CT College Main Entrance)	0.35/LOS D	0.50/LOS D
NB Approach Left Turn	0.16/LOS C	0.17/LOS C
NB Approach Through	0.38/LOS A	0.72/LOS A
SB Approach Through	0.81/LOS B	0.85/LOS C
Route 32 at Deshon St.	**0.68/LOS B**	**0.87/LOS B**
WB Approach (Deshon St.)	0.45/LOS D	0.51/LOS D
NB Approach	0.71/LOS B	0.87/LOS B
SB Approach Left Turn	0.17/LOS C	0.13/LOS C
SB Approach Through	0.68/LOS A	0.53/LOS A
Mohegan Ave. Pkwy. at Williams St.	**0.45/LOS C**	**0.47/LOS C**
EB Approach (Williams St.) Left Turn	0.05/LOS B	0.05/LOS D
EB Approach (Williams St.) Through	0.29/LOS B	0.20/LOS B
WB Approach (Williams St.) Through	0.40/LOS C	0.53/LOS C
WB Approach (Williams St.) Right Turn	0.17/LOS B	0.22/LOS C
NB Approach Left Turn	0.25/LOS C	0.22/LOS C
NB Approach Through	0.66/LOS D	0.71/LOS D
SB Approach	0.55/LOS E	0.44/LOS D

Table 7: Unsignalized Intersection Level of Service

Unsignalized Intersections	2032 Build Conditions Peak Hour	
	Weekday Morning	Weekday Afternoon
Mohegan Ave. Pkwy. at the USCGA Main Entrance		
WB Approach (CGA Main Entrance)	LOS B	LOS C
Williams St. at Briggs St.		
WB Approach (Williams St.)	LOS B	LOS C
NB Approach (Briggs St.)	LOS A	LOS A

Queue lengths are summarized in Table 8 below. Queues exceed available storage during the afternoon peak hour at the northbound approach to the intersection of Reservoir Street and Route 32, and at the southbound approach to the Connecticut College Main Entrance. Queue lengths at these locations are substantially similar to the queues experienced in the existing and background conditions.

Table 8: Queue Length Summary

Intersection	Approach Lane	2032 Build Conditions Peak Hour		Available Storage
		Weekday Morning	Weekday Afternoon	
Route 32 at Benham Ave.	EB Through	0 Feet	35 Feet	540 Feet
	WB Through	0 Feet	20 Feet	1700 Feet
	NB Left Turn	10 Feet	20 Feet	100 Feet
	NB Through	165 Feet	395 Feet	1670 Feet
	SB Left Turn	10 Feet	10 Feet	100 Feet
	SB Through	295 Feet	245 Feet	1275 Feet
Route 32 at Reservoir St.	EB Through	30 Feet	65 Feet	285 Feet
	WB Through	20 Feet	115 Feet	545 Feet
	NB Left Turn	10 Feet	15 Feet	100 Feet
	NB Through	385 Feet	*910 Feet*	675 Feet
	SB Left Turn	25 Feet	25 Feet	100 Feet
	SB Through	870 Feet	485 Feet	1600 Feet
Route 32 at Connecticut College Main Entrance	EB Approach	40 Feet	135 Feet	360 Feet
	NB Left Turn	35 Feet	70 Feet	120 Feet
	NB Through	80 Feet	670 Feet	850 Feet
	SB Through	450 Feet	*715 Feet*	680 Feet
Route 32 at Deshon St.	WB Left Turn	65 Feet	75 Feet	270 Feet
	NB Through	565 Feet	465 Feet	830 Feet
	SB Left Turn	65 Feet	30 Feet	300 Feet
	SB Through	710 Feet	135 Feet	850 Feet

Table 8 (Continued): Queue Length Summary

Intersection	Approach Lane	2032 Build Conditions Peak Hour		Available Storage
		Weekday Morning	Weekday Afternoon	
Mohegan Ave. Pkwy. at the Coast Guard Academy Main Entrance	WB Approach NB Approach	5 Feet 0 Feet	50 Feet 0 Feet	100 Feet 350 Feet
Mohegan Ave. Pkwy. at Williams St.	EB Left Turn EB Through WB Through WB Right Turn NB Left Turn NB Through SB Left/Right Turn	30 Feet 210 Feet 250 Feet 65 Feet 115 Feet 310 Feet 30 Feet	25 Feet 145 Feet 335 Feet 75 Feet 95 Feet 305 Feet 40 Feet	25 Feet 1555 Feet 345 Feet 200 Feet 1550 Feet 1550 Feet 450 Feet
Williams St. at Briggs St.	EB Approach WB Approach NB Approach	40 Feet 65 Feet 15 Feet	40 Feet 155 Feet 15 Feet	530 Feet 455 Feet 530 Feet

5.2.9 Bike Accommodation

Alternatives A and B are considered favorable as they provide infrastructure for cycling where none exist today. However, Alternative A provides two-way bike accommodations on the west side of Route 32, but no bike accommodations on the east side of Route 32. So, cyclists beginning or ending their trip on the east side of Route 32 must cross the street to access the bicycle facilities. Alternative B provides one-way bicycle facilities on both sides of Route 32, so cyclists may need to cross Route 32 to travel in the direction of their destination. Alternative C also provides a facility for cyclists, however it is considered unfavorable as it does not provide dedicated crossing time for cyclists. Cyclists must identify a gap to cross the roundabouts. Additionally, navigation of a multilane roundabout is difficult for cyclists who choose to travel through the roundabout with vehicle traffic. The preferred alternative should consider ways to provide two-way cycling accommodation on both sides to address these issues.

5.2.10 Pedestrian Accommodation

Alternative A provides a landscaped median that may serve as a pedestrian refuge at intersections, and proposed changes to the lane widths and curb lines shorten the crossing distance for Alternatives A and B. Additionally, both alternatives extend the sidewalk north to Benham Avenue and include ADA upgrades at pedestrian curb ramps. Therefore, both alternatives are thought to be highly favorable in regard to pedestrian accommodation. Alternative C requires pedestrians to cross four lanes of traffic without a dedicated crossing time. Additionally, roundabouts can be difficult to cross for those with visual impairments. Therefore, pedestrian accommodations for this alternative are considered unfavorable.

5.2.11 Aesthetics

Alternatives A and C both include a landscaped median that contributes to a parkway-type appearance and serves as a potential location for artwork and gateway treatments. Therefore, these alternatives are considered highly favorable in regard to aesthetics. Alternative B includes space on the sides of the roadway for enhanced landscaping, as well as an opportunity for a gateway treatment at the USCGA Driveway, but less opportunity for median gateway treatments. This alternative is considered favorable in regard to aesthetics.

5.2.12 Noise Control

CTDOT does not install noise walls except on qualifying Type 1 projects, which typically include projects that add capacity or significantly shift the roadway alignment. Alternatives A and B do not add capacity and are constructed within the existing roadway footprint, so it is unlikely that a noise wall would be installed. Alternative C substantially shifts the alignment of the I-95/Route 32 interchange at the southern end of the corridor, so it is possible that CTDOT would explore the possibility of installing a noise wall.

All three alternatives are designed to slow traffic to a target entry speed of 35 to 40 miles per hour, therefore reducing ambient noise and eliminating the desire for a noise wall. Therefore, all three alternatives are considered highly favorable in this regard.

5.2.13 Air Quality

Alternatives A and B maintain the existing roadway capacity and therefore vehicle idle time is expected to be substantially similar to the existing condition. Furthermore, Alternatives A and B both improve pedestrian facilities and introduce bicycle facilities, which allows for increased travel mode choice for local trips. Therefore, alternatives A and B are thought to be favorable in this regard. Alternative C is expected to reduce vehicle idle time for vehicles on Route 32, so this alternative is considered highly favorable with respect to air quality.

5.2.14 Emergency Access

All three alternatives maintain existing emergency access and are thought to be highly favorable in this regard. It should be noted that the western leg of the intersection of Route 32 and Reservoir Street is not a primary access point for Connecticut College, and the driveway is often gated. It is possible that the College may decide that this access point is no longer necessary. This change would impact all of the alternatives equally with respect to emergency access, and the impact is expected to be negligible because access from Route 32 to the college is provided via the main entrance.

5.2.15 Maintenance

Each of the three alternatives introduces additional landscaped space beyond what is present today that will need to be maintained. Alternative B includes separated bicycle lanes that may require special equipment for snow removal. All three alternatives are considered favorable in regard to maintenance.

Connecticut College may be expected to play a significant role in the maintenance of the landscaped areas, median, and the bicycle and pedestrian facilities, as they are the primary Route 32 abutter. The USCGA is another significant abutter and may be expected to maintain the pedestrian and bicycle facilities along their property frontage. At the northern limit of the study area, north of the Waterford Town Line, three private residential parcels abut Route 32 that may be expected to maintain the pedestrian and bicycle facilities.

6 Preferred Alternative

Upon assessing the presented alternatives, the PAC provided feedback that was used to develop a preferred alternative. The PAC preferred the shared use path to the protected bicycle lanes and noted that the path may be best utilized on the east side of Route 32 where more off-campus student destinations are located.

Therefore, the preferred alternative is a hybrid of Alternatives A and B and includes a ten-foot shared use path on the east and west side of Route 32, allowing cyclists bi-directional access to destinations on both sides of the roadway. The shared use path is separated from the roadway by a six- to seven- foot landscaped buffer that is wide enough to support the growth of street trees. North of Reservoir Street, the shared use path on the west side transitions to a six-foot concrete sidewalk due to ROW constraints, which continues north to Benham Avenue. The shared use path on the east side is maintained for the entirety of the study area.

At the southern end of the study area, the shared use path connects into existing sidewalk and bicycle facilities on Williams Street. At the northern end of the study area, the shoulders are wide enough to provide buffered bike lanes for vehicles continuing north. In 2023, the Town of Montville is pursuing grant funding for a Route 32 multi-use path from the Waterford town line north to Route 163/Depot Road. Further planning will be necessary to address the 2.9-mile gap between facilities should the Montville shared use path be constructed.

On the roadway, two eleven-foot vehicle travel lanes are proposed in each direction, with ten-foot left turn lanes at intersections. Northbound and southbound lanes are separated by a six- to seven-foot landscaped median that is wide enough to support the growth of street trees. A two-foot inside shoulder is proposed between the median and the inside travel lanes, and a four-foot outside shoulder is proposed between the outside travel lane and the edge of the roadway.

The proposed roadway typical section is depicted in Image 22 below. It should be noted that the typical section varies slightly along the corridor depending on the available ROW. The existing roadway typical section is depicted in Image 23 below for reference, followed by the preferred concept plan.

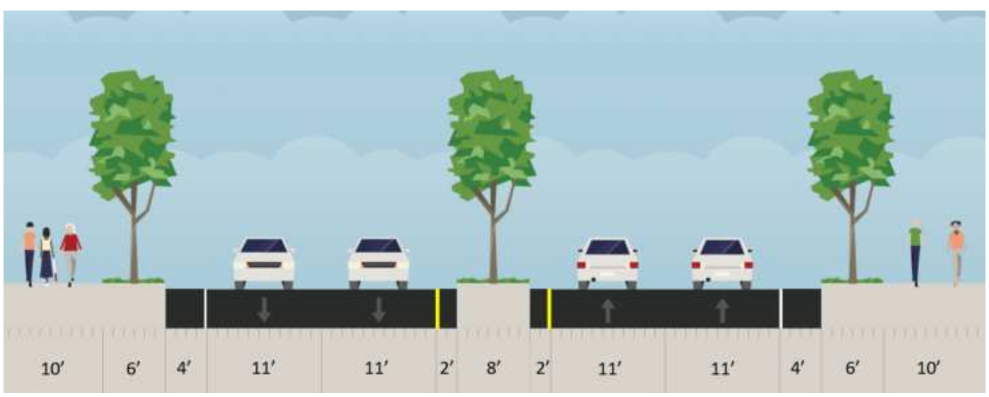


Image 22 – Proposed Roadway Typical Section between the Connecticut College Main Entrance and Deshon Street

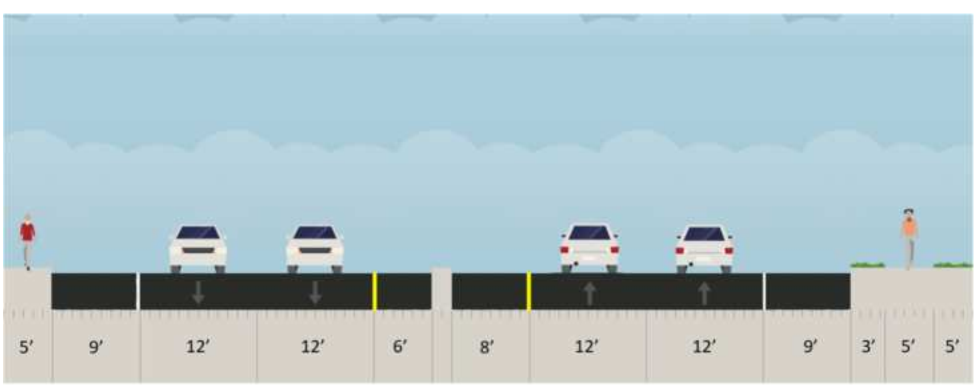


Image 23 – Existing Roadway Typical Section

NOT FOR CONSTRUCTION

File: J:\DWG\P2021\0942\A10\Civil\Plan\CAD Files\Preferred Alternative\Design_Rt-32_Alt-1_Traffic Calming_TSL.dwg Layout: CR-101 Plotted: 2023-03-27 5:40 PM Saved: 2023-03-27 5:35 PM User: koshea

MS VIEW: | LAYER STATE: | PC3: NONE STB/CTB: FO.STB

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

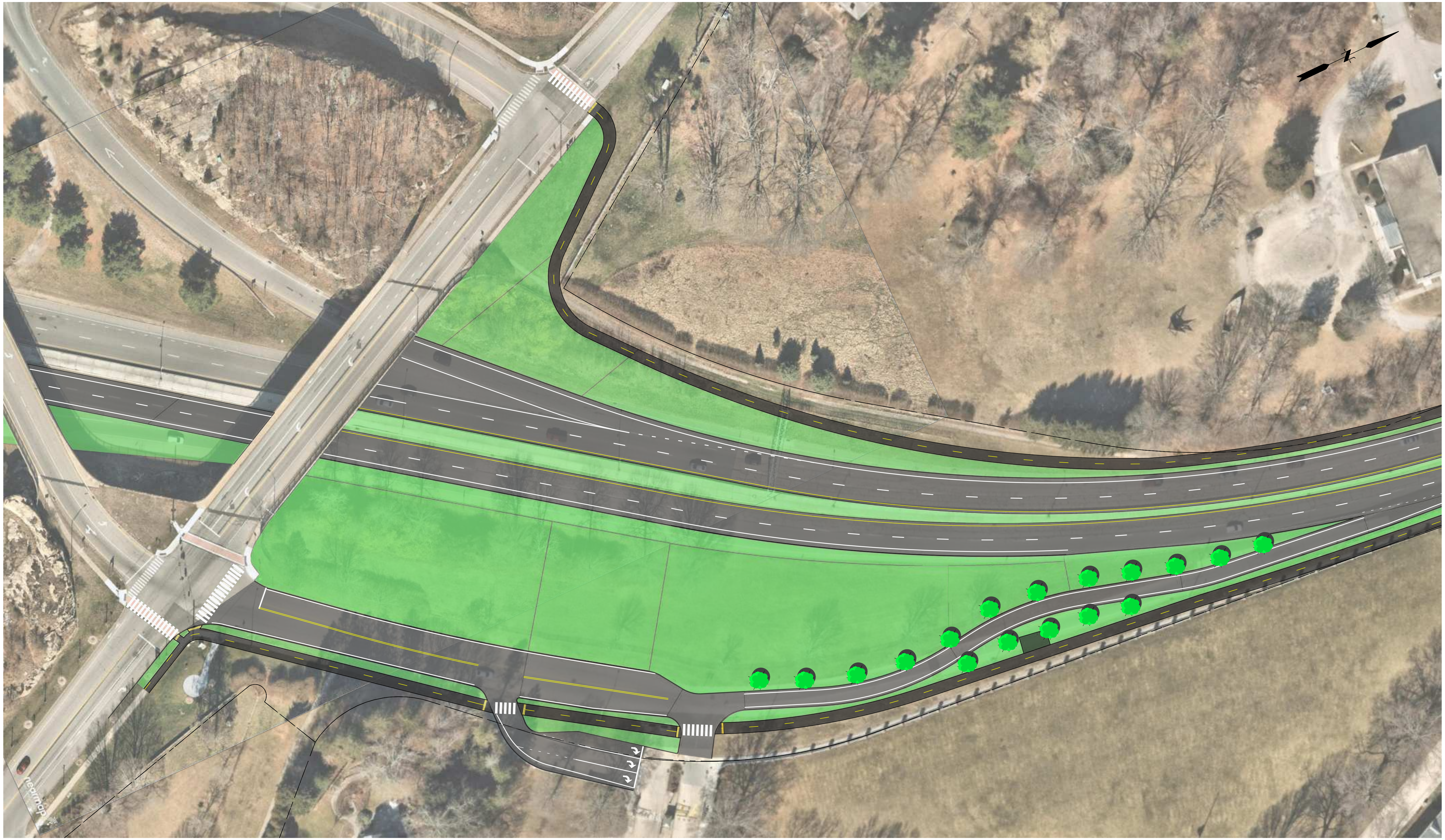
SCALE:
HORZ.: 1" = 50'
VERT.:
DATUM:
HORZ.:
VERT.:
50 25 0 50
GRAPHIC SCALE

FUSS & O'NEILL
115 BROAD STREET
BOSTON, MA 02110
617.282.4675
www.fando.com

SCCOG
CONCEPTUAL DESIGN PLAN
ROUTE 32 PREFERRED ALTERNATIVE
NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: FEBRUARY 2023

CR-101



No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG

CONCEPTUAL DESIGN PLAN

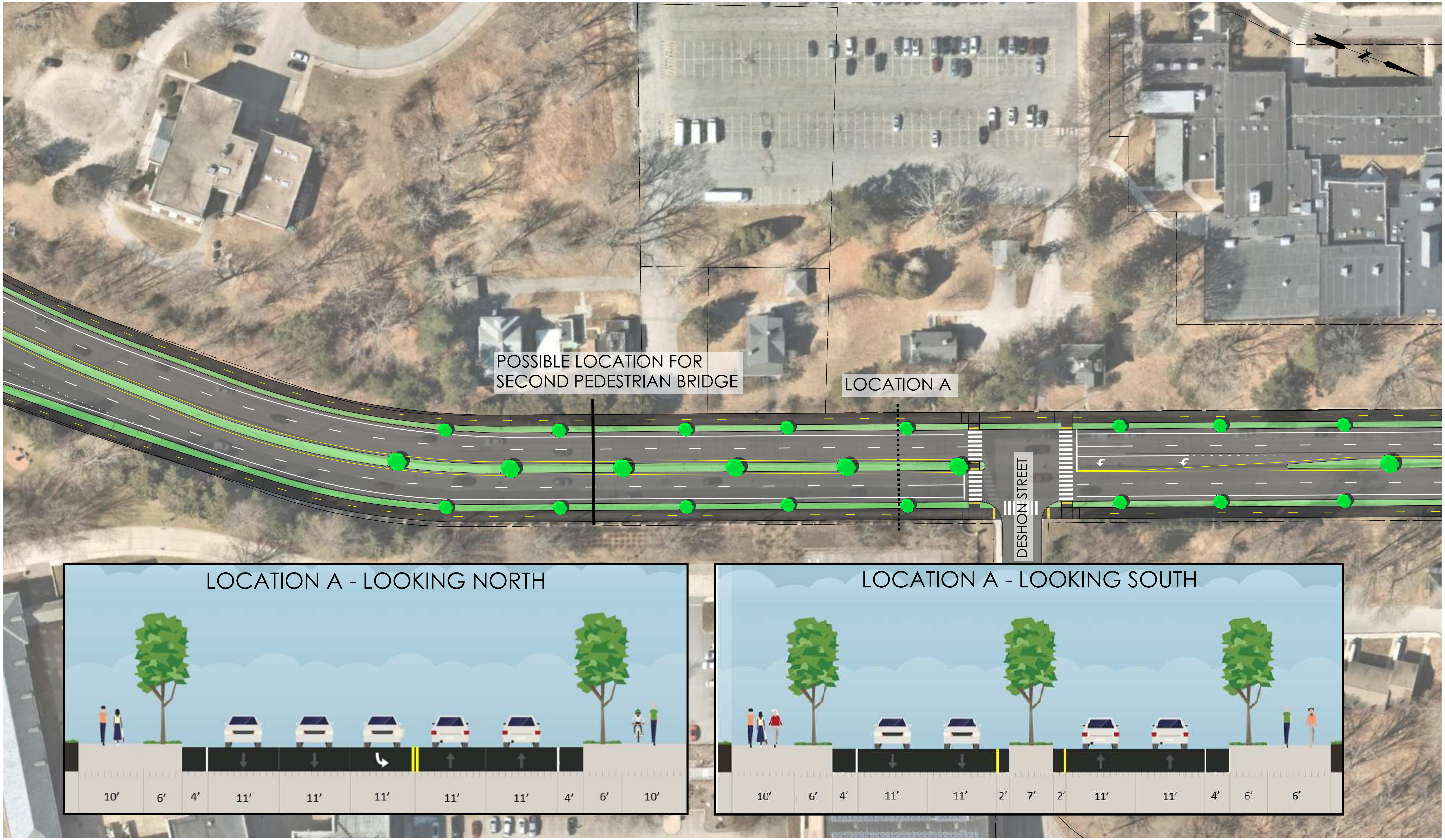
ROUTE 32 PREFERRED ALTERNATIVE

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022

CR-101

File: J:\DWG\P2021\0942\A10\Civil\Plan\20210942A10_CON01.dwg Layout: EX-101 Plotted: 2023-06-02 10:08 AM Saved: 2023-04-24 7:26 PM User: koshea
MS VIEW: LAYER STATE: PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB



File: J:\DWG\P2021\0942\A10\Civil\Plan\20210942A10_CON01.dwg Layout: EX-102 Plotted: 2023-06-02 10:08 AM Saved: 2023-04-24 7:26 PM User: koshea
MS VIEW: | LAYER STATE: | PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

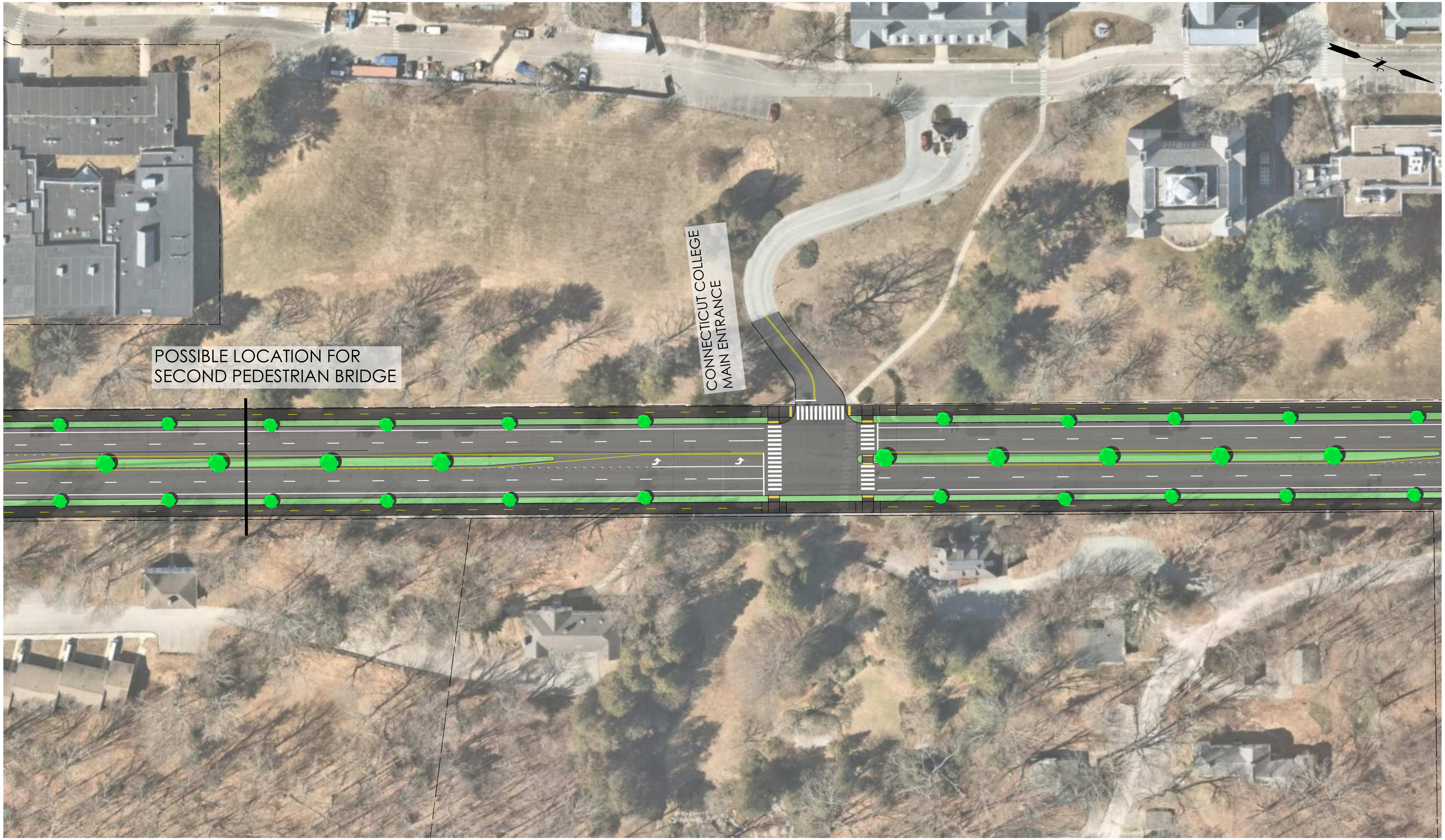
SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG
CONCEPTUAL DESIGN PLAN
ROUTE 32 PREFERRED ALTERNATIVE
NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022

CR-102



No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG

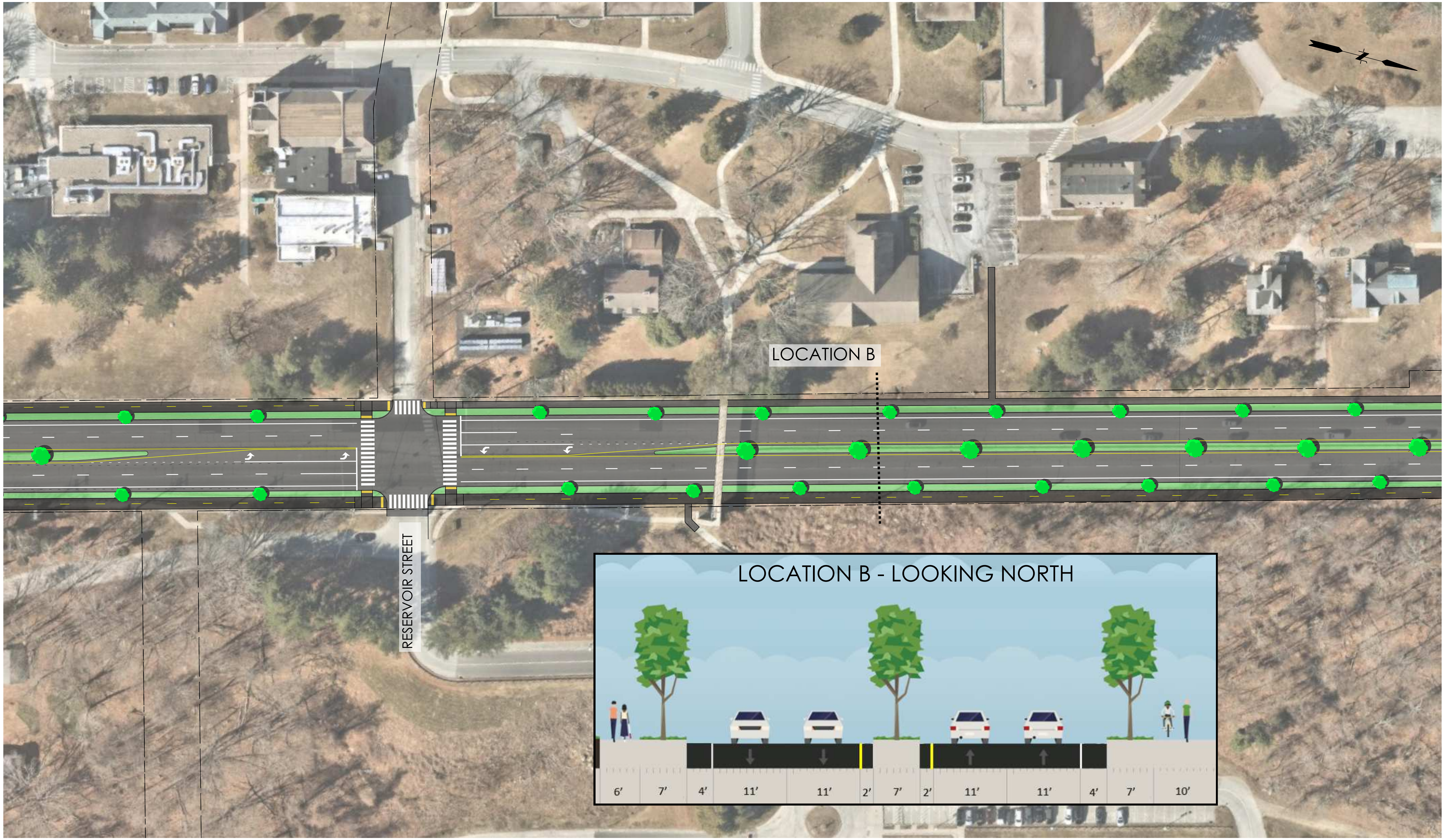
CONCEPTUAL DESIGN PLAN

ROUTE 32 PREFERRED ALTERNATIVE

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022

CR-103



File: J:\DWG\P2021\0942\A10\Civil\Plan\20210942A10_CON01.dwg Layout: EX-104 Plotted: 2023-06-02 10:08 AM Saved: 2023-04-24 7:26 PM User: koshea

MS VIEW: | LAYER STATE: | PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG

CONCEPTUAL DESIGN PLAN

ROUTE 32 PREFERRED ALTERNATIVE

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022

CR-104

File: J:\DWG\P2021\0942\A10\Civil\Plan\20210942A10_CON01.dwg Layout: EX-105 Plotted: 2023-06-02 10:08 AM Saved: 2023-04-24 7:26 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB
MS VIEW: LAYER STATE:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 40'
VERT.:
DATUM:
HORZ.:
VERT.:
40 20 0 40
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCCOG
CONCEPTUAL DESIGN PLAN
ROUTE 32 PREFERRED ALTERNATIVE
NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE: APRIL 2022

CR-105

6.1 Traffic Calming Measures

Reducing vehicle speeds is a critical component to improving roadway safety and measured 85th percentile speeds on Route 32 exceed the posted speed limit by up to 25 miles per hour in some locations. Therefore, traffic calming was a primary goal of the preferred alternative.

In order to reduce speeds for vehicles traveling north at the southern end of the study area, the preferred concept proposes merging Route 32 south of the Williams Street Bridge to only one lane, so vehicles must reduce speed prior to merging. Additionally, the concept plan depicts realignment of the I-95 off-ramp to introduce a sharper curve which must be navigated at a slower vehicle travel speed shown below in Image 24.

Image 24 - Realigned Exit Ramp

The concept plan also proposes realigning the Mohegan Avenue Parkway ramp that runs along the USCGA campus frontage, depicted in Image 25 on the next page. The proposed change includes a reverse curve that slows vehicle speeds. This will discourage vehicles from accelerating as they proceed to merge onto Route 32. The removal of existing highway infrastructure and planting of trees will also contribute to traffic calming by providing drivers with visual cues indicating that speeds should be reduced. Additionally, installation of gateway treatments, such as college signage or public art will set expectation of driving through a heavily foot-trafficked area.

Image 25 - USCGA Ramp

A number of PAC members and other members of the public inquired about the process to change the posted speed limits on Route 32. To change the speed limit on a state road, CTDOT OSTA considers a number of factors in an engineering study, including roadway type, functional classification, geometry, frequency of roadside access points, crash history, existing traffic control devices, sight distances, and measured vehicle speeds.

Many of the existing characteristics of Route 32 are consistent with a higher posted speed limit as evaluated per the OSTA criteria. The roadway is a minor arterial that is generally flat and straight with limited roadside access points, and the 85th percentile speeds exceed the posted speed limit in both directions. The traffic calming measures recommended as part of the preferred concept plan will play an important role in slowing vehicle speeds and potentially lowering the speed limit.

6.2 Signal Equipment Upgrades

The preferred concept also recommends upgrades to the existing signal equipment at intersections. Mast arms are recommended to replace existing span wires, and signal heads should be upgraded to include retroreflective backplates. These improvements will enhance intersection visibility and allow for the implementation of video detection. Video detection will be an improvement over the existing loop detection, which was noted to be faulty/non-functional throughout the public engagement process. Images 26 and 27 below depict the same intersection in Storrs, Connecticut before and after the installation of mast arms. Notably, visibility of the traffic control is significantly improved.

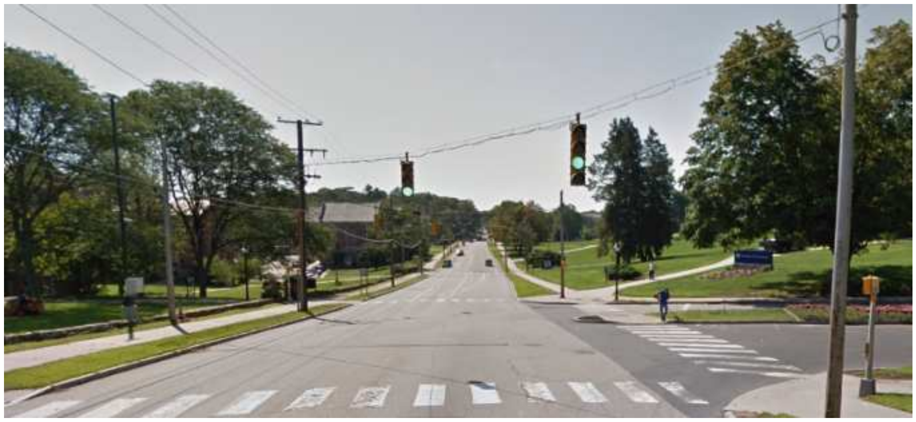


Image 26 - Intersection of Route 195 and North Eagleville Road at UConn in Storrs (2015)

Image 27 - Intersection of Route 195 and North Eagleville Road at UConn in Storrs (2021)

6.3 Pedestrian Infrastructure Improvements

Pedestrian infrastructure is proposed on both sides of the roadway for the entire length of the study area. The preferred alternative includes crosswalks across all legs of each intersection, which is an improvement upon the single crosswalk provided at each intersection in the existing condition. Additionally, the reduction in lane width and shoulder width shortens the crossing distance for pedestrians, and the median island serves as a pedestrian refuge island. Additionally, it is recommended that all curb ramps at intersections be upgraded to ensure ADA compliance.

At the Connecticut College Main Entrance, use of a colored, textured, stamped asphalt crosswalk will improve crosswalk visibility for drivers, and also serve as a visual cue for drivers to slow down. The proposed landscape buffer increases the separation between pedestrians and vehicles, and street trees will provide shade for pedestrians, overall creating a safer and more comfortable walking environment.

Representatives of Connecticut College have requested an evaluation of possible locations for a second pedestrian bridge at the southern end of the corridor, as Connecticut College and USCGA are implementing academic programs that encourage students to take classes at both campuses, and

USCGA utilizes the south parking lot on the Connecticut College campus for event parking. Potential locations were evaluated based on available ROW, proximity to existing signalized intersections, and desired pedestrian routes as outlined by representatives of Connecticut College.

The preferred concept plan depicts two possible locations for a second pedestrian bridge. One potential location is approximately 400 feet north of Deshon Street, and another possible location is approximately 275 feet south of Deshon Street. At the northern location, it would be possible to construct both bridge abutments in Connecticut College ROW, but the bridge could obstruct the view of the intersection of Deshon Street and Route 32. The southern location would not obstruct the intersection but presents a ROW conflict with the USCGA. The potential locations are depicted in Image 28 below.

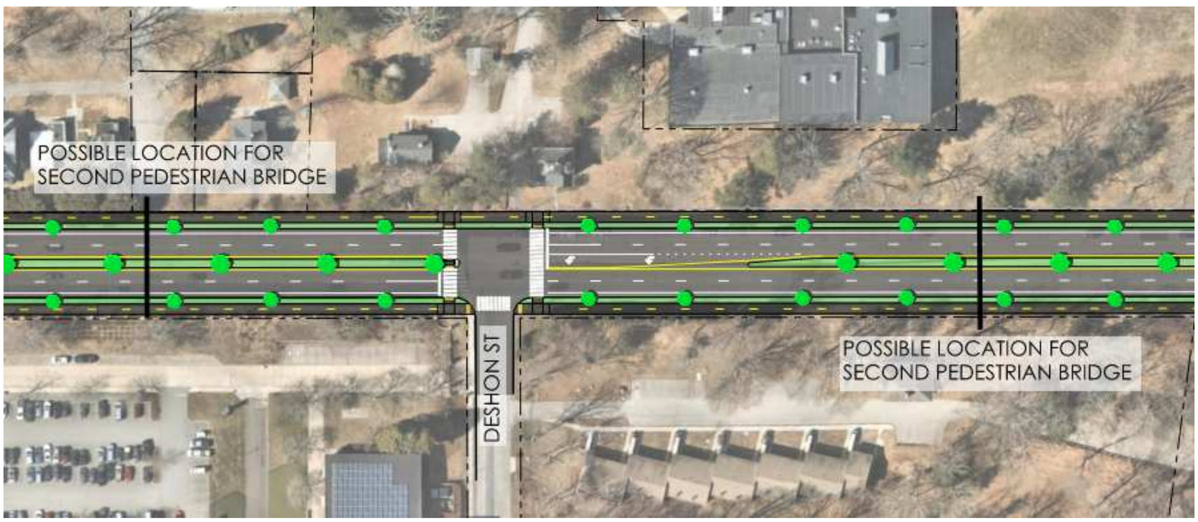


Image 28 - Potential Pedestrian Bride Locations

However, the current desire for a pedestrian bridge due to concerns of high vehicle speeds and long crosswalks that create an unsafe environment for pedestrians crossing Route 32 at grade will be alleviated by the proposed improvements outlined within this study. The proposed changes will reduce vehicle speeds and shorten pedestrian crossing distances so that pedestrians may cross safely at the intersection of Deshon Street and Route 32, greatly reducing the need for a second pedestrian bridge.

6.4 Bicycle Infrastructure Improvements

The proposed shared use path on both sides of the roadway offers bi-directional cyclist access to destinations on both sides of Route 32. At the southern end of the study corridor, proposed bicycle facilities connect with existing bicycle lanes on Williams Street, which offer further connectivity to Hodges Square and into the Connecticut College campus. The southbound bicycle lane on Williams Street terminates at Bailey Circle, leaving a gap in the network of approximately 0.6 miles between the Post Hill neighborhood and the proposed improvements.

6.5 Transit Facility Upgrades

The bus stop for SEAT Routes 1 and 14 is located at the intersection of Williams Street and Briggs Street should be upgraded to include signage, benches, and a bus shelter. Benches and a bus shelter would improve the experience for riders and also enhance the visibility of the bus stop.

Currently, SEAT does not operate any bus service along Route 32. The preferred concept would allow for bus operation to be accommodated in the future. Bus stops could be located in the landscaped areas on the sides of the roadway, and buses could stop in the outside travel lanes for boarding and alighting. The existing bench and waiting area at Reservoir Street could be upgraded to provide additional amenities for riders, should bus routes service this location in the future.

6.6 Lighting Upgrades

One of the existing deficiencies on the roadway is the lack of pedestrian scale lighting along the corridor. Additional lighting intended to illuminate the sidewalk is recommended and can be installed in the landscaped areas on the sides of the roadway. Installation of pedestrian scale lighting at intersections should be prioritized to improve visibility at crosswalks.

Additionally, existing lighting fixtures may be upgraded to include black or otherwise decorative poles, consistent with the proposed mast arms.

6.7 Landscaping

Tree planting along Route 32 is proposed to enhance the user experience and help signal to drivers that they have entered a campus area where pedestrian activity should be expected. Proper tree species selection and site requirements are key to ensuring the tree plantings will remain healthy and reach maturity to endure for many years.

Planting site selection is a primary consideration for tree longevity. Areas for tree planting shown on the concept plans along the median and roadsides provide a minimum width of six (6) feet of planting area and a continuous planting strip. Providing adequate soil volume for root growth is critical. Depending on expected mature tree size (diameter of trunk and canopy) the recommended soil volume for street trees ranges from approximately 600 cubic feet for smaller trees to 1000 cubic feet for larger species. Planting soil depth should be at least three (3) feet. Soil volume guidelines should be considered when choosing a tree spacing standard. Trees should not be planted within the clear site distance triangle at intersections for safety and visibility of people crossing and other on-coming vehicles. These distances vary depending on the intersection conditions.

Correct tree species selection is also critically important to the survival of trees in urban conditions. Trees must be selected based on several factors including USDA hardiness zone (Zone 6b & 7a for New London), and environmental tolerances. Trees species for roadway planting should be selected based on salt tolerance and soil conditions such as pH, extreme wet, or dry conditions. Drought tolerance is typically an important trait for plants and trees in roadway conditions unless irrigation is installed.

Depending on adjacent uses tree species selection criteria should also include the form, or shape, of the crown, and branching height for view and head clearance. In addition, selecting trees of varying genus and species should be considered in order to create a polyculture that will help to ward against species die-off if a blight or insect infestation occurs. Invasive species or over-planted species should not be selected. Seasonal interest such as fall leaf color, flowering and evergreen or deciduous will add to the aesthetics and variety of the roadway planting.

7 Implementation and Cost

7.1 Potential Funding Sources

A number of state and federal funding sources have been identified as possible options to cover the design and construction costs associated with the recommended improvements.

7.1.1 Surface Transportation Program (STP)

The surface transportation program provides flexible federal funding that may be used by states for projects that preserve and improve conditions and performance on any federal-aid highway projects on any public road, as well as pedestrian and bicycle infrastructure. A portion of the funds is required to be suballocated to the New London Urbanized area, and another portion of the funds may be used anywhere in the state. The FHWA indicates safety, complete streets, and ADA compliance as strategic priorities for use of the funding, all of which would be improved along Route 32 upon implementation of this project.

7.1.2 Local Transportation Capital Improvement Program (LOTCIP)

LOTCIP is a state funded program to provide funding to municipalities to perform capital infrastructure improvements where federal funding is otherwise not available. Through the LOTCIP program, the applying municipality must cover the project design costs, and CTDOT covers the project construction cost. Projects must have a minimum construction cost of $300,000 to qualify. SCCOG is allocated approximately $4,500,000 annually for capital improvement projects regionwide, resulting in a maximum of 15 awards per region.

7.1.3 Community Connectivity Grant Program

The Community Connectivity Grant program is a state funded program to provide funding for the construction of roadway improvements designed to improve access and conditions for active transportation users. These funds can only be used for construction activities, and funding limits fall between $100,000 and $800,000. This grant on its own would not be able to fund any one phase of the project, but it is possible that funds from this grant could be combined with other state funding sources. Alternatively, this funding could be considered to fill gaps in the bicycle network that fall outside of the study area. This grant cannot be combined with other federal funding sources.

7.1.4 Reconnecting Communities Pilot Program

The Reconnecting Communities Pilot Program is a federally funded program dedicated to reconnecting communities previously cut off from economic opportunities by transportation infrastructure. Eligible roadways include highways, roads, streets, or other transportation facilities that create a barrier to community connectivity. The program will award capital construction grants to retrofit projects on eligible facilities. Capital construction grants may also fund the preliminary and detailed design, permitting, and other project development for the capital construction project. An application for a capital construction grant would need to be completed by or endorsed by CTDOT.

Capital construction grant awards are no less than $5 million per project. It is anticipated that capital construction grants may range from $5 million and $100 million. Grants require a minimum 20 percent non-federal match, and construction grants may not exceed 50 percent of the project cost.

7.1.5 Safe Streets and Roads for All Program

The Safe Streets and Roads for All (SS4A) program is a federally funded program dedicated to advancing roadway safety projects and initiatives to prevent roadway deaths and serious injuries. The program awards both planning and implementation grants; the recommendations of this study would best be funded by an implementation grant. Implementation grants may be used to fund projects identified in an action plan, and may also be used to fund planning, design, and development activities for projects and recommendations outlined in an action plan. Eligible applicants include counties, cities, towns, transit agencies, regional planning organizations, and councils of governments. States may not apply for funding.

It is anticipated that the award for an implementation grant would fall between $2.5 million and $25 million. The federal award amount may not exceed 80 percent of the eligible activity cost, requiring a non-federal match of at least 20 percent.

7.1.6 RAISE Discretionary Grant Program

The RAISE Discretionary Grant Program is designed to help communities carry out projects with significant local or regional impact. Funding obtained through this grant may be used to fund capital construction projects, or to fund planning, preparation, design, or other pre-construction activities for transportation capital projects. Eligible applicants include States, municipalities, regional planning organizations, and any other public authorities with a transportation function.

The minimum RAISE construction grant award is $5 million in urban areas; RAISE grants for planning, design, and other pre-construction efforts do not have a minimum award amount. The maximum award amount is $25 million. The maximum amount that can be awarded to any one State through this program is $345 million. RAISE grants may be combined with other federal awards, but the total federal share of the project cost cannot exceed 80 percent, unless the project is located in a rural area, a historically disadvantaged community, or an area of persistent poverty.

7.1.7 Congressionally Directed Spending

Congressionally Directed Spending funds are allocated to a wide range of projects at the discretion of the United States Congress. Senators may request funding in any amount to dedicate to an entity that is advancing a project that is of high political priority for the State. For example, Senators Blumenthal and Murphy requested $12,000 for CTDOT to partially fund the New Haven Line Track Speed Improvement Phase 1.

This is a possible funding option if project stakeholders, such as CTDOT, SCCOG, The City of New London, Connecticut College, and USCGA are able to effectively work with local leaders to emphasize the importance of the project and build necessary political support.

7.2 Permitting Efforts

Because Route 32 is a state-owned and maintained facility, any roadway design project will need to undergo CTDOT review. It is not anticipated that any other permits will be required because the recommended improvements appear to be feasible within the existing ROW, and do not impact undisturbed soil.

7.3 Potential Project Phasing and Estimated Cost

The intention of this corridor study has been to identify roadway improvements that can be implemented in the near- to medium- term, without substantial changes to the regional roadway network or to the land adjacent to the corridor. The preferred concept is functional for existing traffic volumes and is feasible within existing ROW.

Low-cost, short-term improvements, such as improved signal timings, re-striped crosswalks, and upgraded curb ramps have already been implemented to some extent as a result of the previously conducted Road Safety Audit. Therefore, these are not recommended outcomes of this study. The full reconstruction of the roadway should be prioritized for the medium term.

The project could be implemented in phases if desired, as outlined below:

<u>Phase 1: Improvements north of the Williams Street Bridge</u> ($22,000,000 - $23,000,000)

- Removal of the existing concrete median
- Implementation of a landscaped median
- Addition of the shared use path on both sides of the roadway (and affiliated ramp reconstruction)

- Updated crosswalks.

Phase 1A: Signal Equipment Upgrades ($4,000,000-$5,000,000)

- Replacement of the span poles and span wires with mast arms
- Addition of video detection
- Upgraded pedestrian signal heads.

Phase 2: Improvements South of the USCGA ($5,000,000-$6,000,000)

- Realignment of the I-95 Exit 84 off-ramp and the USCGA Ramp
- Reducing Route 32 northbound to one lane.

The total cost of all recommended improvements is expected to fall between $32,000,000 and $33,000,000. If the realignment of the I-95 Exit 84 off-ramp is not included, the anticipated cost of the corridor improvements is expected to be between $24,000,000 and $25,000,000. An itemized conceptual cost estimate has been included on the following page. As the conceptual design for the proposed improvements is advanced through preliminary, semi-final, and final design, the list of identified items in the estimate will grow, and the contingencies and allowances for minor items will shrink.

FUSS & O'NEILL
Disciplines to Deliver

Prepared Date	6/16/2023	by	JEP
Checked Date	7/10/2023	by	KRO
City:	New London, CT		
Project Number	20210942.A10		

Order of Magnitude Opinion of Cost

Route 32 Corridor Study

Item	Unit	Quantity by Phase			Unit Price*	Cost by Phase			Total Cost
		Phase 1	Phase 1A	Phase 2		Phase 1	Phase 1A	Phase 2	
Earth Excavation	CY	20844	0	3972	$ 24.00	$ 500,266.56	$ -	$ 95,333.28	$ 595,599.84
Multi-Use Path (10' wide - Bituminous Concrete)	SY	10578	0	0	$ 60.00	$ 634,666.20	$ -	$ -	$ 634,666.20
Sidewalk (6' wide - Concrete)	SY	16800	0	0	$ 12.00	$ 201,600.00	$ -	$ -	$ 201,600.00
Full Depth Roadway Reconstruction (Phase 1)	LS	1	0	0	$ 1,845,000	$ 1,845,000.00	$ -	$ -	$ 1,845,000.00
Full Depth Roadway Reconstruction (Phase 2)	LS	0	0	1	$ 375,435	$ -	$ -	$ 375,435.19	$ 375,435.19
Milling of HMA (0" to 4")	SY	14187	0	0	$ 4.00	$ 56,746.68	$ -	$ -	$ 56,746.68
HMA	TON	1390	0	0	$ 150.00	$ 208,500.00	$ -	$ -	$ 208,500.00
Removal of Bituminous Concrete Curbing	LF	2200	0	0	$ 1.00	$ 2,200.00	$ -	$ -	$ 2,200.00
Removal of Granite Stone Curbing	LF	10125	0	0	$ 10.00	$ 101,250.00	$ -	$ -	$ 101,250.00
Granite Curbing	LF	24000	0	4000	$ 65.00	$ 1,560,000.00	$ -	$ 260,000.00	$ 1,820,000.00
Pavement Striping	LF	40432	0	5428	$ 0.40	$ 16,172.80	$ -	$ 2,171.00	$ 18,343.80
Traffic Signals	EA	0	4	0	$ 400,000.00	$ -	$ 1,600,000.00	$ -	$ 1,600,000.00
Removal of Precast Concrete Barrier Curb	LF	5000	0	0	$ 45.00	$ 225,000.00	$ -	$ -	$ 225,000.00
Remove Metal Beam Rail	LF	1700	0	0	$ 6.00	$ 10,200.00	$ -	$ -	$ 10,200.00
Metal Beam Rail (R-B MASH)	LF	1300	0	0	$ 32.00	$ 41,600.00	$ -	$ -	$ 41,600.00
R-B End Anchorage - Type II	EA	3	0	0	$ 1,850.00	$ 5,550.00	$ -	$ -	$ 5,550.00
Remove Cable Guide Rail	LF	725	0	0	$ 6.00	$ 4,350.00	$ -	$ -	$ 4,350.00
Three-Cable Guide Railing	LF	700	0	0	$ 28.00	$ 19,600.00	$ -	$ -	$ 19,600.00
Turf Establishment	SY	115500	0	47200	$ 2.20	$ 254,100.00	$ -	$ 103,840.00	$ 357,940.00
Furnishing and Placing Topsoil	SY	115500	0	47200	$ 7.00	$ 808,500.00	$ -	$ 330,400.00	$ 1,138,900.00
Street Trees	EA	42	0	0	$ 800.00	$ 33,600.00	$ -	$ -	$ 33,600.00
Remove Highway Lighting	EA	7	0	0	$ 800.00	$ 5,600.00	$ -	$ -	$ 5,600.00
Highway Light & Pole	EA	7	0	0	$ 13,000.00	$ 91,000.00	$ -	$ -	$ 91,000.00
Decorative Light Pole with Single Luminaire	EA	50	0	0	$ 3,500.00	$ 175,000.00	$ -	$ -	$ 175,000.00
Utility Pole Relocation	EA	25	0	0	$ 15,000.00	$ 375,000.00	$ -	$ -	$ 375,000.00
Removal of Existing Overhead Signing	EA	1	0	1	$ 75,000.00	$ 75,000.00	$ -	$ 75,000.00	$ 150,000.00
Overhead Truss Sign Support	EA	1	0	1	$ 250,000.00	$ 250,000.00	$ -	$ 250,000.00	$ 500,000.00
Overhead Truss Sign Support Foundation	EA	1	0	1	$ 72,000.00	$ 72,000.00	$ -	$ 72,000.00	$ 144,000.00
State Police (Phase 1)	LS	1	0	0	$ 55,000.00	$ 55,000.00	$ -	$ -	$ 55,000.00
State Police (Phase 1A)	LS	0	1	0	$ 25,000.00	$ -	$ 25,000.00	$ -	$ 25,000.00
State Police (Phase 2)	LS	0	0	1	$ 35,000.00	$ -	$ -	$ 35,000.00	$ 35,000.00

*Based on 2023 unit pricing

	Phase 1	Phase 1A	Phase 2	Total Cost
Itemized Subtotal	$ 7,627,502.24	$ 1,625,000.00	$ 1,599,179.47	$ 10,851,681.71
Minor Items (25%)	$ 1,906,875.56	$ 406,250.00	$ 399,794.87	$ 2,712,920.43
Clearing and Grubbing (2%)	$ 190,687.56	$ -	$ 39,979.49	$ 230,667.04
Drainage Costs (20%)	$ 1,906,875.56	$ -	$ 399,794.87	$ 2,306,670.43
Mobilization (7%)	$ 667,406.45	$ 142,187.50	$ 139,928.20	$ 949,522.15
Maintenance & Protection of Traffic (3%)	$ 286,031.33	$ 60,937.50	$ 59,969.23	$ 406,938.06
Construction Staking (1%)	$ 95,343.78	$ 20,312.50	$ 19,989.74	$ 135,646.02
SUBTOTAL	$ 12,680,722.47	$ 2,254,687.50	$ 2,658,635.87	$ 17,594,045.84
Contingency (20%)	$ 2,536,144.49	$ 450,937.50	$ 531,727.17	$ 3,518,809.17
Incidentals (20%)	$ 2,536,144.49	$ 450,937.50	$ 531,727.17	$ 3,518,809.17
Inflation (5%/year)	$ 4,904,829.75	$ 1,285,037.93	$ 2,052,093.36	$ 8,241,961.03
	*5 years to construction	*7 years to construction	*9 years to construction	
Opinion of Probable Construction Costs	**$ 22,657,841.21**	**$ 4,441,600.43**	**$ 5,774,183.58**	**$ 32,873,625.21**

8 Long-Term Improvements

CTDOT has considered a number of large-scale infrastructure projects that would greatly change the nature and function of Route 32 if implemented. One such project is the re-construction of the I-95/I-395 interchange in Waterford, which would have the potential to significantly reduce the thru-traffic volumes on Route 32. Currently, Route 32 is a primary regional connector between I-95 and I-395 because the interchange is not complete.

Additionally, it is possible that the ongoing I-95 PEL study may make recommendations related to the I-95/Route 32 interchange that would significantly change the existing interchange geometry and the nature of the Route 32 corridor.

If these large-scale network improvements are realized, and vehicle traffic volumes on Route 32 are significantly reduced, it may be feasible to provide just one vehicular travel lane in each direction. Images 29 and 30 below depict possible ways to reconfigure the proposed cross section to accommodate alternate modes of transportation without adjusting the curb line.

Image 29 – Possible Future Bus Lanes

Image 30 – Possible Future On-Street Bike Lanes

9 Conclusion

The intention of this corridor study has been to identify roadway improvements that can be implemented in the near- to medium- term, without substantial changes to the regional roadway network.

The preferred concept plan reflects the needs of the community and desire for a safe, welcoming environment supportive of the campuses and institutions that surround it. Route 32 within the study area currently acts as a barrier and encourages unsafe driver behavior, as demonstrated through prior studies, public outreach, crash analysis, and an existing conditions assessment.

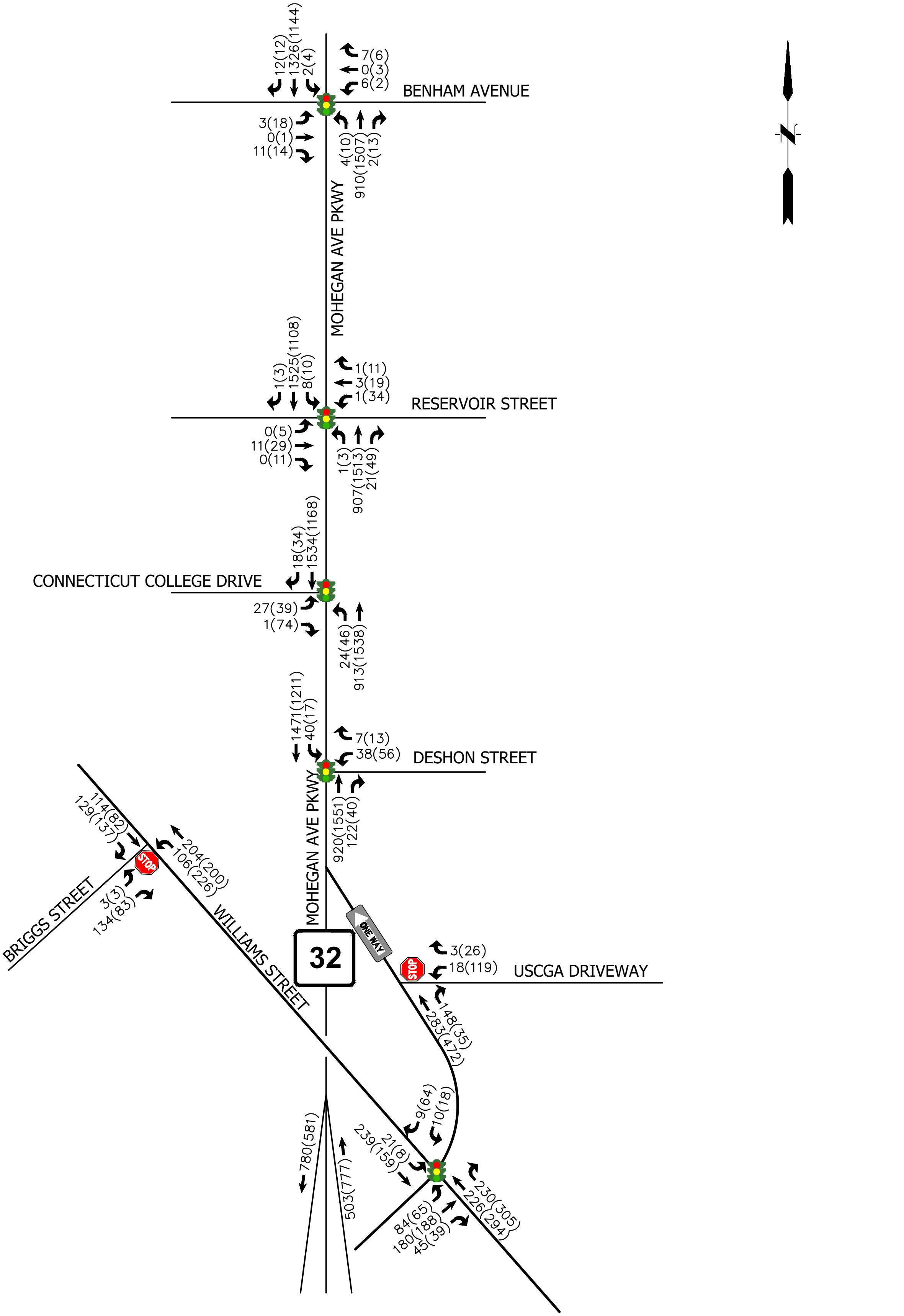
While the need to maintain capacity through this important regional connection cannot be ignored in the short-term, this segment of Route 32 can be transformed into a lower speed community street, enhancing connectivity to local destinations, and providing sustainable transportation choices for area residents.

Low-cost, short-term improvements, such as improved signal timings, re-striped crosswalks, and upgraded curb ramps have already been implemented to some extent as a result of the previously conducted Road Safety Audit. Therefore, these are not recommended outcomes of this study. The full reconstruction of the roadway should be prioritized for the medium term.

It is recommended that CTDOT progress the design of these important safety improvements and pursue funding opportunities for implementation, as the proposed improvements are consistent with State and Federal objectives, which include improving multimodal connectivity and roadway safety, and reconnecting community fabric that has been disrupted by divisive transportation infrastructure.

Appendix A

Traffic Volume Figures



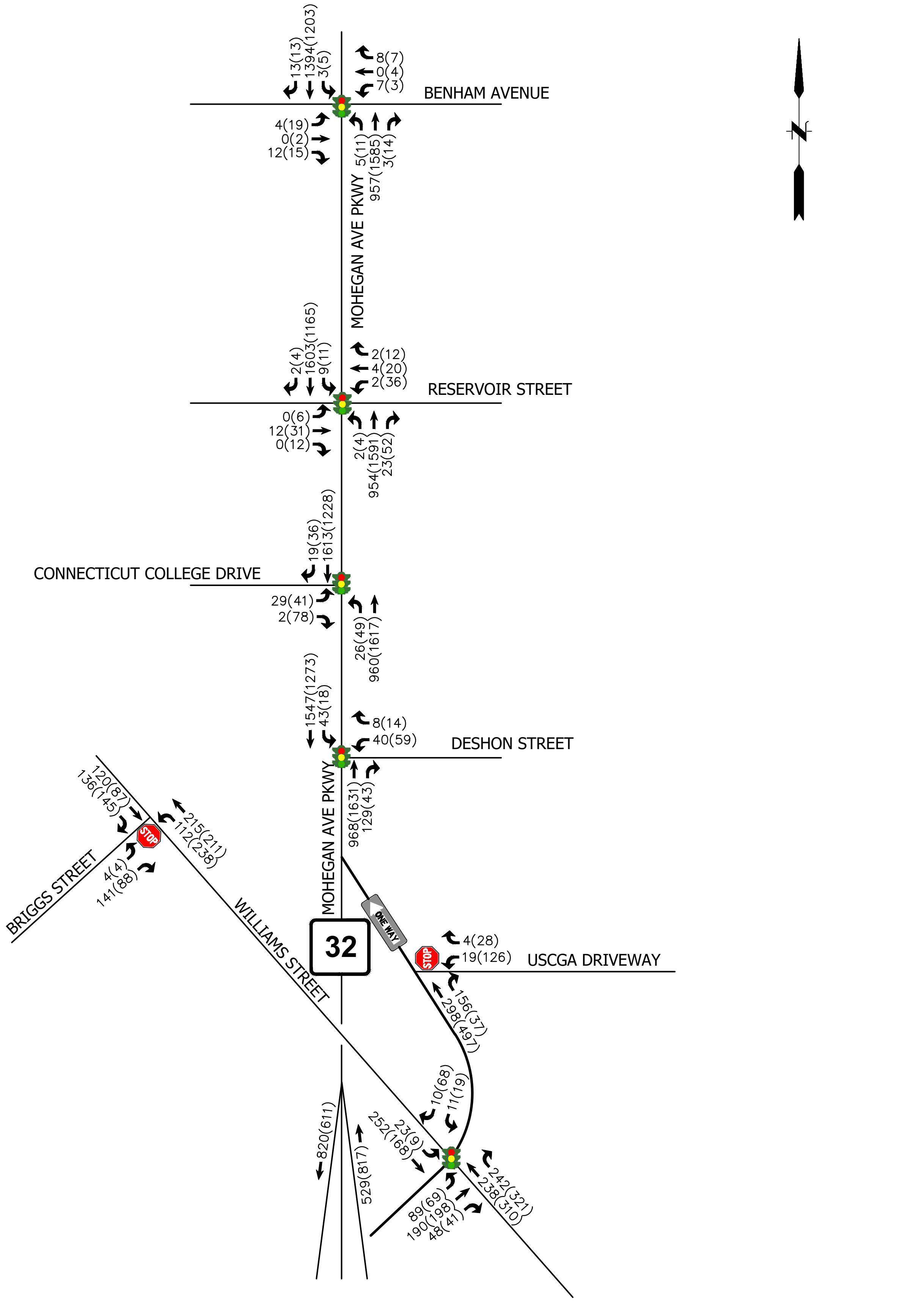
XXX(XXX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

FIGURE 1: 2022 EXISTING CONDITIONS

PROJ. NO: 20210942.A10 NEW LONDON CORRIDOR STUDY OCTOBER 2022

File Path: J:\DWG\P2021\0942\A10\Civil\Traffic Figures\20210942A10_TVF01.dwg Layout: EXIST Plotted: Mon, October 31, 2022 - 5:53 PM User: KATHERINE O'SHEA

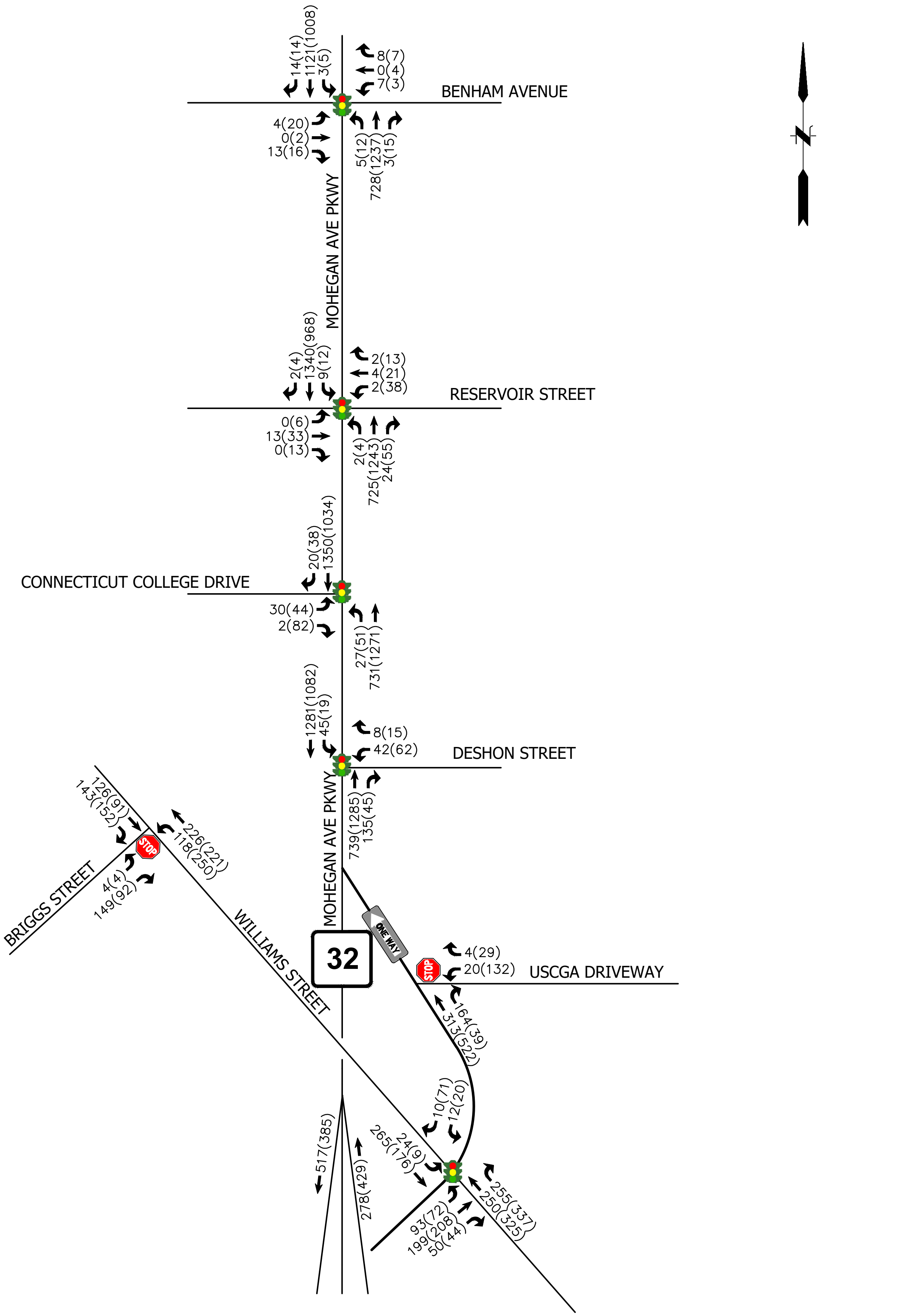


XXX(XXX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)

FIGURE 2: 2032 BACKGROUND CONDITIONS

PROJ. NO: 20210942.A10 | NEW LONDON CORRIDOR STUDY | OCTOBER 2022

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com



XXX(XXX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)

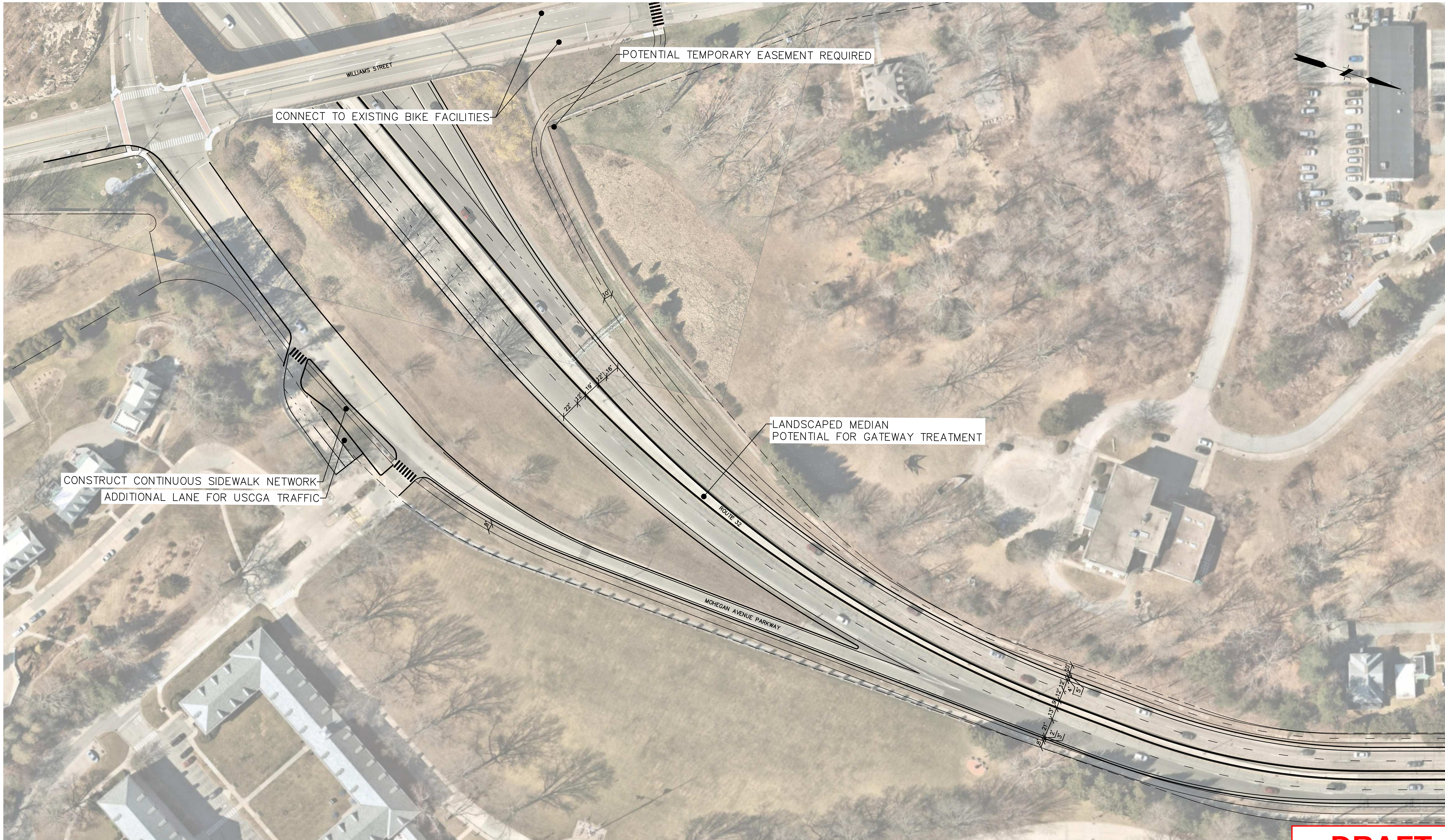
FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

FIGURE 3: 2042 BACKGROUND CONDITIONS - THROUGH TRAFFIC REDUCTION

PROJ. NO: 20210942.A10 NEW LONDON CORRIDOR STUDY OCTOBER 2022

Appendix B

Alternative Concepts



DRAFT

File: J:\DWG\P2021\0942\A10\Civil\Plan\CAD Files\Design_Rt-32_Alt-1 - Standard\Design_Rt-32_Alt-1-AJT-WORKING.dwg Layout: 1 Plotted: 2023-01-12 5:35 PM Saved: 2023-01-12 5:34 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB
MS VIEW: LAYER STATE:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 50'
VERT.:
DATUM:
HORZ.:
VERT.:
1 25 0 50
GRAPHIC SCALE

FUSS & O'NEILL
115 BROAD STREET
BOSTON, MA 02110
617.282.4675
www.fando.com

SCCOG

ROUTE 32 ALTERNATIVE A

MULTI-LINE PROJECT DESCRIPTION OR ADDRESS

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE:

CON-01

DRAFT

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 50'
VERT.:
DATUM:
HORZ.:
VERT.:

1 25 0 50

GRAPHIC SCALE

FUSS & O'NEILL
115 BROAD STREET
BOSTON, MA 02110
617.282.4675
www.fando.com

SCCOG

ROUTE 32 ALTERNATIVE A

ROUTE 32 CORRIDOR STUDY

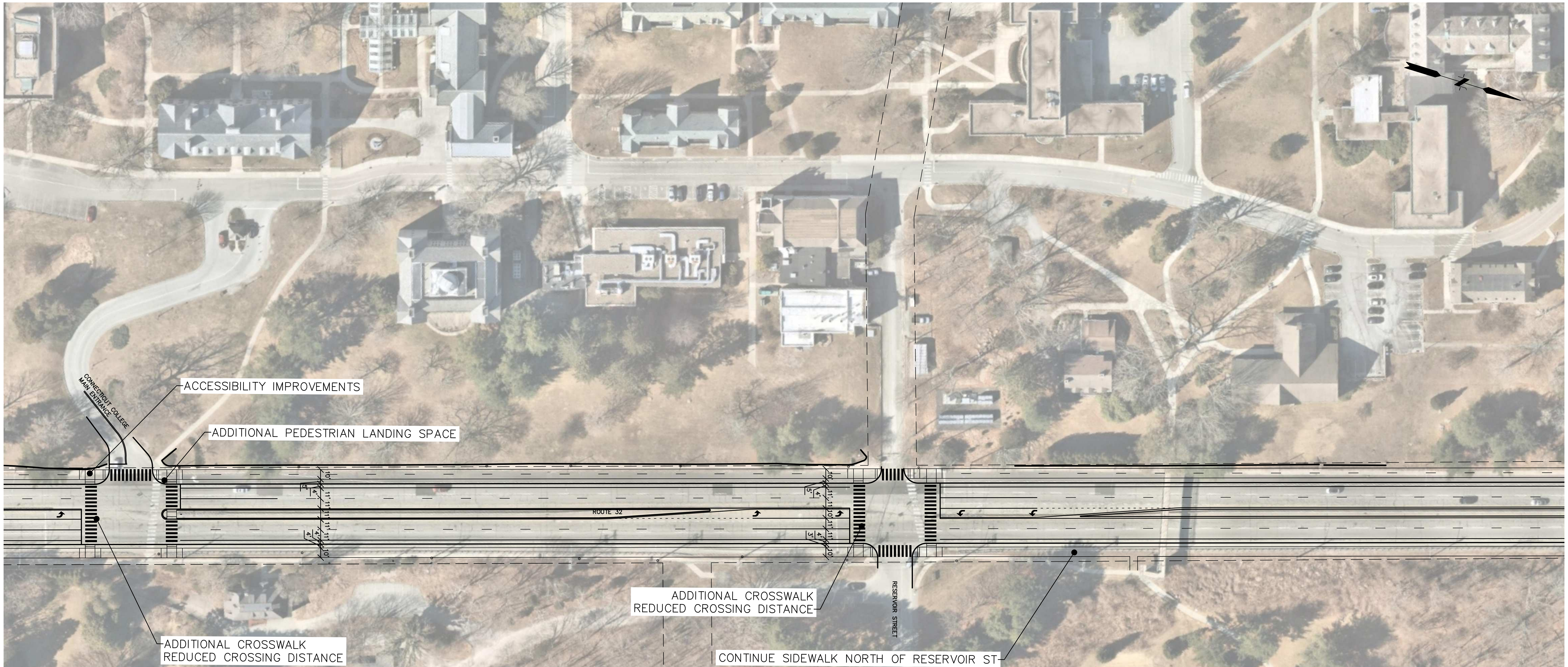
NEW LONDON CONNECTICUT

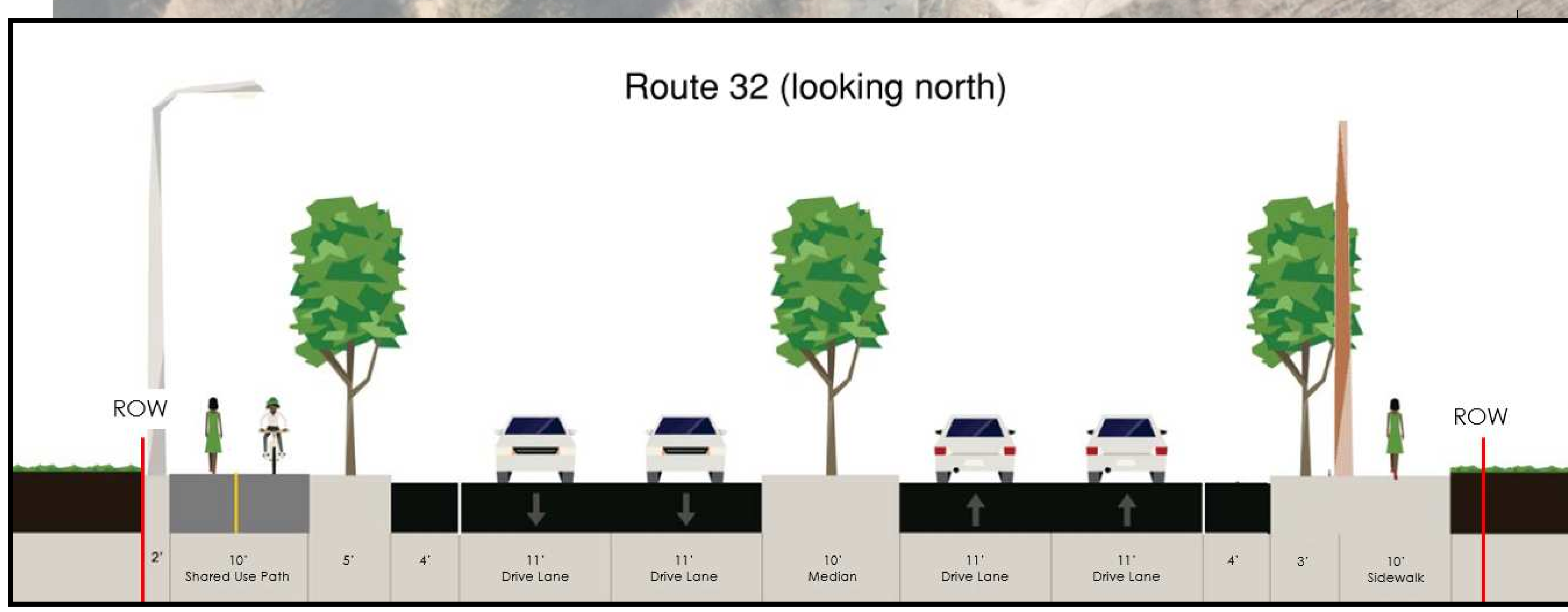
PROJ. No.: 20210942.A10
DATE:

CON-02

MS VIEW:
LAYER STATE:

File: J:\DWG\P2021\0942\A10\Civil\Plan\CAD Files\Design_Rt-32_Alt-1 - Standard\Design_Rt-32_Alt-1-AJT-WORKING.dwg Layout: 2 Plotted: 2023-01-12 5:35 PM Saved: 2023-01-12 5:34 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB





DRAFT

File: J:\DWG\P2021\0942\A10\Civil\Plan\CAD Files\Design_Rt-32_Alt-1 - Standard\Design_Rt-32_Alt-1-AJT-WORKING.dwg Layout: 3 Plotted: 2023-01-12 5:35 PM Saved: 2023-01-12 5:34 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB
MS VIEW:
LAYER STATE:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 50'
VERT.:
DATUM:
HORZ.:
VERT.:
1 25 0 50
GRAPHIC SCALE

FUSS & O'NEILL
115 BROAD STREET
BOSTON, MA 02110
617.282.4675
www.fando.com

SCCOG
ROUTE 32 ALTERNATIVE A
ROUTE 32 CORRIDOR STUDY
NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE:

CON-01

DRAFT

File: J:\DWG\P2021\0942\A10\Civil\Plan\CAD Files\Design_Rt-32_Alt-1\Design_Rt-32_Alt-1 - Standard\Design_Rt-32_Alt-1-AJT-WORKING.dwg Layout: 4 Plotted: 2023-01-12 5:35 PM Saved: 2023-01-12 5:34 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB
MS VIEW:
LAYER STATE:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 50'
VERT.:
DATUM:
HORZ.:
VERT.:
1 25 0 50
GRAPHIC SCALE

FUSS & O'NEILL
115 BROAD STREET
BOSTON, MA 02110
617.282.4675
www.fando.com

SCCOG

ROUTE 32 ALTERNATIVE 1

MULTI-LINE PROJECT DESCRIPTION OR ADDRESS

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE:

FIG.4

DRAFT

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 50'
VERT.:
DATUM:
HORZ.:
VERT.:
GRAPHIC SCALE

FUSS & O'NEILL
115 BROAD STREET
BOSTON, MA 02110
617.282.4675
www.fando.com

SCCOG
ROUTE 32 ALTERNATIVE B
ROUTE 32 CORRIDOR STUDY
NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE:

CON-01

File: J:\DWG\P2021\0942\A10\Civil\Plan\CAD Files\Design_Rt-32_Alt-2 - Standard\Design_Rt-32_Alt-2.dwg Layout: 24X36-L Plotted: 2023-01-12 5:43 PM Saved: 2023-01-12 5:43 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB
MS VIEW: LAYER STATE:

DRAFT

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 50'
VERT.:
DATUM:
HORZ.:
VERT.:
1 25 0 50
GRAPHIC SCALE

FUSS & O'NEILL
115 BROAD STREET
BOSTON, MA 02110
617.282.4675
www.fando.com

SCCOG

ROUTE 32 ALTERNATIVE B

ROUTE 32 CORRIDOR STUDY

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE:

CON-02

DRAFT

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 50'
VERT.:
DATUM:
HORZ.:
VERT.:
1 25 0 50
GRAPHIC SCALE

FUSS & O'NEILL
115 BROAD STREET
BOSTON, MA 02110
617.282.4675
www.fando.com

SCCOG

ROUTE 32 ALTERNATIVE B

ROUTE 32 CORRIDOR STUDY

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE:

CON-03

DRAFT

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL

SEAL

SCALE:
HORZ.: 1" = 50'
VERT.:
DATUM:
HORZ.:
VERT.:
1 25 0 50
GRAPHIC SCALE

FUSS & O'NEILL
115 BROAD STREET
BOSTON, MA 02110
617.282.4675
www.fando.com

SCCOG

ROUTE 32 ALTERNATIVE B

ROUTE 32 CORRIDOR STUDY

NEW LONDON CONNECTICUT

PROJ. No.: 20210942.A10
DATE:

CON-04

MS VIEW:
LAYER STATE:

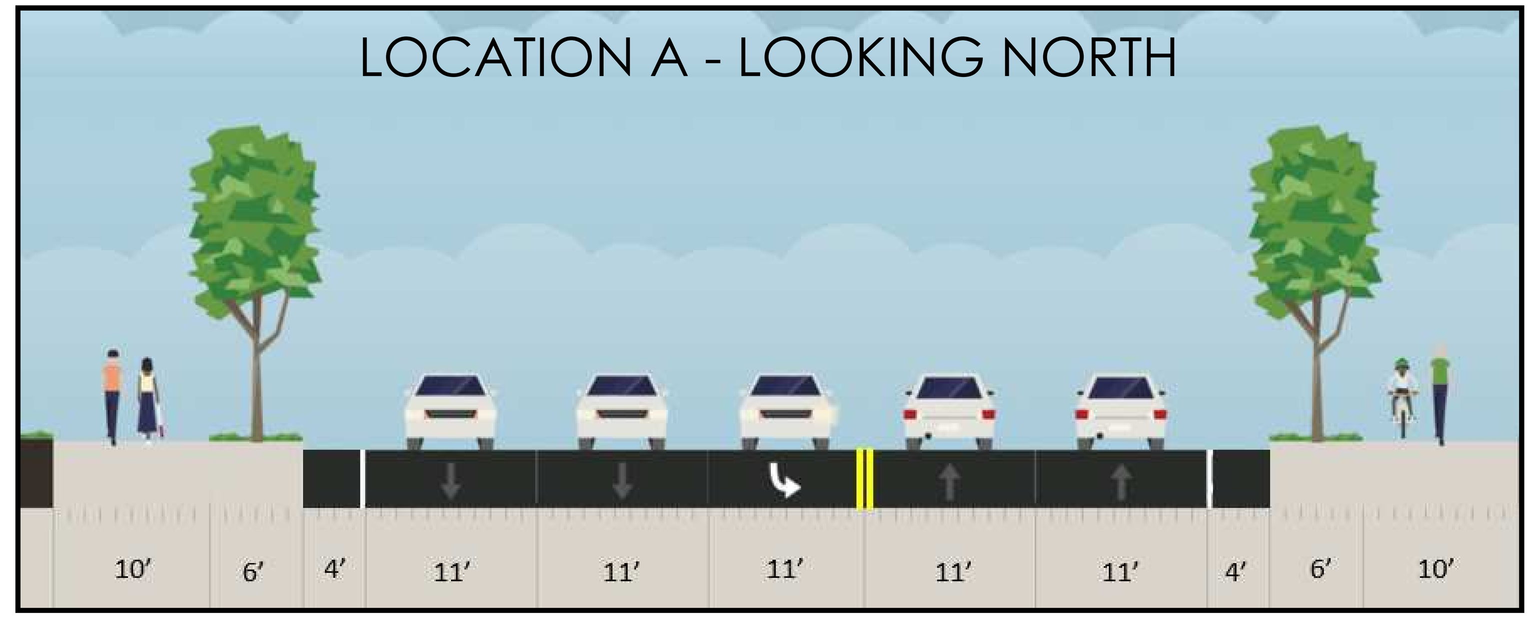
File: J:\DWG\P2021\0942\A10\Civil\Plan\CAD Files\Design_Rt-32_Alt-2 - Standard\Design_Rt-32_Alt-2.dwg Layout: 24X36-L (4) Plotted: 2023-01-12 5:44 PM Saved: 2023-01-12 5:43 PM User: koshea
PC3: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 STB/CTB: FO.STB

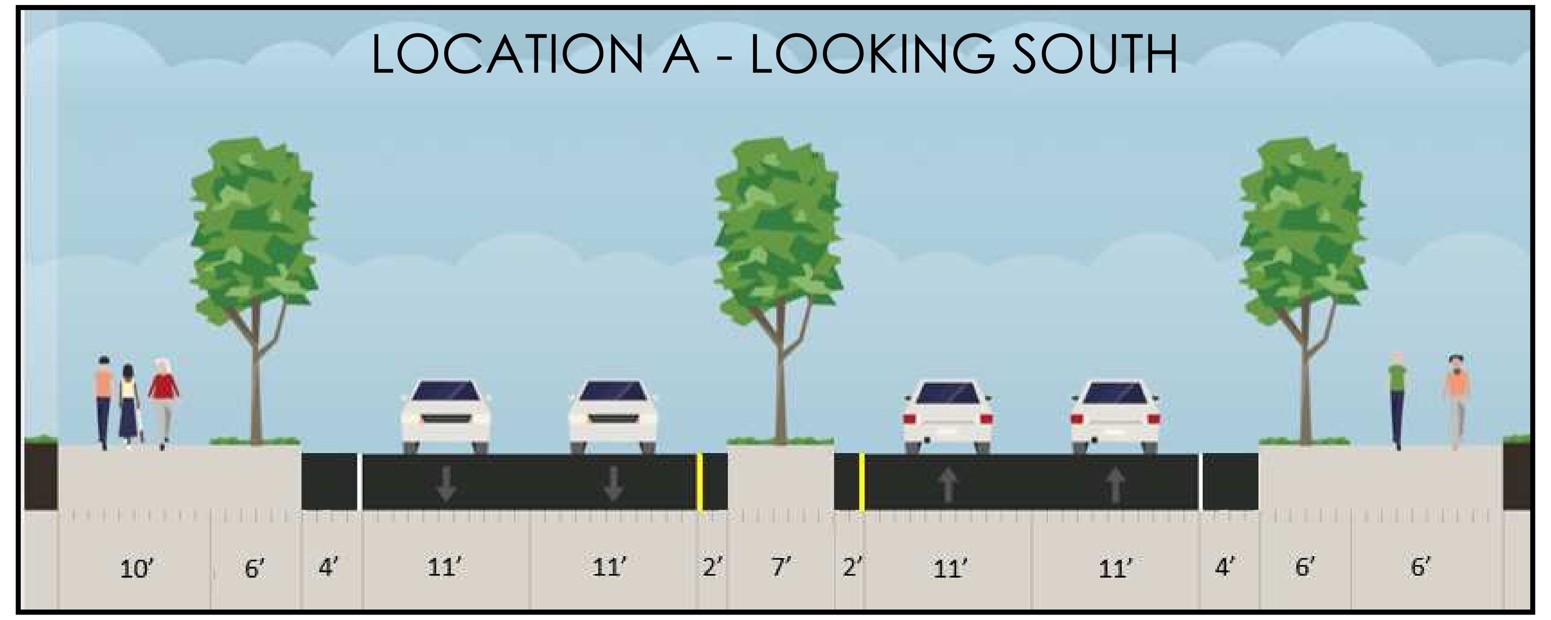

LEGEND
- PAVEMENT RECONSTRUCTION
- GRASS MEDIAN
- MULTI-USE TRAIL
- PROPOSED BRIDGE/BRIDGE WIDENING
- EXISTING BRIDGES TO BE REMOVED
- FUTURE DEVELOPABLE AREAS
95
I-95 NORTHBOUND
I-95 SOUTHBOUND
NORWOOD AVE.
VAUXHALL ST.
BRIGGS ST. (ROUTE 635)
LEDYARD ST.
STOP
I-95 NB OFF-RAMP
EXIT 34
I-95 SB ON-RAMP
BAYONET ST.
HAWTHORNE DR.
CONNECTICUT AVE.
FITCH AVE.
NORWOOD AVE.
ROUTE 32 (MOHEGAN AVE.)
I-95 NB ON-RAMP
VAUXHALL ST.
WEST ST.
BROAD ST. (ROUTE 85)
WILLIAMS ST.
FUTURE SITE ACCESS
U.S. COAST GUARD ACADEMY ENTRANCE
WILLIAMS ST. (ROUTE 635)
I-95 NB ON-RAMP
HUNTINGTON ST.
STATE PIER RD.
CRYSTAL AVE.
32
WILLIAMS ST.
OLD NORWICH RD.
COLLEGE ST.
BENHAM AVE.
CONNECTICUT COLLEGE CAMPUS
CONNECTICUT COLLEGE ENTRANCE
CONNECTICUT COLLEGE CENTER ENTRANCE
ROUTE 32 (MOHEGAN AVE.)
DESHON ST.
UNITED STATES COAST GUARD ACADEMY CAMPUS
CONNECTICUT COORDINATE GRID
INTERSTATE 95 / ROUTE 32 INTERCHANGE
ALTERNATIVE 1
JUNE 9, 2017

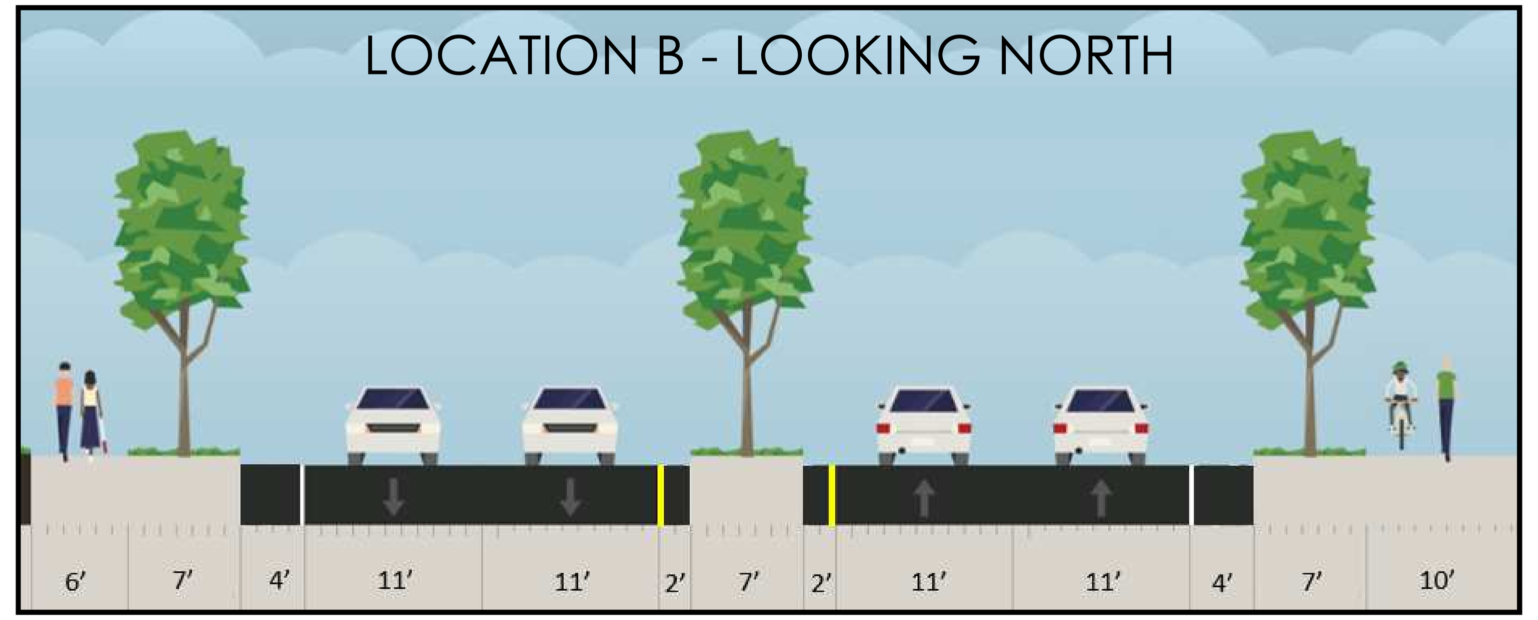
Appendix C

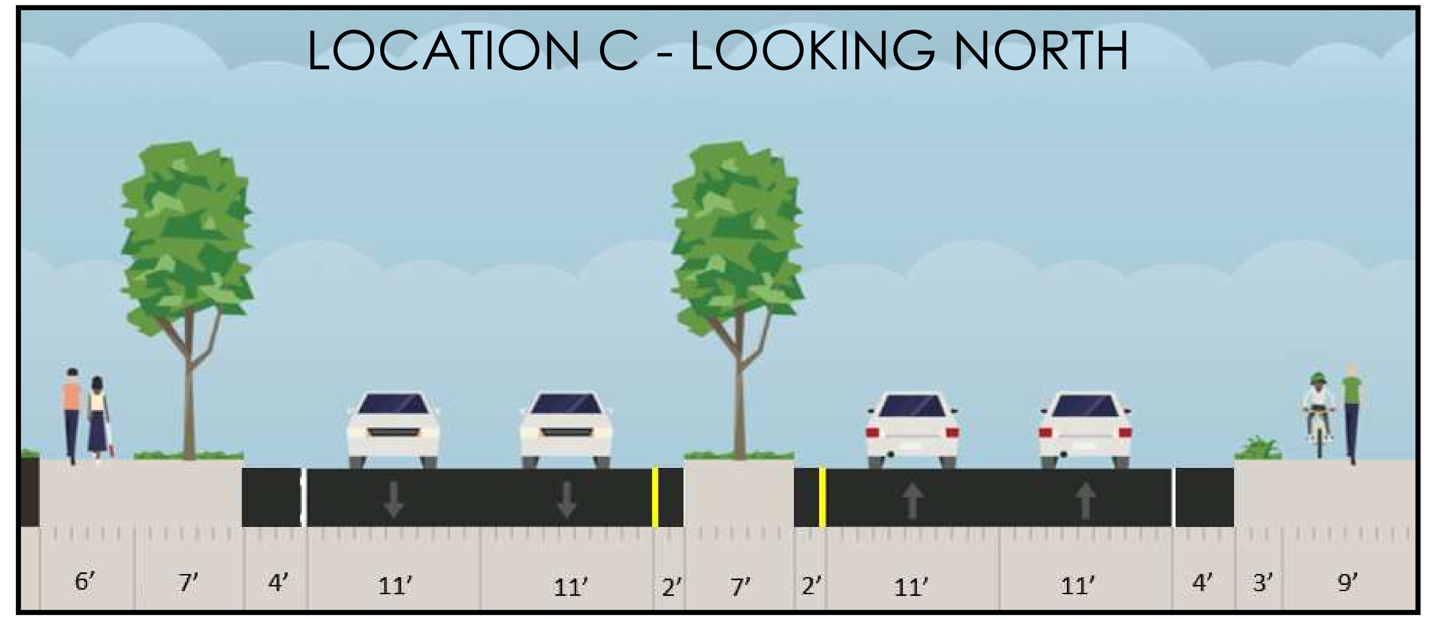
Preferred Alternative

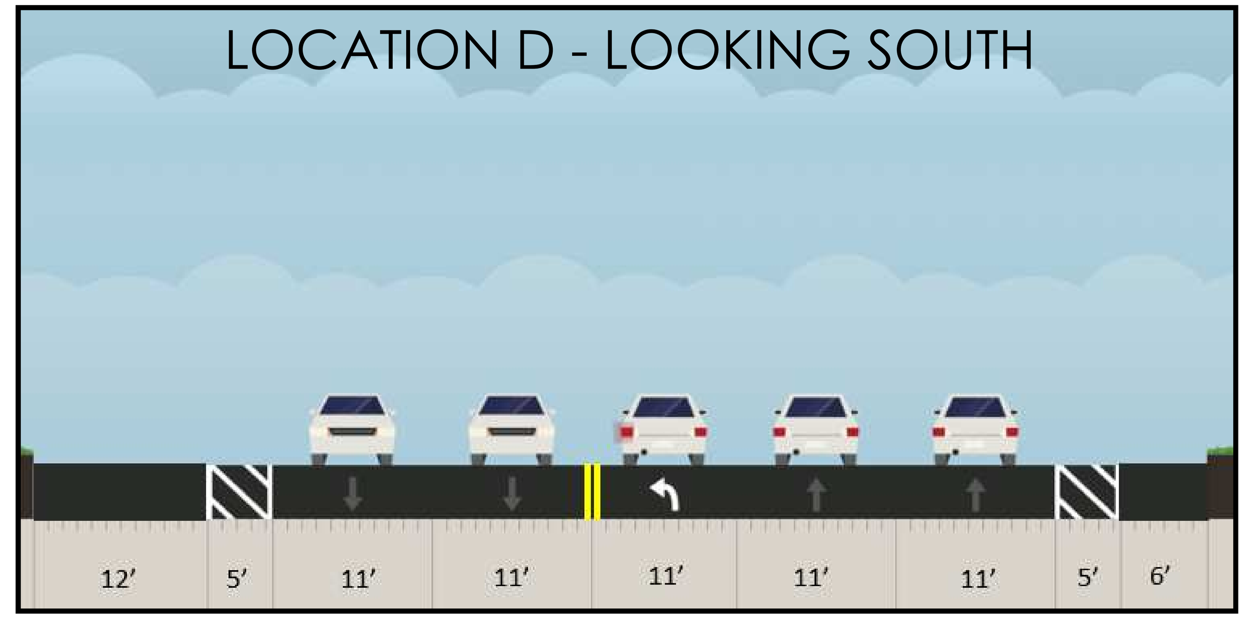
ROUTE 32, NEW LONDON, CT











Appendix D

Public Outreach Materials

FUSS & O'NEILL

MEETING MEETINGS
PAC Meeting #1
College Hill Corridor Study
Thursday, April 21, 2022, 1:00 – 2:30 PM via Zoom

ATTENDEEES: Matthew Skelly (F&O); Katherine O'Shea (F&O); Rosie Jaswal (Toole); Jim Butler (SCCOG); Kate Rattan (SCCOG); Amanda Kennedy (SCCOG); Victor Arcelus (Connecticut College); Anna Bergeron (CTDOT); Michael Passero (Mayor of New London); Sam Quigley (Lyman Allyn Museum Director); Tom Quintin (City of New London); Mike Carroll (SEAT); Brian Kent (Bike Groton); Brian Wright (Police Chief)

This meeting was held to kickoff the project with the project advisory committee and inform them of the anticipated project timeline. The meeting began with introductions, giving all attendees the opportunity to share their organization and relation to the project. Matthew Skelly of Fuss & O'Neill presented the following information on scope and schedule:

- Fuss & O'Neill and Toole will be studying multimodal transportation accommodations under current and future conditions. This study will include data collection, traffic analysis, the preparation of concept plans and sketches, and an implementation plan. Previous studies of the corridor will be consulted and inform recommendations.
- The existing corridor is a divided highway, but the goal is to design the corridor to function as more of a community street. The history of safety issues along this corridor was noted, including the death of a Connecticut College student in 2015.
- The schedule is designed so that significant public outreach efforts take place during the college semesters in order to involve students. The entire project will be completed in approximately one year. The final report is anticipated to be delivered in March of 2023.

Rosie Jaswal of Toole Design provided further insight into the public engagement plan, outlining following phases:

- Phase 1: conduct stakeholder interviews, pop-up kiosks, and online engagement to capture input from the public on existing deficiencies along the corridor
- Phase 2: conduct a second PAC meeting that will include a design charette activity to guide the preparation of the concept plans. A public workshop will also be held during this phase, during the Fall 2022 semester.
- Phase 3: conduct a third PAC meeting to present the draft concept plan and receive feedback from the committee. Present the draft concept at a second public workshop to gather feedback.
- Phase 4: Meet with the PAC to present the study recommendations and post the final report and concept on the website.

Rosie presented the project goals, including increasing safety and comfort, enhancing connections across the street, encouraging slower vehicle speeds, and providing a visual gateway into the college neighborhood.

Victor Arcelus, Dean of Students at Connecticut College, raised the question of when any recommendations of this study would eventually be implemented. Matthew reiterated that because Route 32 is a State Road, it is up to CTDOT to implement recommendations, and emphasized that the team will work to give the DOT exactly what they need to initiate projects. Anna Bergeron, CTDOT Project Manager echoed the sentiment. Rosie added that the implementation plan will include further information on this topic.

Rosie asked the committee for additional project goals, and to identify location specific issues and opportunities along the corridor. This activity was conducted using the online white board tool Miro. Responses were recorded on the project Miro Board. A summary of responses is below:

- Several points were made regarding the "highway feel" of the roadway. Victor indicated that vehicles often run red lights because they are not expecting to have to stop, noting a particular issue at the intersection of Route 32 and Benham Street. Amanda Kennedy of SCCOG noted that there appears to be excessive highway infrastructure that encourages high vehicle speeds, and that presently there are very few low-speed connections to downtown New London. Tom Quintin from the City of New London also noted that the interchange ramps encourage high vehicle speeds. Kate Rattan of SCCOG suggested the possibility of using roundabouts to implement speed control, though it was noted that there are existing constraints due to the steep grades on either side of the corridor.
- Tom suggested that lane widths could be reduced to ten feet to control vehicle speeds and reduce overall vehicle travel width on the roadway.
- Amanda noted the reduction of noise impacts as an additional goal, and Sam Quigley, Director of the Lyman Allyn Museum, agreed, noting that an artistic looking noise barrier could address both noise impacts and assist in creating a visual gateway into the college.
- Victor noted that Connecticut College is planning to install a sign at the main driveway that will assist in creating this visual gateway.
- A number of difficulties were noted for crossing pedestrians. Victor expressed that there is a need for better pedestrian refuge locations, specifically noting the steep sidewalk at the Connecticut College driveway that almost pitches pedestrians into the road. Additionally, it was noted that the pedestrian bridge is the safest way to cross Route 32 presently, although the bridge is not accessible.
- The intersection of Deshon Street and Route 32 was discussed as a key connection between Connecticut College and the US Coast Guard Academy (USCGA). Victor mentioned the possibility of an additional pedestrian bridge at this intersection, and noted that the Connecticut College parking lot located near Deshon Street is sometimes used by the USCGA for overflow parking.

- Kate Rattan noted that traveling west on Deshon Street approaching Route 32 is difficult due to the uphill approach grade and short greet light for Deshon Street. Jim Butler, executive director of SCCOG noted that vehicles often run yellow and red lights on Route 32 at this intersection.
- Video detection was recently installed at the intersection of Reservoir Street and Route 32, but does not appear to be functioning properly for vehicles on Reservoir Street.
- Brian Kent, president of Bike Groton noted that the ADT seems too high on Route 32 to implement un-protected bicycle facilities. He noted that Williams Street may be a more appropriate corridor for bicycle improvements.
- Victor noted that it is very difficult to cross Route 32 safely on a bicycle and suggested that more students would use bicycles if there were a way to safety do so. He also stated that many students drive across Route 32 now, so safer pedestrian and bicycle crossings could assist in reducing vehicle volumes on Route 32.
- Jim and Victor both noted that a reduction in volume on Route 32 may not be realistic, as the construction of another connection between I-95 and I-395 is not currently scheduled.
- Kate indicated that the corridor has potential to service some public transit, and noted that many college students that live along the corridor do not have cars.
- Amanda asked for examples of high-volume roadways similar to Route 32 where traffic has been calmed.
- Victor noted a previously held DOT workshop that discussed strategies for repurposing some of the existing I-95 interchange ramps to become pedestrian and bike only and introducing traffic calming measures.

Next Steps:

- The project team will host a pop-up kiosk on the Connecticut College campus and present to the Connecticut College Student Government Association on May 5. An additional pop-up kiosk will also be identified to capture input from other area residents.
- The project team will collect data and begin work on the existing conditions analysis.
- The project website will be online within the next two weeks, where project documents will be posted and an online engagement tool will be used to capture input from commuters and other users of the corridor.

FUSS & O'NEILL

MEETING MEETINGS
PAC Meeting #2
Route 32 Corridor Study – New London, CT
Tuesday, September 27, 2022, 10:00-11:30 AM via Teams

ATTENDEEES: Jim Butler (SCCOG); Anna Bergeron (CTDOT); Sam Quigley (Lyman Allyn Museum Director); Mike Carroll (SEAT); Brian Kent (Bike Groton); Brian Wright (Police Chief); Brian Sear (City of New London); Jennifer Pacacha (CTDOT); Frederick Kulakowski (CTDOT); Claudel Meronnis (CTDOT); William Champagne (CTDOT); Shraddha Joshi (CTDOT); Matthew Skelly (F&O); Katherine O'Shea (F&O); Rosie Jaswal (Toole)

This meeting was held to update the project advisory committee on the progress made assessing the existing conditions, and present preliminary concept alternatives. The meeting began with introductions, giving all attendees the opportunity to share their organization and relation to the project. Katherine O'Shea of Fuss & O'Neill presented the following information on community input and an existing conditions summary:

- The project team hosted two pop-up sessions in New London to obtain community feedback on the project. Additionally, the team launched a project website that included a survey and interactive map tool to provide comments on the corridor. Primary concerns included high vehicle speeds, walkability, and pedestrian crossings in the project area.
- Field observations indicated that the current built environment prioritizes vehicle throughput, and is inaccessible to those not driving. A review of the most five recent years of available crash data indicated a high number of rear-end crashes throughout the project area. Approximately 26 percent of all collisions resulted in injury.
- The future conditions analysis considers two scenarios: an interim 2032 condition, and a long-term 2042 condition that assumes future changes to the larger roadway network that will result in a volume reduction on Route 32 through the study area.

Rosie Jaswal of Toole Design presented a variety of options for the corridor that would be possible if other regional network connections were constructed, and Route 32 was downgraded from its regional arterial status. She cited examples of similar projects in Rochester, New York, Chattanooga, Tennessee, and Providence, Rhode Island.

Rosie then presented two alternatives for the corridor that would be feasible in the near term.

Option A included:

- Landscaped median
- Shared use path for pedestrians and cyclists on the west side of Route 32
- Additional crosswalks

- Pedestrian refuge islands
- Elimination of right turn lanes

Option B included:

- Shortened pedestrian crossings
- Protected bike lanes on both sides of the roadway
- Chicanes to slow vehicles approaching intersections

Jim Butler noted that the Connecticut College driveway on the west side of Route 32 at the intersection of Route 32 and Reservoir Street is often closed, therefore, the northbound left turn lane at that intersection may not be necessary.

Jim also noted that he likes the landscaped median featured in Option A, and noted the similarity of this option to the prior configuration of the corridor. He suggested use of historical aerial photos to demonstrate the prior corridor appearance.

Brian Kent asked if any consideration was given to reducing the speed limit. Matthew Skelly clarified that the speed limit has been set in accordance with the CTDOT Office of the State Traffic Administration (OSTA) statewide policy on setting speed limits.

Brian Kent also noted that if bike infrastructure is implemented, the project team should consider viable origin and destination points for cyclists, and cited Williams Street as a possible bicycle corridor. He also noted that any bike lanes should include a physical barrier to separate cyclists from vehicle traffic.

Brian Sear of the City of New London noted the psychological impact that the existing highway infrastructure has on drivers, and mentioned how additional plantings and landscaping south of the Williams Street bridge would aid in strengthening the connection to downtown, and prevent drivers from transitioning into a highway mindset.

Frederick Kulakowski of CTDOT asked for the ADT and the truck percentages. The ADT is approximately 27,000 vehicles.

Rosie presented a number of gateway treatments that would help provide a visual transition into the College Hill District.

Jim informed the project team that Connecticut College recently installed new signage that functions as a gateway treatment.

Sam Quigley noted that arts and culture should be incorporated into the naming of the area, and Jim clarified that the "College Hill District" refers to an existing name for the area.

Brian Kent noted that the Lyman Allyn Museum is interested in installing a sound barrier, which could become an example of public art that functions as a gateway treatment.

As the meeting concluded, Matthew Skelly asked CTDOT to provide any additional commentary on requirements moving forward to ensure that the corridor study leads to design and construction. Anna Bergeron indicated that CTDOT intends to move the project into the next phase by initiating a technical review during the study phase once more detailed plans are developed.

The group decided that the next PAC meeting will take place on January 10, 2023, at 1:00 pm.

Project next steps:

- Schedule a Public Meeting for the second or third week in October

MEETING MEETINGS
PAC Meeting #3
Route 32 Corridor Study – New London, CT
Tuesday, January 17, 2023, 1:00 -2:30 PM via Teams

ATTENDEEES: Jim Butler (SCCOG); Amanda Kennedy (SCCOG); Kate Rattan (SCCOG) Anna Bergeron (CTDOT); Jennifer Pacacha (CTDOT); Frederick Kulakowski (CTDOT); Claudel Meronnis (CTDOT); William Champagne (CTDOT); Shraddha Joshi (CTDOT); Marissa Pfaffinger (CTDOT); Andrew Correia (CTDOT); Emin Basic (CTDOT); Mayor Michael Passero (Mayor of New London) Victor Arcelus (Connecticut College Dean of Students) Mike Carroll (SEAT); Brian Kent (Lyman Allyn Museum Representative); Brian Wright (City of New London Police Chief); Matthew Skelly (F&O); Katherine O'Shea (F&O); Rosie Jaswal (Toole)

This meeting was held to present an analysis of three possible alternatives for the entire corridor and obtain committee feedback. The meeting began with introductions, giving all attendees the opportunity to share their organization and relation to the project. Matthew Skelly then gave a project update detailing the progress since the previous PAC meeting, including the development of two concepts for the length of the entire corridor, a public meeting, and an additional survey.

Rosie Jaswal of Toole shared that the team received approximately 200 fully completed surveys and 200 partially completed surveys, with the majority of respondents falling between the ages of 18 and 24. Additionally, she noted that the majority of respondents travel on Route 32 either by vehicle or on foot.

Matthew Skelly provided an overview of three concept plans. Concept A as presented includes a landscaped median, two travel lanes in each direction, left turn lanes at intersections, a shared use path on the west side of Route 32, and a sidewalk on the east side of Route 32. The shared use path on the west side of Route 32 is proposed to extend from Benham Avenue south to the Williams Street bridge, where it would tie into the existing bike lanes on Williams Street. The sidewalk on the east side is proposed to extend from Benham Avenue south to the intersection of Mohegan Avenue Parkway and Williams Street.

Concept B as presented removes the median but maintains two travel lanes and left turn lanes at intersections. Grade separated bike lanes and sidewalks are proposed on both sides of Route 32. On the east side, the northbound bike lane connects to existing bike lanes on Williams Street and continues north to Benham Avenue. On the west side, the southbound bike lane extends from Benham Avenue, and changes to a shared use path approximately 1,000 feet south of the Williams Street Bridge. The shared use path continues to the intersection of Briggs Street and Williams Street.

Concept C was prepared in 2017 as part of the I-95 East feasibility study. The concept re-designs the entire I-95/Route 32 interchange and proposes three multilane roundabouts along Route 32 through the study area. Additionally, a shared use path is proposed on the east side of the roadway.

The project team received the following comments and questions from the PAC:

Victor Arcelus of Connecticut College noted that the shared use path might be better on the east side of Route 32 because students use that sidewalk more frequently. Rosie noted that it may be beneficial to have two-way bike facilities on both sides.

Amanda Kennedy of SCCOG asked why the students are more inclined to use the sidewalk on the east side of Route 32 and wondered if that may be attributed to the frequency of crossings at the pedestrian bridge. She noted that the planned improvements will make crossing the roadway at grade safer, and may lead to more pedestrian traffic on the west side of the roadway. Matt added that the idea of the improvements is to ensure that both sides of the roadway are equally comfortable for pedestrians.

Jim Butler of SCCOG noted that more destinations for students are located on the east side of Route 32, and that if students need to go somewhere on the west side of Route 32, they use the internal roads on campus. Victor added that the guardrail on the east side of Route 32 makes students feel more comfortable, as it provides more separation from vehicle traffic. Jim agreed.

Victor also noted that Connecticut College is in the early stages of designing a new pedestrian bridge because the existing bridge is at the end of its life.

Shraddha Joshi of CTDOT noted that CTDOT also feels that the eastern side of Route 32 might be better for the shared use path in order to avoid adverse impacts to the retaining wall on the west side of Route 32.

Rosie noted that consideration should also be given to destinations on the east and west side of Route 32 outside of the study area, as expansion of the proposed facilities may be an option in the future. Jim asked if a shared use path on both sides of the roadway would be a possibility.

Amanda noted that a number of alternative circulation possibilities are located on the east side of Route 32, and that the shared use path on the east side creates a brand new connection. Mayor Passero emphasized that connection to the eastern New London neighborhoods is a priority for the City.

The potential of a noise barrier for the Lyman Allyn Art Museum was mentioned. Marissa Pfaffinger of CTDOT noted that CTDOT will only install noise walls on Type 1 projects. Type 1 projects typically add capacity or shift lanes. If a project is classified as Type 1, noise studies are required to determine if a noise wall is appropriate. Marissa does not believe this project would qualify as Type 1. She also noted that noise walls are very costly.

Kate Rattan of SCCOG noted that the reconfiguration of the I-95/Route 32 interchange and the reconfiguration of Williams Street depicted in Concept C demonstrate significant potential for traffic calming for vehicles entering the study area from the south.

Matt noted that the proposed interchange improvements depicted in Concept C would require massive land taking and would be unrealistic in the short or mid-term. These improvements are generally thought to be beyond the scope of this project.

The group discussed the potential to reduce the number of lanes coming into Route 32 from the south, and Marissa commented that this interchange will likely be further studied as a result of the ongoing I-95 PEL study.

Victor mentioned prior incidents of students stranded in the interchange area south of Williams Street as they try to return to campus on-foot from downtown New London. He noted that bicycle and pedestrian facilities in this area would be beneficial.

Rosie noted one area located in the vicinity of the New London/Waterford town line where the existing ROW is tight. She asked whether minor ROW taking would be a major impediment to the project. Marissa indicated that minor ROW impacts would not impede the project as long as the anticipated impact is outlined in the early project stages and is understood by all parties.

Katherine O'Shea of Fuss & O'Neill presented a table that evaluated each alternative based on safety, constructability, utility impacts, environmental impacts, environmental justice, speed control, congestion management, traffic operations, bike accommodations, pedestrian accommodations, aesthetics, noise control, air quality, emergency access, and maintenance. Alternatives A and B were substantially similar and generally preferred to Alternative C. Alternative C may be infeasible to construct due to ROW impacts and significant grade on both sides of Route 32. All three alternatives are thought to be an improvement upon existing conditions

Questions were raised about the size of tree that would be permissible in the center median. Marissa noted that trees are a long term maintenance commitment and she did not have a definitive answer. The project team will follow up with CTDOT to obtain further information on this topic.

Rosie noted that visual cues, such as urban signal infrastructure and the removal of guardrail will be an important component of traffic calming in addition to landscaping to make the corridor feel less like a freeway. Frederick Kulakowski of CTDOT agreed that traffic calming on each approach will be critical

Brian Kent expressed interest in a shared use path on both sides of the roadway to provide better access to destinations on both sides. He also noted that high vehicle speeds and noise are intrinsically related and suggested that effective traffic calming could eliminate the need for a noise wall, noting that a noise wall may have a negative visual impact on the corridor.

Marissa thanked the team for including the alternatives evaluation table and requested that the table, criteria descriptions, and supporting justification be included in the final report.

The group discussed project schedule and possible next steps. Jim noted that the next engagement event should make an effort to target motorists on Route 32 and inquired on the possibility of installing roadside signs to advertise the online survey.

Similarly, Amanda emphasized that the benefit of motorist safety be emphasized in the report in addition to pedestrian and cyclist safety.

Project next steps:

- Work to develop a preferred concept.
- Consultation between SCCOG and the consultant team to determine an appropriate engagement event.

FUSS & O'NEILL

MEETING MEETINGS
PAC Meeting #4
Route 32 Corridor Study – New London, CT
Tuesday, March 28, 2023, 1:00 -2:00 PM via Teams

ATTENDEEES: Jim Butler (SCCOG); Amanda Kennedy (SCCOG); Kate Rattan (SCCOG) Frederick Kulakowski (CTDOT); Claudel Meronnis (CTDOT); Andrew Correia (CTDOT); Mayor Michael Passero (Mayor of New London) Victor Arcelus (Connecticut College Dean of Students) Brian Kent (Lyman Allyn Museum Representative); Sam Quigley (Director of Lyman Allyn Museum); Brian Sear; (City of New London DPW); Brian Wright (City of New London Police Chief); Matthew Skelly (F&O); Katherine O'Shea (F&O);

This meeting was held to present the preferred corridor concept. The preferred concept incorporates feedback received at PAC meeting number 3, as well as CTDOT comments received on a previous draft of the preferred concept.

Matt Skelly of Fuss & O'Neill provided an overview of the concept plan, beginning with the southern portion of the study area. The concept plan proposes two primary traffic calming measures south of the Williams Street bridge:

- Merge Route 32 south of Williams Street to one northbound travel lane.
- Realign the I-95 off-ramp to introduce sharper curvature.

In response to previous comments raised by CTDOT, Matt noted that the between 70 and 80 percent of northbound traffic on Route 32 originates from the I-95 off-ramp, which indicates that one travel lane on Route 32 south of the off-ramp should be able to accommodate traffic volumes.

Matt also noted the change in alignment of the Coast Guard Academy ramp. He mentioned that during earlier phases of design, implementation of a stop control at the ramp was considered but deemed infeasible because of the delay incurred for stopped vehicles on the ramp. Therefore, the proposed concept maintains the existing yield condition but introduces a chicane as a traffic calming measure to avoid high vehicle speeds on the ramp.

Fred Kulakowski of CTDOT commented that the proposed alignment of the ramp seemed acceptable as long as sight distance was not impeded for vehicles. He noted that queueing of yielding vehicles may occasionally occur and wanted to ensure that the queue would be visible to vehicles proceeding down the ramp. He also mentioned that the proposed alignment would be preferable to the previously considered stop condition.

The roadway cross section through the majority of the study area includes two travel lanes in each direction separated by a landscaped median and left turn lanes at intersections. Bicycle and pedestrian accommodations include a ten-foot multiuse trail on each side of the roadway separated by a landscaped buffer.

Victor Arcelus, Dean of Students at Connecticut College asked if wooden guiderail could be considered to offer students additional protection from vehicle traffic. Amanda Kennedy of SCCOG asked if the landscaped buffers are above the roadway grade and Matt confirmed that the landscaped buffers and multiuse paths are proposed to be grade-separated.

Jim Butler of SCCOG noted that wooden guiderail would be preferred to the existing metal guiderail that is installed today, which gives the visual impression to drivers that they may travel at highway speeds. He also noted that significant separation is provided between the vehicle travel lanes and the shared use path in the proposed design.

Fred noted that because the intent of the project is to calm traffic through narrowing lanes and adding landscaped space and street trees, CTDOT would likely recommend that guiderail is not installed. CTDOT prefers to install guiderail only when necessary.

Matt also noted potential locations for a second pedestrian bridge at the request of Connecticut College. Victor provided some context to the request, noting that the primary goal of the second pedestrian bridge is to connect the Connecticut College campus to the US Coast Guard Academy entrance. He noted that the intersection of Deshon Street and Route 32 would be the ideal location for the bridge from a user perspective. Matt noted that may not be feasible from a design and construction standpoint. He also noted that the intent of the concept plan recommendations is to ensure that pedestrians may safety cross at grade at the intersection of Deshon Street and Route 32.

Jim asked if it was possible to use stamped concrete or similar colored, textured pavement at crosswalks on Route 32, noting that these crosswalk treatments are used at other locations in New London. Brian Kent, architect and Lyman Allyn Museum representative, commented that in his opinion, standard striped crosswalks are often more visible to drivers, especially at night. Fred confirmed that it is possible to use colored, stamped asphalt on a state road and cited the intersection of Route 1 and Route 137 in Stamford as an example.

Amanda asked a follow up question about the pedestrian bridge location to clarify how USCGA students would access the bridge. Matt clarified that these students would be exiting campus from the gated entrance at the end of Deshon Street and heading west towards Route 32. Depending on the bridge location, the opportunity to introduce a second pedestrian access point onto the USCGA campus could be explored.

Kate Rattan of SCCOG asked about the ROW impacts on the property at 405 Mohegan Avenue Parkway. This property currently provides parking for six vehicles immediately adjacent to Route 32. Matt clarified that the actual impact on the property is quite small, but that further consideration will be given to how access to that parking is managed in coordination with the multiuse trail.

Victor asked if the renderings could depict college hill gateway signage. He also requested that the plans include recommended locations for permanent speed feedback signs.

Project next steps:

- Incorporate PAC comments on the preferred concept plan.
- Host a final public engagement event.
- Host a final PAC meeting.

FUSS & O'NEILL

MEETING MEETINGS
PAC Meeting #5
Route 32 Corridor Study – New London, CT
Tuesday, June 13, 2023, 1:00 -2:00 PM via Teams

ATTENDEEES: Jim Butler (SCCOG); Amanda Kennedy (SCCOG); Kate Rattan (SCCOG) Anna Bergeron (CTDOT); Frederick Kulakowski (CTDOT); Claudel Meronnis (CTDOT); Andrew Correia (CTDOT); Will Champagne (CTDOT); Jen Pacacha (CTDOT); Mayor Michael Passero (Mayor of New London); Victor Arcelus (Connecticut College Dean of Students); Sam Quigley (Director of Lyman Allyn Museum); Brian Wright (City of New London Police Chief); Mike Carroll (SEAT); Matthew Skelly (F&O); Katherine O'Shea (F&O); Rosie Jaswal (Toole)

This final PAC meeting was held to close out the project and discuss next steps to advance the recommended improvements to the design phase.

Rosie Jaswal of Toole Design provided a brief summary of the feedback about the preferred concept received through the online survey. She noted that the survey received approximately 200 responses, and 76 percent of respondents agreed or strongly agreed that the recommendations met the vision and guiding principles established throughout the public outreach process. Some respondents thought that the project did not go far enough to implement traffic calming techniques and were unsure if the proposed improvements would effectively reduce vehicle speeds. Generally, respondents were in strong support of the improvements, specifically the addition of bicycle facilities and proposed pedestrian improvements.

Katherine O'Shea of Fuss & O'Neill presented the executive summary of the final report, which included a review of existing safety deficiencies and a high-level explanation of how the proposed improvements address the existing deficiencies. She also presented three renderings that were prepared to show a perspective view of what the proposed improvements might look like at the Connecticut College Main entrance, heading south approaching the pedestrian bridge, and on the Coast Guard Academy Ramp.

Matt Skelly emphasized that the intention of the recommended improvements is to implement them in the near- to medium- term because many typical short- term improvements, such as re-striped crosswalks and signal re-timing have already been implemented as a result of prior studies.

He reviewed a list of potential state and federal funding sources outlined in the report, including the Surface Transportation Program, the Local Transportation Capital Improvement Program, the Community Connectivity Grant Program, the Reconnecting Communities Pilot Program, the Safe Streets and Roads for All Program, the RAISE Discretionary Grant Program, and Congressionally Directed Spending.

He also noted the anticipated project cost of $14 million to $17 million. The cost is anticipated to increase upon incorporating CTDOT comments on the itemized cost estimate.

Amanda Kennedy, Executive Director of SCCOG summarized conversations that she has had with CTDOT about possible funding sources for this project. She noted that an application for the Reconnecting Communities Program could be more competitive if it includes other work related to reconstructing or downgrading the I-95 interchange. Recommendations of this nature could be a final product of the ongoing I-95 PEL study.

She also noted that SCCOG is applying for Safe Streets and Roads for All planning funding to update the existing regional action plan. If SCCOG is awarded this funding, the project may be well-positioned to receive implementation funding, since it will be included as a future project in a qualifying action plan.

The City of New London is pursuing RAISE funding for other infrastructure projects during this round of funding, and Amanda noted that the next round of RAISE funding will probably open for applications in approximately one year.

Victor Arcelus, Connecticut College Dean of Students, asked how CTDOT, SCCOG, the City, and other stakeholders can continually pursue these funding opportunities to ensure that the recommendations of the study are eventually implemented.

Amanda stated that typically SCCOG will meet with CTDOT at a "pitch meeting" to present a formal request for project funding. She noted that the City of New London can also advocate for the advancement of the project and could be an applicant for funds in the future. Connecticut College and the USCGA can continue to advocate for the project too, which could be particularly useful to obtain congressional discretionary funds. It was noted that these congressionally directed funding requests are very competitive but very flexible.

Victor noted that Connecticut College wants to be involved in advancing the project in any way they can and suggested quarterly meetings with key parties to continually check-in on funding opportunities. Amanda indicated she would be happy to participate in meetings of that nature and noted that the grant landscape is very different now than it was in the past, with many more state and federal funding sources to consider.

Anna Bergeron of CTDOT indicated that CTDOT is trying to create a standard process to move corridor studies into design. She stated that the possible next step would be for SCCOG and the consultant project team to present the project to the management team at CTDOT over the next couple of months. She noted that this type of meeting has been well received previously.

Project next steps:

- Finish the final report based on CTDOT comments and incorporate a section summarizing the final PAC Meeting.
- Determine appropriate action to be taken by SCCOG and/or CTDOT to advance the recommendations to the design phase.
- Coordinate with key stakeholders to establish recurring check-ins on project development/funding.

Route 32 Corridor Study

Public Meeting

November 2, 2022

Welcome

1. Meeting Purpose
2. Project Background
3. Community Input Summary
4. Existing Conditions Analysis
5. Draft Corridor Vision and Options
6. Next Steps

Meeting Purpose

- Share the study purpose and background
- Review results of existing conditions, safety and traffic analyses and public input to date
- Gather feedback on initial corridor options to help determine the preferred solution

Project Background

Project Purpose

- Study the corridor of Route 32 (Mohegan Ave Parkway) from Williams Street to Benham Avenue to improve safety and comfort for all users
- Engage the community and stakeholders to identify existing issues and opportunities, and to develop and evaluate potential solutions

Project Area

- Route 32 (Mohegan Avenue) corridor, Williams Street to Benham Avenue
- Four pedestrian crossings with traffic signals, one bridge
- Connection to Williams Street and Briggs Street ramps

Existing Configuration

- Route 32 includes two travel lanes in each direction, wide shoulders and a median barrier
- Traffic signals and turn lanes are provided at intersections
- Sidewalks are narrow and incomplete
- There are no bicycle or transit facilities along the corridor

Current Built Environment

Accessibility challenges at pedestrian bridge

Missing sidewalk connections and steep slopes

Lack of bicycle facilities

Pedestrian crossings are long, infrequent and uncomfortable

Minimal wayfinding to destinations

Route 32 is currently feels unsafe, inaccessible and uninviting to those not driving

What We Heard

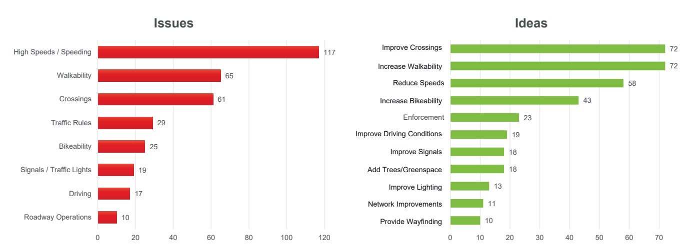
Community Outreach

- Project Advisory Committee Meeting
- Online Comment Map
- Online Survey
- Conn College Pop-up
- Eat in the Steet Pop-up
- Coast Guard Academy Interview

Responses

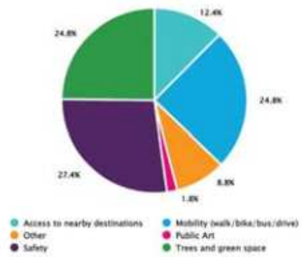
- 213 online survey responses
- 87 online map comments
- 26 pop-up map comments
- 76 general pop-up comments
- 30+ Advisory Committee comments

General Comments



Location Specific Comments

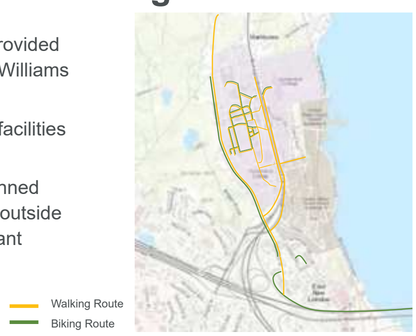
- Hard to merge onto Route 32 from Williams St
- Narrow, overgrown, inaccessible sidewalks
- Connections to destinations are missing or hidden/unclear
- Traffic signal equipment not functioning
- Lacking bike accommodation and connectivity
- Lack of greenspace



Existing Conditions Analysis

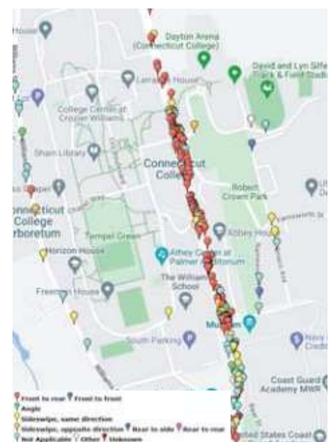
Existing Walking and Biking Routes

- There are currently sidewalks provided on both sides of Route 32 from Williams Street to the pedestrian bridge
- There are no dedicated bicycle facilities provided along Route 32
- Connections to existing and planned bicycle and pedestrian facilities outside the study area will be an important consideration



Crash History

- Reviewed crash history for past five years (2018-2022)
- High number of rear-end crashes
- 4-6 crashes per year at each intersection
- 228 collisions in five years, 60 resulted in injury (~26%)



Traffic Volumes

- Existing volumes reflect freeway nature of Route 32
- Two scenarios to consider:
  - **Interim 2032** – background growth with existing travel patterns
  - **Full Build 2042** – Traffic reduction/redistribution due to future network changes

Vision for the Future

Future Opportunities

- Route 32 currently serves as an important link in the transportation network
- Future changes to nearby interchanges could help transform Route 32 from a regional connector to a community street

Option considered in I-95 Interchange Concept Study

Potential future network opportunities

Highway Removal Case Study

Rochester, NY

- Urban freeway converted to an arterial street with multi-modal facilities
- Extra space converted to apartments

https://www.nytimes.com/interactive/2021/05/27/climate/us-cities-highway-removal.html

Highway Removal Case Study

Chattanooga, TN

- Urban freeway converted to a two-lane community street
- Allowed for better access to the waterfront and opportunities for enhanced public space

Highway Removal Case Study

Providence, RI

- Interstate rerouted around downtown
- Reunited previously segmented neighborhoods and allowed for a pedestrian bridge to replace it

Photo credit: Kroo Photography

Restoring Mohegan Avenue Parkway

- Parkways are typically landscaped throughfares that connect to natural areas or park spaces
- Mohegan Avenue Parkway historically included a landscaped median and other elements which we were removed when it was reconstructed as Route 32

Vision Statement

Mohegan Avenue Parkway will serve to reduce barriers, create safe connections and visually enhance the community through which it travels.

Guiding Principles

❖ Transform Route 32 into a lower speed community street

❖ Improve safety and comfort for all roadway users

❖ Enhance connectivity across Route 32 and to local destinations

❖ Provide transportation choices for area residents

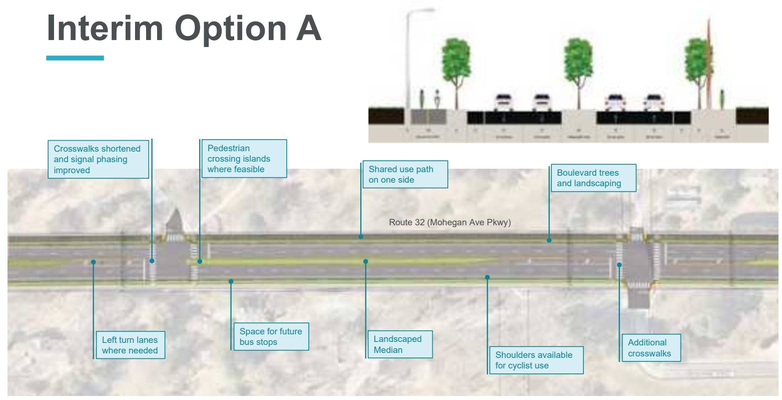
❖ Establish a visual gateway into the College District

Draft Options Review

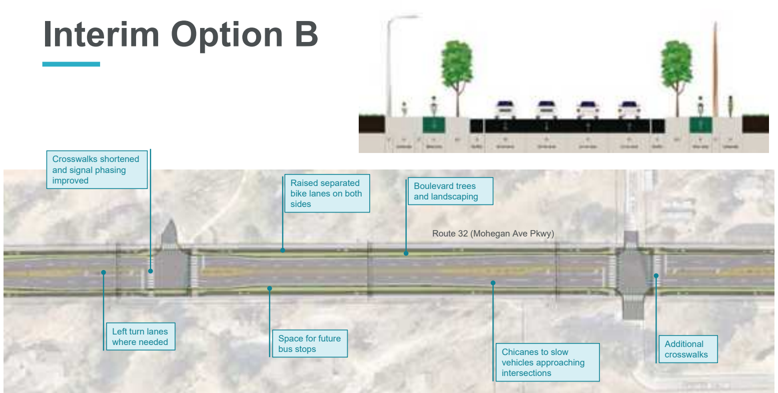
Draft Options Review

- Potential options developed for both scenarios:
  - Interim condition maintaining same travel patterns
  - Future condition with interchange modifications, downgrading Route 32 to an arterial roadway

Interim Option A



Interim Option B



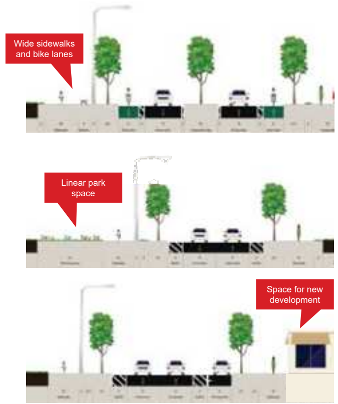
Gateway Treatments & Wayfinding

- Gateway treatments establish a change in context or environment
- Wayfinding signage helps guide people to destinations
- Public art and/or enhanced landscaping can serve both purposes

Photo credit: City of Whitehall

Future Opportunities

- If adjacent interchange changes occur, traffic volumes along Route 32 may reduce significantly
- Route 32 could then be reduced to one lane in each direction with turn lanes or roundabouts at intersections
- This could allow for excess space to be converted to enhanced sidewalks and bike lanes, a linear park, or new buildings with on-street parking



Next Steps

Project Schedule

Thank you

Route 32 Corridor Study

Public Meeting #2

April 25, 2023

SCCOG FUSS&O'NEILL TOOLE DESIGN

Welcome

1. Meeting Purpose
2. Project Background
3. Community Input Summary
4. Recommended Concept
5. Long Term Considerations

Meeting Purpose

- Share the study purpose and background
- Review results of community feedback recieved
- Gather feedback on proposed conceptual design for Route 32
- Share considerations for future implementation

Project Background

Project Purpose

- Study the corridor of Route 32 (Mohegan Ave Parkway) from Williams Street to Benham Avenue to improve safety and comfort for all users
- Engage the community and stakeholders to identify existing issues and opportunities, and to develop and evaluate potential solutions

Project Area

- Route 32 (Mohegan Avenue) corridor, Williams Street to Benham Avenue
- Four pedestrian crossings with traffic signals, one bridge
- Connection to Williams Street and Briggs Street ramps

Existing Configuration

- Route 32 includes two travel lanes in each direction, wide shoulders and a median barrier
- Traffic signals and turn lanes are provided at intersections
- Sidewalks are narrow and incomplete
- There are no bicycle or transit facilities along the corridor

Current Built Environment

Route 32 is currently feels unsafe, inaccessible and uninviting to those not driving

Vision Statement

Mohegan Avenue Parkway will serve to reduce barriers, create safe connections and visually enhance the community through which it travels.

Guiding Principles

- Transform Route 32 into a lower speed community street
- Improve safety and comfort for all roadway users
- Enhance connectivity across Route 32 and to local destinations
- Provide sustainable transportation choices for area residents
- Establish a visual gateway into the College District through greenery, signage and public art

What We Heard

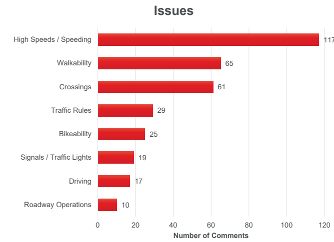
Community Outreach

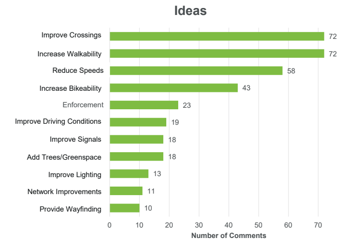
- Project Advisory Committee Meetings
- Online Comment Map
- Online Surveys
- Conn College Pop-up
- Eat in the Steet Pop-up
- Coast Guard Academy Interview
- Public Meeting #1 – November 2022

Responses

- Existing conditions
  - 213 online survey responses
  - 87 online map comments
  - 102 pop-up event comments
  - 30+ Advisory Committee comments
- Alternatives
  - 35+ public meeting comments
  - 20+ Advisory Committee comments
  - 467 online survey responses

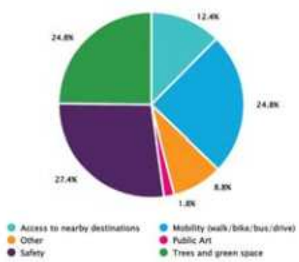
General Comments



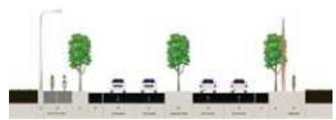


Location Specific Comments

- Hard to merge onto Route 32 from Williams St
- Narrow, overgrown, inaccessible sidewalks
- Connections to destinations are missing or hidden/unclear
- Traffic signal equipment not functioning
- Lacking bike accommodation and connectivity
- Lack of greenspace



Alternatives Feedback



Option A – shared use path & median
- Preferred by 56% of respondents

Option B – one-way raised bike lanes
- Preferred by 25% of respondents

16% of respondents felt that both options meet the project vision

3% felt that neither option meets the vision

Top three priority elements: wider sidewalks (81%), bike facilities (62%) and park space (45%)

Preferred Concept

Refinement of Preferred Concept

- Based on feedback recieved:
  - Shared use paths provided on both sides to serve campus area
  - Landscaped median included for added greenery
  - Opportunities to add gateway features and rest areas reviewed

Proposed Design Summary

Proposed Design Summary

On-Ramp from Coast Guard Academy

EXISTING

PROPOSED

Connecticut College Entrance

EXISTING

PROPOSED

Southbound College Hill Gateway

EXISTING

PROPOSED

Long Term Considerations

Future Opportunities

- Route 32 currently serves as an important link in the transportation network
- Future changes to nearby interchanges could help transform Route 32 from a regional connector to a community street

Future Opportunities

- If adjacent interchange changes occur, traffic volumes along Route 32 may reduce significantly
- Route 32 could then be reduced to one lane in each direction with turn lanes or roundabouts at intersections
- This could allow for the additional lane to be converted to bike lanes, bus lanes, or be reconstructed to allow for other uses.

Next Steps

Next Steps

- This study is for conceptual design only
- Future implementation will be considered by CTDOT when funding becomes available
- The proposed concept may need to be adjusted in later stages of design based on technical constraints
- Ongoing work related to the I-95 PEL study will consider recommendations made for Route 32

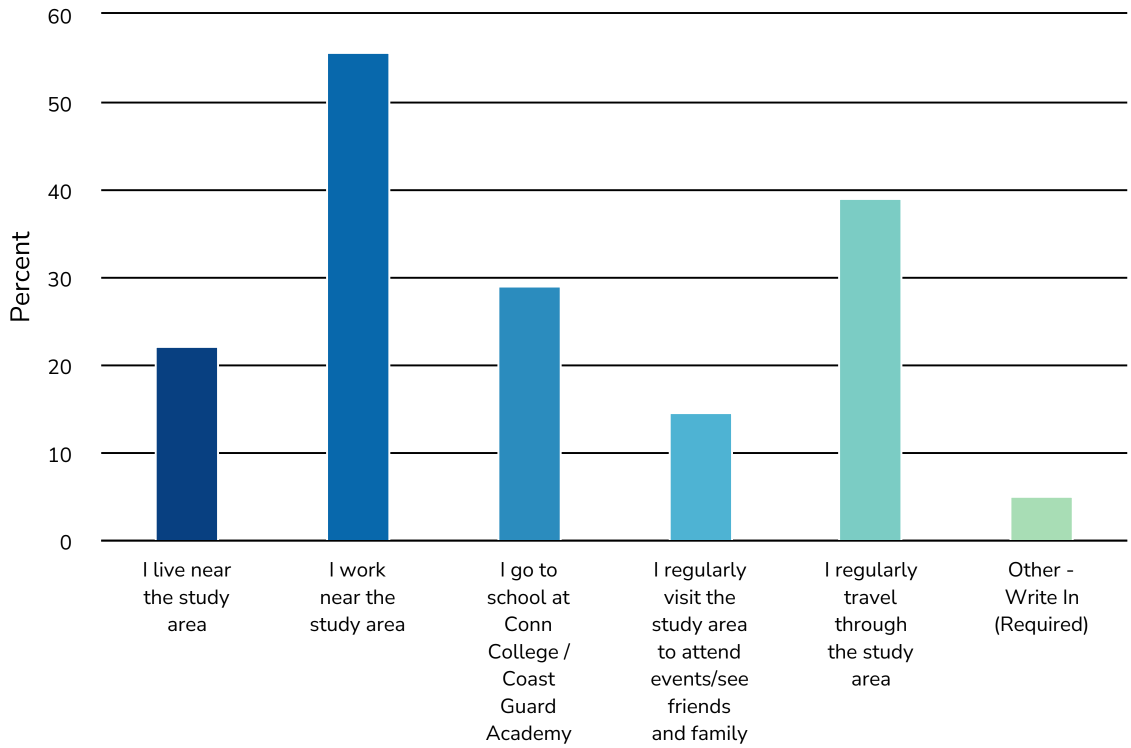
Thank you

Report for Route 32 Corridor Study Survey

Response Counts

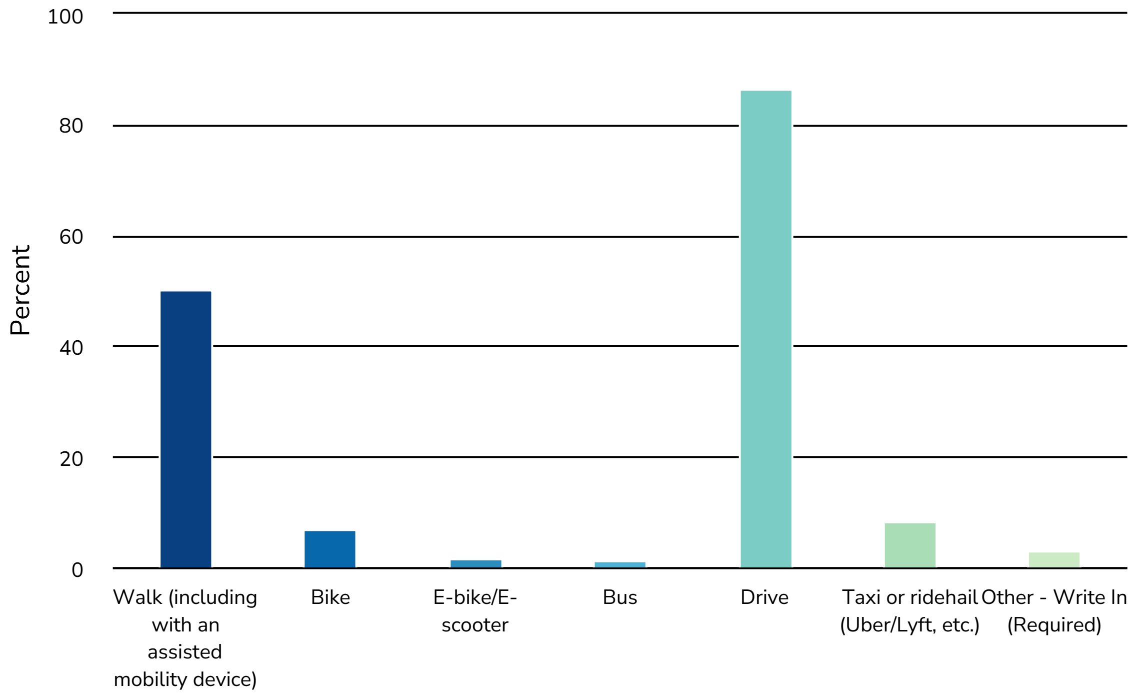
Completion Rate:	**100%**	
	Complete	213
		Totals: 213

1. What is your relationship to the study area (Route 32 from Williams St to Benham Ave)? Please select all that apply.



Value	Percent	Responses
I live near the study area	22.2%	47
I work near the study area	55.7%	118
I go to school at Conn College / Coast Guard Academy	29.2%	62
I regularly visit the study area to attend events/see friends and family	14.6%	31
I regularly travel through the study area	39.2%	83
Other - Write In (Required)	5.2%	11

2. Over the course of an average week, which of the following forms of transportation do you use to travel along or across Route 32? Please select all that apply.



Value	Percent	Responses
Walk (including with an assisted mobility device)	50.5%	106
Bike	7.1%	15
E-bike/E-scooter	1.9%	4
Bus	1.4%	3
Drive	86.7%	182
Taxi or ridehail (Uber/Lyft, etc.)	8.6%	18
Other - Write In (Required)	3.3%	7

3. What do you feel are the issues with Route 32 (Mohegan Avenue Parkway) as it exists today?

ResponseID	Response
5	Ugly, unsafe, inaccessible
6	too fast dangerous for pedestrians no bike lanes not enough protected walking
7	Scar thru what could be a college downtown walkable area. Over run with invasive plants, cars too fast and crossing too wide.
8	No police enforcement of the speed limit and too many speeders.
9	It is an easy roadway to speed on with little enforcement to discourage it. Limited to no sidewalks. Long traffic lights = pedestrians waiting long periods of time to cross safely. I've seen many just cross when there are no cars.
10	Speeding! Timing of lights. Many people go through the red lights long after they turn red.
11	People can be a bit reckless driving along it.
12	Speed is inconsistent. You go from 95 speed to college speed because of crossing and 3 lights in less than 1/2 a mile on a busy highway, to higher speeds again.
13	Lack of modern (camera) traffic signals. I often have to stop for red lights when no one is in the side street lanes (triggered the light then took a right). Pedestrian overhead walkway to the athletic complex is outdated and could be vastly improved (think bee bridge in New Britain).
14	Lacking signs and three lanes for downtown / Groton on-ramp / exit to Briggs St
15	Spill over to Williams which has no parking and a speedway for ATY and motorcycle loops to Gallows Lane and back to Bayonet, Briggs and Williams. Lack of speed enforcement and speed limit signs. Bike lanes and no bikes.
17	Construction. Lights that don't change. Crosswalk lights that don't change or are not long enough. Drivers going through red lights. Speed.
18	High speed car traffic north and south of the area but in that area the speed limit is reduced but often cars don't slow down. Also there are narrow lanes in the study area which adds to the risky driving. I also know that students struggle to cross in that area because of the high amount of car traffic.
19	SO many traffic lights. Aggressive drivers.
20	Roadway was not designed to handle the amount of traffic that now flows through the area

ResponseID	Response
21	Pedestrian safety
22	Not sure
23	speeding - left hand turns are dangerous because of cars approaching at high rates of speed
24	Traffic, speeding
25	Long back-ups at the lights during busy driving times; no pedestrian or biking lanes.
27	Clunky, restrictive
28	Difficult pedestrian crossing and travel. Difficult cycling travel. Separation of Conn campus.
29	The cars drive way too fast! The street is too wide and there are not adequate sidewalks or bike routes.
30	Very congested and poor line of sight for vehicles. No easy crossing area south of the elevated walkway.
31	1. It's a highway, not a city Avenue. 2. It's the primary access to I-395N from I-95S & New London, or from I-395 S to I-95N & New London, so that drivers, who were just going 65 MPH want to get to the other highway as fast as possible. 3. There is no other simple alternative interchange off I-95S to I-395N, or from I-395 S to I-95N where it should be!
32	Road is way to fast. It is also ugly and not aesthetically pleasing. It feels unsafe as a pedestrian close to the road
33	Very narrow
34	Too much vehicular traffic, travelling at excessive speed. It is an inhospitable and unsafe environment for pedestrians; unfortunately located along and between two major educational institutions.
35	It is too fast of a road that dangerously divides campus.
36	There is not great lighting on the street, the crosswalks could be better marked
37	So much traffic also cant walk across ever
38	Lack of light at night, impatient drunk college students

ResponseID	Response
39	Merging onto it past the coast guard towards conn has caused many accidents and is super dangerous and scary. Students walk across the street extremely intoxicated. I myself have and it could have gone a lot worse than it did. It's extremely dangerous even with the bridge.
40	It is very common to see drivers running through red lights and driving much higher than the posted speed limits.
41	unsafe for pedestrians.
42	Route 32 is not walkable and ultimately is an eyesore for the New London community
43	People drive too fast on it, no sidewalks on one side
44	It is dangerous to walk or jog along. There are not enough safe walkways.
45	Not enough pedestrian protection (very open areas, cars going too fast, limited alternative crossing options).
46	Very pedestrian unfriendly and cuts through CONN campus
47	It's a highway in the middle of a major school. My suggestion would be to cobblestone and make the drive through the campus more "collegiate" and upscale, that way drivers respect the fact that they are on a campus. Make the sidewalk more accessible to walkers and prioritize them. This can be done by speed bumps, additional stoplights, and stop signs. As well as collegiate decoration and regalia.
48	It's so ugly. It literally cuts off the student body from EVERYTHING!!! You can't leave without a car. Like I be wondering who thought of putting a highway there. Hate it. It need to go. Replace it with a Taco Bell or something.
49	Lights off Benham, Deshon, and Reservoir street not working properly. Dangerous, high speed traffic not properly stopping at yellow lights trying to beat the red. Unsafe conditions for people to walk, run, or bike to and from this area to downtown New London.
50	Many cars go well over the speed limit and I have seen a lot of people run through the red lights.
52	Crosswalks can be scary as many cars travel at high speeds/run red lights.
53	Cars speed down that road- it's as if it was a highway. This is extremely inconvenient and unsafe as this road directly divides a college campus and brings about many young kids near it. There are few ways to cross and it is important to consider that the sports houses, often where parties are held, are on the other side of this road and brings about many students who may be under the influence and may be more at risk around a road like this.

ResponseID	Response
54	People drive too fast and run red lights. I have been in the cross walk and had stop stop or move backwards to avoid being hit by a car. I have also driven from the conn athletic center taking a left on route 32 and had to slam on my brakes to avoid being hit by a car that ran a red light
55	It's a major highway and people travel extremely fast. It does not feel safe to cross OR to stop at the lights (turning lane into the Conn Coll entrance, for example, is frightening as people speed past and you can feel your car shake). The merge from the Coast Guard entrance onto 32 can also be frightening. It's convenient now for people who just speed through the area, but not for anyone who actually lives or works along this stretch of highway. It also doesn't look particularly pleasant. Few flowers, trees, etc., even though there are so many beautiful places right around it. I used to work in Vinal Cottage right next to 32 (basically on 32) and we would hear crashes and truck breaks trying to stop from very high speeds all the time. Plus, the noise pollution caused by the speed is terrible - we actually couldn't hear someone in a Zoom call because the background noise from 32 was being picked up by the laptop microphone.
56	Crosswalks in high speed areas
57	too many cars
58	Sidewalks feel unsafe, and crossing is always a worry on crosswalks. The cross walks are faded white lines barely visible to drivers. Drivers at times don't stop before the crosswalk but rather the stop line of the intersection at the Connecticut college entrance is not defined. The sidewalks connected to the crosswalk are also not defined to where the median and road meet. There is also no stopping point between route 34, it is not a fair amount of time to cross especially for elderly, children or walking a bike to cross. The pedestrian bridge provides no way to cross with a bike in a convenient manner.
62	It's too narrow. Problem drivers who run traffic lights and travel too fast. The traffic signals take to long to change if you are in turning lanes. Always traffic during rush hours. Evening and late nights students from Conn College are intoxicated and cause traffic conflict with drivers, run out into the street taking risks. As well as jumping the median divider at points where there no where to cross.
63	Needs to be landscaped, repainted lines
64	Inconvenient for pedestrians to cross it unless they are going to and from the Athletic Center.
66	When I have to go see my friends in Abby, I prefer walking through the gate house because it is close and I feel safe to walk more in the campus rather than using bridge . because I doing more walk outside campus and it is unsafe at night. It is a highway so it just scares me even though I use the crosswalk. The entrance to 360 housing and earth house is closed which doesn't help if you are living in those apartments. even though it is closed, people still use it and it is not safe.

ResponseID	Response
67	heavy traffic and fast driving make it difficult to use. Crossing four lanes is intimidating. Sidewalks disappear as you go north of the study area, making Route 32 not ideal. Existing sidewalks in the study area are not often well maintained and the stone wall/retaining wall on the west side doesn't seem stable
69	People are walking too close to traffic. Not enough safe places to cross
70	Dangerous to cross as a pedestrian and cross walk time is not enough time
71	I cannot climb stairs, and the crosswalk is unsafe due to driving patterns on the road below. Turning into Connecticut College at the intersection is also difficult and confusing.
72	it's horrible to cross. either we take the uncompleted sidewalk and wait 5 minutes for the walking light, which crosses what i personally feel is a very dangerous area, or we have to go WAY out of the way to cross from the bridge, which the stairs are a nightmare (especially after leg day at the gym)
73	The crosswalk is way more accessible than the bridge so people use it more. It also gives people too much time to cross in my opinion.
74	very dangerous, no real sidewalks, few access points, no walker protection from cars,.
75	There is far too much traffic passing through what is essentially a pedestrian area -- at far too fast a speed.
76	The long wait time at the traffic light to turn into Connecticut College. The merging of traffic onto Route 32 as you come off I95 onto route 32 to enter left lane to college is a little hazardous as it is difficult to see the lane of traffic entering from New London.
77	Speeding; weaving and merging to get into the lane to 95 north at the last minute from the left lane on 32 south; running the red lights. I have almost been hit several times trying to turn onto 32 because someone ran the light.
78	Condition of side walks, pavement conditions, traffic light timing
79	Drivers don't obey speed limits through the area and are unaccustomed to seeing pedestrians in the area
80	For walking - the sidewalks need to be improved, repaired, replaced and in some places - installed or completed. Better, safer ways to cross RTE 32. Maybe the motorists speed should be slowed in that area too. No bike lanes on either side
82	Pedestrian safety-Lack of wide side walks, biking access, and only one crosswalk. Speeding motorists who run the lights
83	cars going too fast; difficulty in merging and crossing lanes to turn into Connecticut College

ResponseID	Response
84	Too many traffic lights, which is why I usually use Old Norwich Road.
85	The speed of traffic is too fast. I would never dream of walking along Rte. 32. The only safe place to cross is the elevated pedestrian bridge.
86	Volume of drivers. High speed of drivers.
87	Cars regularly go 60 miles an hour and, as a pedestrian and cyclist, I feel like I'm too close to the vehicle traffic when I'm trying to stay on the shoulder.
88	It's a very fast busy road, which is dangerous given the level of vehicle and pedestrian traffic from the campuses. The sidewalks are narrow and overgrown with bushes, and students often jaywalk across the crosswalks. Finally, when turning onto the road from Conn (and maybe other places) visibility isn't great.
89	The volume of traffic has increased substantially since the early 90's. Having College facilities on both sides of the street is not ideal. Barring lack of available real estate all the Connecticut College facilities with the exception of water related activities could have been locate on the west side of route 32. When Dayton Arena was being planned there were at least 2 other locations on the west side of 32 that were considered. Having the campus truncated by the road is far from ideal.
90	Traffic moves to fast. Perhaps rather than traffic flowing right in from 95, there should be a stop at the end, and it should be made clear that 32 is a smaller "road", rather than another interstate "highway" (aka speedway).
91	A sidewalk along the Conn College and their athletic facilities would be helpful. An additional and safe entry place when walking into Conn College other than walking across the pedestrian bridge. I like speed when driving however if you are stopped and waiting for a light to turn to enter Conn. College my car shakes with passing vehicles going so fast.
92	Individuals drive too fast.
93	Poor consideration/planning for any use except cars, leading to unpleasant and unsafe conditions for pedestrians, bicyclists, wheelchair users, and other non motorized mobility, and a lack of access to routes to other destinations.
94	Too much traffic for such a congested stretch of highway. Speed is also a big factor.
95	This stretch of Route 32 is dangerous and unattractive - and impedes, rather than facilitates, access to four anchor institutions in the region: Connecticut College, the US Coast Guard Academy, the Williams School. and the Lyman Allen Museum, It is not safe for students - or the many visitors/guests who frequent these places- to walk between them, and this in my view is one reason why the connections between these 4 entities have been so difficult to build.
96	It's a main thoroughfare and cars travel too fast

ResponseID	Response
97	Cars go too fast. No good pedestrian space or crossing.
98	People drive too fast
99	Speed and students ability to cross the street more confidently (not fearing some driver won't see them crossing)
100	High speeds and ambiguous shoulder usage (especially regarding right turns) make the area unsafe for cyclists.
101	The speed of traffics is too fast. The volume of traffics is overwhelming when walking.
102	SPEED, SPEED, SPEED Merging from 95S onto Rt. 32 in front of the Coast Guard is horrible. Trying to get into the left lane to turn into the college is extremely hard. Waiting at that light is waiting for someone to hit you from behind (which often happens). Cars running red lights when crossing the road, or when your light has turned green.
103	Drivers travel way too fast. If you try to go near the speed limit it creates a hazard.
104	Dangerous conditions for pedestrians and bicyclists
105	--speed and aggressive driving --LARGE percentage of driver's taking the off ramps from the wrong lane (i.e. taking the right hand off ramp from the left lane, and vice versa) --long stop light wait periods for cars on side roads trying to turn onto or off of Rt 32
107	Traffic way too fast Delivery people and others in northbound vehicles often make dangerous turns west onto Conn campus
108	People go far too fast when driving. I am guilty of this as well. It is not safe for students, faculty or staff to cross on the crosswalks.
109	Traffic travels too fast, making it feel unsafe for pedestrians crossing the road. Cars regularly travel at 15+ mph over the speed limit and run red lights at Deshon Ave., the Conn College entrance, and Benham Ave.
110	Sharp turns, high speeds due to two lane roadway, merging traffic, scary place for pedestrians to cross.
111	The exit from 95 to 32 is unclear people often get into the wrong lane and get confused. The left turn from 32 into the campus when waiting for the light has little separation from the traffic continuing up 32, trucks and other vehicles go by so fast the cars waiting shake
112	Cars drive too fast. The bend heading south just before the I-95 turn-off tends to cause cars to depart from their lane.
113	People drive too fast.

ResponseID	Response
114	Speeding by cars exiting route 95 without sufficiently decelerating, very difficult merge when exiting from 95 south for cars high accident risk, high volume/high speed traffic overall making it frightening to walk on route 32 or walk across it, not at all pedestrian friendly
115	Terrible for pedestrians. A Conn Coll student died.
116	High volume of traffic at quick rates of speed and catch basins that make cars have to swerve so as not to deflate their tires when they hit them. There are so many accidents (rear-end, etc.) Perhaps a special college lane needs to be added?
117	People brake fast causing lots of accidents
118	People drive way too fast! Difficult to get into appropriate lane from I-95 if trying to enter Conn College or to go downtown. Too many quick left and right entrances; traffic does not yield. I personally had a bad accident in that area off I-95 trying to get onto Rt. 32 and I still cannot take that exit after 3 years.
119	Drivers do not respect speed limits. It is hard to merge toward the College's entrance. The area is near two major institutions (Conn and the Coast Guard Academy) and is very dangerous for pedestrians.
120	Vehicle speed and congestion. The merge from Williams Street on to Route 32 north is problematic.
121	It's hard to travel across Route 32 when it comes to using the headlights or when entering /exiting the college, since we are on a different elevation. Sometimes, Uber/Lyft drivers have trouble finding the entrance or entering the college because it's not easy to navigate and the GPS typically reroutes to the back of the school, not recognizing the entrance of the school.
123	There is no easy means of crossing RT 32.
124	Cars go way too fast. Cars often run red lights, especially the one at the top of the hill from the Conn College athletic complex.
125	unsafe walkways across route 32 for access to both sides of campus. I typically drive between as I don't feel safe walking.
126	Speeding, narrow turn lanes into campus, feel uncomfortable walking beside 32.
127	The merge ramp in front of the Coast Guard is at a horrible angle to merge with oncoming traffic on Rt 32. You can't see well to merge safely.
128	Doesn't appear to be pedestrian friendly for crossing, however, the option of using the pedestrian bridge is wonderful.

ResponseID	Response
129	Cars drive very fast, much faster than the speed limit, because it sort of feels like you are still on the highway. I often see cars run red lights making crossing difficult even when you there is a walk sign. There are no bike lanes and the sidewalks feel exposed (and they end after Conn College).
130	Heavy traffic going too fast for the roadway. Unsafe pedestrian crossings (except for the overpass). The lights at the main entrance of the college and at the entrance to the Athletic Center take very long to change for people wanting to turn into those areas.
131	I am uncomfortable crossing anywhere but the pedestrian bridge. The traffic moves much faster than the speed limit People blow through the light the lanes are tight
132	Heavy vehicular usage with many stoplights causes a lot of back-up, frustration, which results in people driving more aggressively.
133	Speed! People drive like it is an interstate. If you are waiting to turn left at a stop light, traffic whizzes by at an alarming speed that rocks your vehicle. I used to live nearby and took Williams Street/Old Norwich Road whenever possible because I often heard and saw emergency vehicles at accidents on Route 32 between the campuses and the I-395 ramp.
134	The speed of cars. Folks do not adhere to the speed limits, especially in the area of the study. It is very scary to be stopped in a turn lane and feel the speed of the passing cars shake you.
135	The lights are long at the crosswalk. Its sometimes frightening to cross the four laned road.
136	un clear crosswalk
137	It's not at all bike or walk friendly. Students have been killed on it. Traffic is way too fast.
138	Speeding, high traffic, student irresponsibility, long light, lack of sidewalks
139	Too many cars run red lights, feels too dangerous to cross without using the pedestrian bridge.
140	Unsafe to cross by foot. Not safe to bike along
141	Yes, people drive like it is a highway, way too fast. Cars often run the red lights. Crosswalks are long for the Conn students and the one pedestrian bridge is far from many of the residences on the east side of 32
143	Rte 32 is, for a lot of travelers, a link between I395 and I95. Drivers treat links like this as invitations to speed and carelessness. Surely that's the root of the problem?

ResponseID	Response
144	Lack of safe crossings, not enough of a shoulder - heavy out of state traffic and lots of illegal u turns at the Connecticut College entrance. On some evenings, there are drunk students unsafely crossing as well
145	Cars traveling too fast and running red lights. Traffic during commute hours.
146	It is too busy to be crossing by foot.
147	Speeding
149	Cars going to fast. Turns for both left and right. Solution. Rotary. Will slow cars down. Will allow traffic flow. Will allow walkers to cross.
150	As someone who walks a long it the sidewalk only exists for part of the area and not all of it. The sidewalks that do exist are crumbling or are grown over and not kept clear.
151	Cars drive too fast. Cars not honoring red lights.
152	Generally unpleasant Inadequate for both traffic & safety issues Despite traffic lights, right turns seem, somehow, abrupt
153	People drive too fast down it with so many people who go to school nearby.
154	The merger off William Street in front of the CGA is tricky. The light is close to the merge area and doesn't allow for an easy transition.
155	Not safe enough walking passing for students except for the overpass which is very out of the way
156	People drive on the road is if it's a major interstate at speeds of 65 mph. The left turn lanes are narrow and the cars in the other lane shake your car while waiting for turn signal b/c they are going so fast. The lights going east don't always sync with lights going west. So for example, you may have a green light to go west but the east bound traffic is stopped b/c of a turning car.
157	Too many cars during the commuting hours. Traffic is noisy. Sometimes the exhaust is difficult to deal with.
158	Cars just drive too fast and sometimes blow the traffic lights.
159	Traffic fast Students walking across Stop light very long in front of college
160	Lights from Deshon are not working well. The traffic backs up almost daily.
161	the walkways are uncomfortable, there are plants all over that hit your face and you can easily trip, its dirty too

ResponseID	Response
162	Drivers see it as a freeway and drive 60+ mph. There is only one safe way to cross. No way for people living east of it to safely ride bikes to town via hodge's square
163	Route 32 together with I-95 act as a moat, cutting off Connecticut College, and to a lesser extent the Coast Guard from any natural or easy connection to New London. You have to walk a long way before you hit much that was either of much interest to me when I lived on Nameaug or to students. The walk is also unpleasant. Walking along busy expanses of road makes distances seem long than they in fact are. It is also loud, polluted and outright dangerous. I was nearly hit a couple of times, I have seen or heard accidents, and there have been deaths. As a twinned boulevard, 32 invites speedy traffic, which, since it serves as an arterial roadway, may on that account be considered an advantage. Even if it were to be made safer, it would still remain a singularly uninviting stretch of road. Good luck squaring the circle.
164	Too congested, merging
165	Speed - cars drive way too fast in this area of Route 32. I live close enough to bike from home to work, but I don't feel it is safe to do so because of the rate of speed at which people travel along Route 32. Congestion and - the traffic patterns along Route 32 are not ideal, particularly the access ramp from Williams St. to Route 32 in front of the Coast Guard Academy. When merging, you have to both speed up to match the flow of traffic traveling at too high a rate of speed around the curve and be prepared to slam on the brakes if the traffic light turns red. I have seen so many accidents in this stretch of Route 32 over the past 10 years. It's ridiculous.
166	1. Lack of safe bike lanes and sidewalk. 2. Pedestrian crosswalks are not safe. I use the one at Deshon and 32. One must walk quickly to cross the street in time, and cars often come careening around the corner.
167	Dangerous to cross
168	not very pedestrian friendly
169	Ill timed stop lights, poor pedestrian signage and safety crossing areas, and no bike lane.
170	Difficult and dangerous to cross the street unless using the pedestrian bridge, which is largely inaccessible due to the stairs on the exit near the Athletic Center.
171	Speeders. Vehicles running the traffic lights. Traffic lights stay green to long on 32 N & S lanes. Side street lights don't stay green long enough. Lights break down a lot. Crosswalks need to be painted. Paint is fading. Sidewalks need to be upgraded
172	The crosswalks are long and slow.

ResponseID	Response
173	The crosswalk feels a bit unprotected when walking along the parkway, especially considering its length and its placement on a highway--this can make pedestrians unsure of when to start walking, and in some cases cause them to pause in the middle of the street of be in an accident. Additionally, signs for cars within traffic lights and on the pavement can also come off as vague (especially when turning) and potentially be the cause of more danger.
174	The roadway insufficient to handle the amount of daily traffic. Heavily traveled from Norwich & north to/from Groton for EB. Traffic backs up the entrance ramp from I-95 during afternoon work traffic. Crosswalks are difficult to see at night. Drivers regularly run the stop lights.
175	-Divides Conn from rest of community -Makes students less likely to engage in New London
176	Speed, narrowness, road treated as if a highway, but not built for it.
177	Drivers see it as a highway, so they drive too fast and don't seem to expect or respect the stoplights. The lanes are too narrow for the speed at which traffic moves--if you pull into a turn lane, your car is rocked by the traffic racing by, inches from you. Sidewalks are limited, but frankly, I wouldn't want to encourage anyone to walk along 32 because of the speed at which traffic goes.
178	Speed is the main issue, need safer walkway.
179	limited sidewalks, no bike lanes, crosswalks lights not always functional not long enough to cross with kids
180	Too many traffic lights and scary pedestrian crossings
181	Lack of accessibility (pedestrian bridge) The crosswalks are dangerous at night, which is when a lot of college students are using them.
182	Cars drive too fast because if feels like a highway.
183	Pretty much the issues explained already -- narrow lanes, the light in front of Conn's main gate is the longest stop light ever, the concrete median is ugly and impractical for pedestrians, sidewalks (where available) are not very well-kept.
184	Cars drive very fast along this section. There is no bike lane along either side of the road, the sidewalk is incomplete on both sides of the road and does not extend beyond the Connecticut College footbridge over the Route. On the Connecticut College side the sidewalk is often over grown, unmaintained and wild.
185	It is not attractive, cars speed along the roadway, it is hard to turn on or off of the route for the side roads or campus and it is nearly impossible to walk across and the pedestrian bridge is ugly. Biking is not very safe.

ResponseID	Response
186	This road as it stands is an absolute joke and only encourages car dependency. Everything above 95 (including 95) should be completely re-thought as it is an urban planning disaster. Stroads like Route 32 are not efficient for throughput of any kind--including car traffic, despite cars being their sole customer. The road is incredibly dangerous to those who brave to take other transportation modes---and cars as well. I live 15 minutes from campus via bike and there is no way I would ever attempt that commute.
187	Too many merges with too many drivers driving too fast
188	Using the crosswalk at the main entrance to Connecticut College is dangerous as many vehicles blow the red light and/or aren't aware there are pedestrians crossing. Many people speed on Rt. 32.
189	The speed of travel on Rte 32- it is unsafe to cross at the main campus crosswalk.
190	Despite the fact that Route 32 is not a highway, many motorists travel at very high speeds. The lanes are extremely narrow, and with the left turn lane to Conn College in the mix, the lanes appear even narrower. The multiple merges that occur coming from the Gold Star Bridge can be stressful and dangerous, especially with motorists still traveling at high speeds coming off the highway. It can be difficult to merge and then maneuver to the far left lane in order to take the left into Conn College.
192	The sidewalk in some areas is nonexistent but mostly I think it's good.
193	Only one place to safely cross. The side walks are terrible. There should be a 2nd pedestrian bridge closer to the coast guard academy
194	underutilized pedestrian bridge because of the stairs and access points on campus; the crosswalks at the main entrance of the College are not very visible at night; sidewalks are limited and thin
195	It isn't safe for pedestrians, especially because there is the Carolyn Black garden along 32 and no real good way to get to it from 32. You can enter in the back way, but most people don't know that.
196	Very narrow turn lanes with no room for anything but cars.
197	People drive too fast!
198	If there were sidewalks on both sides of Route 32, I think more people would walk from Quaker Hill to New London, to events on the Connecticut College Campus, or do more walking in general.

ResponseID	Response
199	Safety! There have been multiple casualties, particularly around Connecticut College, of young people being hit by cars while crossing using the crosswalk or otherwise or dangerous driving accidents. There is frequent speeding. There are also accessibility concerns, as the long crosswalks, barriers, and limited sidewalks are not fully accessible for people with disabilities to safely travel along the corridor.
200	Cars drive way too fast. The sidewalks are inadequate and the bike lanes are inadequate. The connection to downtown New London is for cars only, NOT pedestrians or bicyclists. There needs to be a bike/ped connection from downtown New London up to at least Benham Avenue if not further.
201	Unsafe for all users, including drivers due to high speeds. Truly frightening to walk on the adjacent sidewalks due to exposure, high speeds, loud vehicles.
202	The walkways are very spread out and in inconvenient places, so I often choose to walk across instead of using the bridge. The walk across four lanes feels rushed by the light
203	Vehicles driving too fast; noise problem. No suitable sidewalks for pedestrians.
204	Terrible noise pollution resulting from traffic; Dangerous driving conditions due to abrupt merges and un-protected turning lanes, e.g. Northbound turning left at the light onto Benham.
205	Speeding. We require a left hand turn to exit and that is the "passing lane." Noise pollution of the lovely Lyman Allyn property where I walk a few times a week and enjoy outdoor events. The merge at the CGA often feels tricky so I try to stay in the outside lane which is eventually the lane I need to turn from as well. Most times I am on that road someone is tailgating me even though I maintain the speed limit or even a few mph above.
206	It is unsafe for pedestrians even in crosswalks. I used to cross the road every day to meet friends to walk. It became increasingly more dangerous as drivers ignore the stop lights(run the lights) even when someone is in the crosswalk. I have been trapped in middle by drivers who could not wait for me to finish walking across. And yes I do use the button to hold the light. Pedestrians have to wait until traffic is totally stopped or are at risk for stepping off the curb. That sometimes shortens or makes it impossible to finish crossing before the light changes again. Children have to be driven to neighbors along or across the road because it is too dangerous to cross on foot or bike.
207	Very noisy to local community. Lots of traffic especially during rush hours. Cars often driving at unsafe speeds.
208	Incomplete sidewalk on the west side. Sidewalks too close to the road, i.e. no buffer between the sidewalk and the road. Too few crosswalks and they are not well signed. Very noisy. It would help to have sound mitigation for Conn College, Williams School, and Lyman Allyn Art Museum.
209	Noise. Cars travel too fast.

ResponseID	Response
210	Extreme noise. Excessive speed.
211	The road feels like a highway to drivers; the speed limit is often exceeded. Pedestrian crossings are not well marked and there is no 'safe landing' area halfway across the road in the event it's needed.
212	Too many cars run red lights on that stretch. It's dangerous for drivers and pedestrians.
213	merging traffic nothbound from highway speed coming into a stop light at Deshon or the ConnColl maint entrance is not visible around the curve. The left turn lane to the ConnColl drive is narrow and passing vehicles rattle my vehicle as I wait for a my signal phase. Being a pedestrian in the corridor is unpleasant with vehicles moving very fast, heat island, extra wide pavement, no human scale. speed. Southbound the traffic is moving fast in the south part of the study area, taking the Briggs Street exit, there are always cars following too closely as you slow to exit. The briggs st exit ramp is too wide, impairing the pedestrian scale of Briggs Street.
214	Speeding, lack of respect for red lights.
215	Traffic too fast between I-95 and I-395.
216	It's extremely unsafe, especially (but not only) for pedestrians. Cars speed up to 20+ miles over the speed limit and frequently run red lights. When turning onto 32 from other roads at a green light, I have to double-check that no one is about to run a red light and hit me. At night when there are fewer cars around, I have seen other drivers choose to drive straight through the red lights without even breaking. It's also difficult at night to see pedestrians crossing if they are not using the bridge, but the bridge is also physically inaccessible to anyone who can't climb that many stairs. Additionally, some of my female students tell me they are hesitant to use the bridge during the day because they are frequently honked at and harassed as they cross by cars stopped at the light.
217	Speeding, lack of pedestrian and bicycle facilities, unsafe pedestrian crossing areas, automobiles that run red lights at the two entryways to Connecticut College

4. What do you feel are ways Route 32 (Mohegan Avenue Parkway) could be improved?

ResponseID	Response
5	Pedestrian friendly
6	bike lanes less lanes
7	Trees and wildlife crossings more over pass or opportunities to cross for people. Car park. bike lane. Native flowers.
8	Speed bumps to slow traffic by the college? More police presence.
9	Sidewalks. Better signage for directional purposes. Marked areas where pedestrians/bike are more prominent. Improve the northbound merge area just passes the CGA front gate. Speeding, merging traffic coming to dead stops and other traffic issues.
10	Better lights, better lighting at night. Sidewalks. Bike lane. Better breakdown lane
12	More sidewalks along it, only sidewalk for college section. Remove the crosswalk in front of the college and require students and pedestrians to use the bridge. People should NOT be crossing 32.
13	Modern traffic signals. If you design a road system like a highway, expect people to drive at highway speeds. Maybe a road diet or similar constraints could be implemented to slow traffic.
14	Side roads parallel to rte 32 for cars to go to off/on to residents or turns headed north near college and streets and near houses headed south from smith cove to college
15	I believe it started to become a problem when cars were restricted from crossovers. But as necessary was limited local traffic increased on Williams. I would post Williams as "NO THRU TRUCKS", return parking to Williams and sacrifice unused bike lanes.
17	Not sure
18	I think it would be better to have more pedestrian and bike bridges or tunnels and get rid of the traffic lights.
19	I think the traffic lights should only turn red if there is a sensor indicating a car is waiting to turn onto rte 32.
20	Longer area to merge northbound from Coast Guard, wider roadway in area, turn lanes
21	Yes
22	Three to four lanes instead of two. Population will increase locally over the net 50 years.

ResponseID	Response
23	put in permanent radar gun that take photos of speeders
25	Adding another driving and/or pedestrian or biking lane.
27	Create open access, freedom to move
28	Improve the issue listed.
29	Plant more trees along the road, trees that will grow big, create shade, reduce the urban heat island effect and calm traffic. A pedestrian/bike lane needs to be added that is protected from cars.
30	Better crossing areas and another light to slow traffic. Wider sidewalks.
31	1. Find a way to remove traffic traveling back and forth from I-395 to I-95! 2. Narrow the roadway and lanes to reduce speed while making the scale of the roadway more related to the pedestrian. 3. Create more intersections and crosswalks so that other traffic to cross, join, or exit traffic on R-32. This would also provide more opportunities for pedestrians to cross and interact with the Avenue. Provide WIDE sidewalks on BOTH sides of the street with trees so that pedestrians feel like there is a place to be when they cross the street and feel safe once they get there. 4. Introduce different paving patterns and materials at intersections to further reduce scale of the road and reduce speed.
32	Garden and planting strips in the middle. Speed calming
33	More signs
34	Return it to the "Parkway" it once was before the interstate highway came through.
36	More lighting, better signage
37	Another pedestrian bridge closer to ridges
38	Additional pedestrian bridge at south campus of conn
39	safer ways to cross the street. more visibility when merging and space.
40	Speed cameras and traffic light cameras could deter the previously mentioned issues (speeding and running lights).
41	include more walkways, bike lanes and bigger sidewalks.
42	Trash clean up, better crosswalks and sidewalks, more efficient and effective traffic light signaling
43	More sidewalks, more speed monitors, better lit crosswalks and more crossings for pedestrians

ResponseID	Response
45	More overhead/underground crosswalks (useful for bikes and other forms of transportation that can't use sky bridge as easily). Changing driving standards in the area (lower speed limits, stop signs, speed bumps/tables).
46	Sidewalks could be expanded and a second pedestrian bridge could be built (from the Conn College art building to the river ridge apartments)
47	The walk-ability and the fact that a literal highway divides half of the campus.
48	No clue
49	Raised crossings Protected barrier bike lanes More pedestrians bridges bike path or walking to downtown new london
50	Slightly reduced speeds, longer merging lane coming from the coast guard, more speed signage, repainted crosswalk
52	Honestly a second pedestrian bridge connecting from South Lot to the ridge/coast guard area would be useful
53	A bike lane- this would most likely make cars go slower. Also a slower speed limit, though I'm not sure the steps taken in order to do this. More crosswalks would also be a good idea.
54	Enforcing red lights in some say, extending green lights when exiting the conn athletic center, and extending the walking time for pedestrians. Also, making the stop for a red light farther back so cars have to stop sooner rather than closer to the red lights
55	I always wonder about the safety of the pedestrian bridge over the highway. It's the safest way to cross but you can feel it moving because of how fast cars are traveling. Also not particularly appealing to look at/travel across. Not very friendly to people with disabilities, so some solution for that would be good. Some sort of way to actually slow down travel through the area would be great.
56	More crosswalks and lower speeds in and around the schools
57	bike lane or more crosswalks
58	Add more time for crossing. Make the crosswalk more visible, add markers for drivers or signs to show there is a crossing period. Make the sidewalks and median from the road more defined and distance. It's inches away from the road
59	lower speed limit in areas and make lights faster
62	Slow the speed limit. Add lanes. Barriers for students who jump the median. Traffic signal turns faster when turning.
63	Landscaping

ResponseID	Response
64	There should be least one more pedestrian bridge, either at the main entrance or closer to the Coast Guard or both.
65	Remove it
69	Better crossing opportunities. Wider sidewalks further from the road
70	footbridge above or below route 32 on other crossways like the one directly across from conn's entrance
71	I'd love to have a crossing guard, but even one of those buttons you press before crossing to make the light red both ways and the little walking man light up would be a huge benefit. Failing either of those, an elevator where those steep stairs are to get from the overpass to the athletic center would be a big deal.
72	more options to cross / safer options
73	People should be able to turn left into conn college at all times and have a green arrow at reduced rates.
74	block this small section from cars and create pedestrian only walk ways. Re route this small section of 32. increase length and height or railguards. longer light for crossing, widen sidewalks.
75	Ideally, large portions of the road would be buried, to allow pedestrians to cross over the highway without even seeing it.
76	Shorter wait times entering the college by having the traffic lights change from red to green more often-this will also give more opportunities for crossing. A yield sign coming from Route 32. A rotary.
77	Law enforcement in the area between the Coast Guard Academy and Conn College.
79	Wider sidewalks with barriers to protect them, more pedestrian bridges, speed bumps
80	This area of RTE 32 would not be an issue IF there were a dedicated way to go between I95 and I395. Since that is not like to happen, the safety of pedestrians and cyclist would be improved by better sidewalks that separate the road from the sidewalk. Slower speeds through the area, better options for crossing and a way for those with impaired mobility to safely cross Rte 32 as well as traveling along both sides of the road.
82	Stricter speed limits. Maybe speed bumps or other surface indicators as warnings to slow down. More crosswalks and better yet another crosswalk that goes over the highway.
83	create a center median with plantings -- make it into a boulevard/parkway; improve merge from the bridge; clearly post speed limit signs to stop people from treating it like a freeway

ResponseID	Response
84	Shorter red lights
85	It should be easier to walk back and forth between Connecticut College and the Coast Guard Academy.
86	Adding Turning lanes? Timing of lights (how is incoming traffic timed - or tripped)? Traffic enforcement
87	I think we need a separate bike/pedestrian path that is totally separate from the car lanes. Also, I know this is outside the scope of this study, but just in case anyone here is listening, we desperately need to improve the pedestrian/cycling conditions across the Gold Star Bridge. There should be a green pedestrian cycle path all the way from the 32 corridor across the bridge to Groton!
88	Wider lanes for vehicles, a lower speed limit or greater patrol by law enforcement to stop speeding, and wider, better maintained sidewalks.
89	Slow down the traffic....very unlikely and of course the road feeds the Mohegan Sun casino.I use the road at all hours of the day and night. There is very little traffic after mid night which perhaps indicates that the road s iuused by commuters.
91	See #3
92	For the safety of those walking and riding bikes. I feel there should be more skywalks and then a designated bike trail that isn't just part of the shoulder of the road. Use of shuttles might eliminate some local traffice but most use 32 as a connector to I395.
93	Bike lane separated from traffic. Additional pedestrian bridges. Connection to multi use paths along gold star bridge and new london waterfront. Slower traffic speed limits.
94	Placing a road/pedestrian bridge from the main Conn College Campus over Rt 32 to the Athletic Center (East side) of Campus. Better signs indicating a School Zone and to lower the speed limit through that area.
95	Yes - (1) slow down the traffic; (2) create wider pedestrian walkways on both sides of the highway; (3) create a new pedestrian overpass between (4) improve the physical appearance of the existing overpass between Conn and their athletic center. Conn, CGA, and Lyman Allen all have beautiful campuses/landscaping - improving this stretch of 32 to better showcase this would enhance public perception of New London.
96	There is a foot bridge that traverses 32 - which is the safest route to cross. Unless people obey the speed limit, I believe the only way to improve crossing 32 from either Conn College or the USCG side, would be to install another foot bridge that goes over the roadway.
97	Make it safer for pedestrians and cars driving. People going through have no patience or respect for people walking or turning in cars.

ResponseID	Response
98	Wider sidewalks
99	It seems to me that Police are able to effectively manage speed due to the limited locations for speed traps, and since there is a concrete median, one office can't monitor both traffic directions (let alone find a place to park). And maybe another raise walk at the other end of Conn College campus - closer to the USCGA.
100	Adding a designated bike lane would make at tremendous difference for cyclist safety.
101	More distinguished walking paths
102	widen the road for more room for turning. speed bumps. actual police presence to ticket. Stop light cameras to ticket.
103	Slower traffic and places to walk and cross safely.
104	Finding a way to slow down vehicle traffic could make a big difference, as would creating a safe, separated bike lane. Enhancing pedestrian safety seems like the very top priority.
105	--additional walking bridge to go over road --extended sidewalks and bike lanes --better "green arrow" and length of green light management and/or coordination of traffic lights --more enforcement coverage
107	The state widened the road making it a speedway. The state should pay for pedestrian bridges linking properties on the east and west sides from the existing bridge south as far as the Coast Guard Academy. I imagine that this is unlikely. Drop the speed limit to 25 mph, add rumble strips and install cameras that photograph the license plates of those who speed so that they can be identified and fined.
108	We need safe, enclosed, dedicated bike paths along 32. We also need much safer crosswalks - perhaps enclosed as well? We need more bus stops near the Connecticut College campus to connect the campus to New London and Norwich, two main hubs where students, faculty and staff live and work. We also need traffic enforcement to slow people down.
109	Install red-light cameras at all intersections. Use some kind of traffic calming measures to reduce speeds. Widen the medians and create median refuges for pedestrians crossing at grade. Make it so that traffic arriving from I-95 SB and/or Eugene O'Neill Drive has to stop or turn before proceeding onto Route 32 (diamond interchange or something similar.)
110	That, I don't know, its a major thoroughfare. Perhaps a second pedestrian bridge further south on the road.
111	I think the road could be expanded slightly at the campus entrance so the waiting cars aren't so close to the traffic

ResponseID	Response
112	The speed display at Connecticut College seems to help a little bit with the traffic speed. Maybe a right turn lane at the north end of the US Coast Guard Academy?
114	Better traffic/speed control measures, protected sidewalks and safe crossing, possibly a pedestrian bridge
115	Slow traffic down and make walking across safer.
116	Perhaps a special lane for Connecticut College students, workers, etc. who are getting off 395 heading to the college.
118	Speed bumps? People have got to slow down!!
119	Change the speed limit, add speed bumps, change the landscaping to signal different zones and speed limits.
120	unsure
121	Signs that can be put up a few miles beforehand to show that you are approaching an institution, like Conn and Coast Guard. Also improvements to the current technology used, the road to cross Route 32 itself is slow sometimes and at high risk to cross.
123	Install an additional pedestrian overpass, or even a pedestrian tunnel near Deshon Street.
124	Additional pedestrian bridges at the Conn College main entrance and at Deshon Street. Anything that slows drivers down. Sensors that more consistently work properly to change the lights, especially at the top of the hill from the Conn College athletic complex.
125	Wider sidewalks. More visible crosswalks and stoplights. Additional pedestrian bridge. Greater level of enclosure for existing pedestrian bridge (currently the sides are only chain link and do not feel safe).
126	Taller protective barriers, lower speed limit, more pedestrian bridges over the road.
127	I think a majority of the problems are directly due to cars speeding. If there was a way to solve that, it would definitely help but speeding seems to be an issue all over. Adding a second cross over walkway could help pedestrians.
128	Signage to bring attention to crosswalks?
129	Decrease to one lane in either from USCGA up to 395 with a median in the middle and protected bike lanes and sidewalks. This way cars wouldn't treat it like they are still on the highway.
130	Lower speed limit, adjust the timing on the lights, safer pedestrian crossings.
131	complete sidewalks would be great

ResponseID	Response
132	Perhaps split the parkway so there is a local route that services the homes and side streets, as well as Conn College and the USCGA, and then have a seperate thru-way that is a direct link from Route 2 to I-95. I would also add more raised crosswalks/pedestrian bridges. Sidewalks and a bike path could be put on the local road side.
133	Whatever is needed to reduce speed. More prominent crosswalks with signage and lights. Another pedestrian bridge further south between the two campuses?
134	maybe more like the merritt parkway where there are trees in the median to make it look less like a raceway?
135	Make more sidewalks along both sides of Route 32.
136	better crosswalk
137	Reducing from a four lane highway to a two lane road
140	Safe bike crossing
141	Another pedestrian bridge. Some way of slowing traffic. More lights? A traffic circle, or several? I am no expert.
144	Another overpass, better lighting, crosswalks, and traffic enforcement
146	Another pedestrian walkway at the main entrance
147	Quickest Solution: Police Department automated radar sensors on the traffic lights which snap photos of the driver and license plate and auto mails you your headshot and radar reading with a costly ticket. This has been effective all over Long Island in similar situations. Long Term solution (person and environment friendly): The arbo and river should have continuous on foot access to each other for all species. This could be achieved by creating a tunnel (which could be above ground- again reference NYC). On the tunnel/underpass would be continuous fields, walkways. This allows for a safer more connected multi-campus environment and safe passage for wildlife.
149	Traffic flow. Rotary
150	Complete repave/repaint (which I believe is happening now) New sidewalks, brighter lighting
152	Widened to help ease rush hour congestion to allow for landscaping and trees to provide sidewalk and bike lane Additional footbridge for safety & beauty
153	Making it less of a highway road and more of a main road in a town or city.
154	I don't know... with the College and CGA in that location and the highways on each end (395 and 95), the area drives like a highway but with pedestrian activity, it feels quite dangerous.

ResponseID	Response
155	Fix the potholes, repaint the lines and lower the speed limit
156	Shorter light change intervals. The east/west bound lights can stay green forever which encourages people to drive too fast. More trees in the middle of the road so it feels more like a street than an interstate. Sidewalks that aren't so close to the edge of the road.
157	Find out why so many people use this route to get to/from work and see if there is a way to transport these people with public transportation.
158	Maybe another pedestrian bridge near the ridges/abbey house to campus.
159	slow down traffic safer crossing venues shorten the time of the light for turning onto campus
160	Better signage and better and responsive lights.
161	expanding access to walkways AND cleaning the space up so it is a nice walk and not horrible
162	Find ways to slow traffic down without creating rush hour traffic issues. Figure out a bike route from east side/conn athletic center to town without having to ride up the steep hill through campus.
164	??
165	The speed limit should be lowered to 25 MPH prior to the access ramp from Williams St. in front of the Coast Guard Academy. That would encourage people to drive closer to 40 MPH (instead of 50 or 60 MPH like they do now). Either the signage and visibility of the crosswalks on Route 32 should be improved (like they were at the main entrance to the Arboretum on Williams St.) or a second pedestrian bridge should be built that provides crossing access at the main entrance to Connecticut College. The existing sidewalks should be expanded, widened, and better maintained. The pedestrian path that connects Williams St. to Route 32 near the Lyman Allen Museum is often overgrown and frankly doesn't feel safe or usable. I would let my high schooler (attends the Williams School) bike to school and I would walk or bike to work (at Connecticut College) if I thought it were safe, but it isn't.
166	1. Additional pedestrian overpass at Deshon Street. This would connect The Coast Guard and The Conn College Children's Lab School, where I work safely to the Conn College main campus 2. Sidewalk and bike lanes along route 32.
167	More accessible pedestrian bridges or more crosswalks
168	better sidewalks, a bike lane and a better cross walk

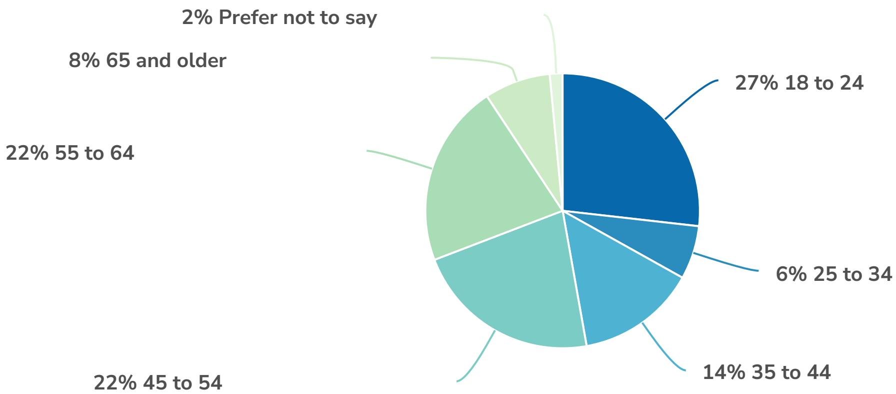
ResponseID	Response
169	Increased pediestrian crossing sigange and safer crossings (bridges) especially in the Conn Coll and Coast Guard area. Fix the light timing, so it's not stop and go. Create a lane specifically for access to the 395 N on ramp, and make it two lanes, so traffic does not back up so much at that end of 32.
170	Better lighting at night, safer and more accessible ways of crossing the street, pedestrian protection if crossing on the street level
171	Install cameras that take pictures of vehicles that run the lights. Students need to be educated more on how dangerous crossing RT 32 is. Maybe posting signs at the crosswalks. Example : ONLY CROSS WHEN YOU HAVE THE GO FROM THE CROSSWALK SIGN. STAY IN THE CROSSWALK LANE. LOOK BEFORE YOU CROSS.
172	More pedestrian bridges and better/wider sidewalks.
173	Enhancing traffic lights so that they are more clear--for pedestrians and drivers--would be a great improvement to Route 32 (i.e., replacing their power sources so regular/turning lights are clearer, repainting signs for drivers on seats, making sure walking timers for pedestrians are safe & straightforward)
174	Widen lanes. Increase speed limit to 40. Coming off I-95, traveling a high speed, then have to reduce speed in a hurry. Install lighting inbedded in the crosswalks (see walks by NL train station). Northbound, some areas could use a right turning lane (Deshon, Athletic center)
175	-Additional pedestrian bridges or methods of transportation should be added
177	I don't think the speed limit needs to be lowered, but the current limit could be better enforced by cameras and mailed tickets. (Police pulling people over would simply create even more hazards on that road.) I'd also ticket people on their phones and tailgating, as 32 has a fair share of people doing both. Fines should be high enough (and posted) so that they really act as a deterrent. Lanes should be widened where possible and turn lanes could be protected by a barrier of some sort. I'm sure someone out there has created roadway designs that would "soften" the look of 32 so people see it more as a parkway to be traversed than a highway to be sped through.
178	Install speed bumps, walkway with floor light. 25 second warning to drivers that red light is coming up ahead.
180	Raise 32 up and create an on/off ramp Conn College, CGA and surrounding roads. Then a road that passes under the new raised up rt 32. to give College students and maintenance vehicles easier passage on both sides
182	Wide sidewalks; more traffic lights or speed bumps to slow people down; median with plants and trees so it is more like park avenue than an expressway;

ResponseID	Response
184	I think there should be complete side walks on both sides of the road, the road itself should be narrowed to slow down traffic, and a bike lane on either side (or a two way, two lane bike lane on one side) should be added. Additionally, there should be more pedestrian crossings on Route 32, which will also slow down traffic. The sidewalks should be widened and maintained. Finally, investments should be made along route 32 to connect this corridor to the Gold Star Bridge bike lane, which also needs extensive investments to make it worthy of the name "bike lane."
185	More attractive and better light for pedestrians and the surrounding areas, Bike traffic planned for. Better and more frequent crosswalks and better light control to get in and out of campus. Central planted median so there is a halfway point for walkers. Improved visual of the pedestrian bridge.
186	To start, the speed limit is too high and there are too many lanes dedicated to cars in either direction. First, there should be two protected two-way bike lanes on either side of the road. Second, dedicated bus rapid transit should earn one lane on either side. Lastly, car traffic should be limited to one lane in either direction. After allocation, we can consider lights, which should be replaced as they are incredibly inefficient. Pedestrian-focused roundabouts at campus entrances and other junctions (look up Dutch roundabouts) are far superior for both safety and efficiency. The speed limit needs to be reduced to 25 MPH along the university and importantly, lanes must be narrowed, or else the design will not signal to drivers to reduce their speed. Removing the lights and reducing speeds will increase car throughput as well and reduce emissions. Additionally, this is an equity-centered plan that improves mobility for lower-income individuals in eastern CT. These things are so obviou
187	Add a bike lane and signage, especially for access to the Conn athletic center (which is nearly inaccessible by bike as it stands now)
188	An additional pedestrian walkway is needed at the front entrance to Connecticut College. There is student housing directly across the street from the front entrance to the college, but to avoid the dangerous intersection many students walk to the pedestrian bridge by the athletic center, then walk south to get to their housing. This requires them to cross the athletic center entrance where cars turning right off of Rt. 32 aren't aware that students are crossing there.
189	Safer/ longer and wider turning lane at the Main entrance coming from New London towards Norwich. An accessible pedestrian bridge. at the Main Campus entrance. Safer sidewalks on both sides of the street. Improved lighting along 32. Increased speed enforcement along 32.
190	Find a way to get the motorists to slow down.
193	Better sidewalks Alternative passage to safely cross 32
194	there should be more overhead street lighting, bigger and brighter when-to-cross signs, and more obvious painting to catch drivers' attention earlier. wider sidewalks with 6" curbs and barrier between traffic

ResponseID	Response
195	Build another pedestrian walkway at the entrance to Conn college.
196	Allow for bikes and/or walking along/across Rt. 32
197	Bike lanes, better cross-walks
198	We need a way to penalize people running the traffic lights. Probably cameras to capture license plates is the easiest option? We also need to improve visibility of the crosswalks. It just feels very dangerous to cross on foot.
199	Route 32 is an important travel corridor for the New London community. Improving the safety of drivers, pedestrians, and bikers could significantly improve the quality of life for those who live along 32, and can help funnel more foot traffic into downtown New London businesses. Safer sidewalks, pedestrian walkways, and bike paths could foster improved health and more inter-neighborhood travel.
200	There needs to be a separate or protected bike/ped route from downtown New London up to at least Benham Avenue if not further. There's so much space in this area between the highways it's insane there is not already a bike/ped connection. Should be easy enough to add one between Conn Coll, USCGA, and downtown New London. It would be great to have a bicycle highway!
201	Eliminate the high-speed expressway approaches from I95 and replace with slow speed approaches or roundabouts. Narrow the corridor to two lanes, perhaps with turn lanes or roundabouts. Use resulting space for better sidewalks, lighting and landscaping. Maybe provide bikeways if space allows and justified by actual connectivity.
202	Brighten the color of the walkway, make the walk timing longer than 20 seconds, put signs up for cars threatening really expensive fines if they run a light - we're all told about the dangers of crossing the path but not about driving carefully
203	Lower speed limit down to 30-35; increase urban furniture, signposts, lighting, and other pedestrian-friendly features for the community. Maybe a dog/skate park or children's playground in collaboration with Conn College and/or Lyman Allyn.
204	Construction of sound abatement walls, esp. on the western side along the board of the Lyman Allyn Art Museum property
205	Some kind of sound wall for the Lyman Allyn property. Anything to ameliorate speeding behavior on either side but mainly those coming off of 95 South and heading toward Norwich.
206	We need sidewalks or at least gravel walkways on the outside of the metal barriers. Pedestrian bridges would be nice but the state would probably not pay for that.
207	Create effective sound barriers along route especially in the Lyman Allyn border.

ResponseID	Response
208	See above. More like a boulevard - center island with greenery. Not sure how to do this and still keep the large volume of traffic moving. Sound mitigation for Conn College, Williams School, and Lyman Allyn.
209	Noise mitigation. A well designed sound wall would help. It would look even better if it had an artistic look to it.
210	Architecturally-designed sound attenuation wall along entire length of Lyman Allyn Art Museum property. Lower speed limits. Create new southbound 95 to 395 connection.
211	Consider installing a roundabout at the Conn College main entrance; make the road a 'real' parkway by enhancing the median
212	Better traffic signals, lower speeds, monitoring of traffic by police.
213	Consider road diet of Briggs Street and narrowing the ramp to calm traffic entering a residential neighborhood. Left turn lane width should relate to the design speed(if people are going 50+ you need more space). Bump-outs at pedestrian crossings of RT32 to reduce crossing distance. Encourage/change zoning to permit zero-lot-line development of ConnColl, Williams and Lyman Allyn to create a street wall and reduce speed. In particular, providing buildings on either side of the pedestrian bridge would economize the need for elevators to comply with ADA.
214	needs stronger patrol.
216	More high-tech lights & signs for pedestrian crossings (Rectangular Rapid-Flashing Beacon or other flashing lights if pedestrians are crossing) Clarity if there is or is not a turning lane into Connecticut College entrances when driving south on 32 More speed limit signage/tracking (like the "your speed" sign that sometimes is up) I'm not sure if this is true, but a family member in florida told me that some stoplights there increase the frquency of red lights when cars are exceeding the speed limit-- if this is an option, I think that would be great too
217	Traffic calming, narrowing of travelways, longer red cycle before intersecting street signal turns green, bike lane/bike way, a landscaped center island

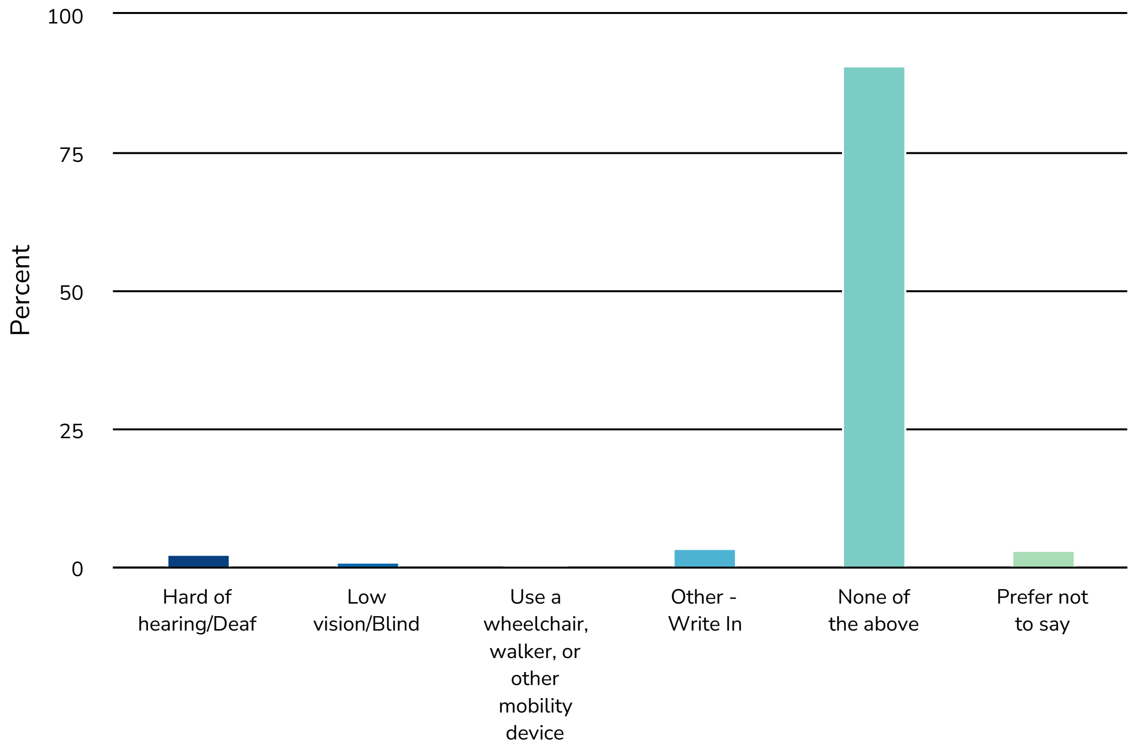
5. What is your age?



Value	Percent	Responses
18 to 24	26.8%	55
25 to 34	6.3%	13
35 to 44	14.1%	29
45 to 54	22.0%	45
55 to 64	21.5%	44
65 and older	7.8%	16
Prefer not to say	1.5%	3

Totals: 205

6. Do you have a physical disability that makes it harder to get around? Please select all that apply.



Value	Percent	Responses
Hard of hearing/Deaf	2.5%	5
Low vision/Blind	1.0%	2
Use a wheelchair, walker, or other mobility device	0.5%	1
Other - Write In	3.6%	7
None of the above	90.9%	179
Prefer not to say	3.0%	6

7. What is your home ZIP code?

ResponseID	Response
5	55364
6	06880
7	06320
8	06320
9	06320
10	05375
11	06320
12	06320
13	06320
14	06320
15	06320
16	06320
17	06375
18	06385
19	06320
20	06320
21	06360
22	06320
23	06320
24	06360
25	06242
26	06438
27	06475

ResponseID	Response
28	06438
29	06320
30	06426
31	06385
32	06375
33	06320
34	06360
36	27510
37	02035
39	11743
43	06382
45	03811
46	06824
49	06320
50	33410
51	06032
52	06757
54	01929
55	06457
56	06412
57	20815
58	06320
61	315041
62	06320

ResponseID	Response
63	01720
64	06320
66	06320
67	06320
69	54914
71	06119
72	02461
74	10027
75	06320
76	06359
77	06382
78	01701
79	06385
80	06424
82	06375
83	06320
84	06360
85	06355
87	06320
88	12866
89	06375
90	06378
91	06357
92	06355

ResponseID	Response
93	06320
94	06375
95	06437
96	06333
97	06340
98	04102
99	06355
100	02816
101	06385
102	06359
103	06320
104	06355
105	06365
106	06340
107	06378
108	06248
109	06375
110	06355
111	06320
112	06355
113	06333
115	06256
117	06040
119	06385

ResponseID	Response
120	06355
121	60077
122	06385
124	06320
125	06019
126	06443
127	06320
128	06370
129	06360
130	06359
131	06360
132	06067
133	06355
134	06370
135	06612
136	06320
137	02891
138	06371
139	06413
140	06335
141	06339
143	06320
145	06355
146	06380

ResponseID	Response
147	06375
148	10583
149	06360
150	06320
153	02915
154	06489
156	06320
157	06340
158	02916
159	06371
160	06335
161	06320
162	06320
163	RI
164	06355
165	06320
166	06375
167	91436
169	06365
170	03055
171	06360
172	01740
174	06335
175	01602

ResponseID	Response
176	06333
177	06320
178	06385
179	06375
180	06370
182	06395
183	06320
184	06320
185	06415
186	06320
187	06335
188	06385
189	06385
190	06340
192	77573
194	06320
195	06355
196	06340
197	06320
198	06375
199	06320
200	06320
201	06340
202	94402

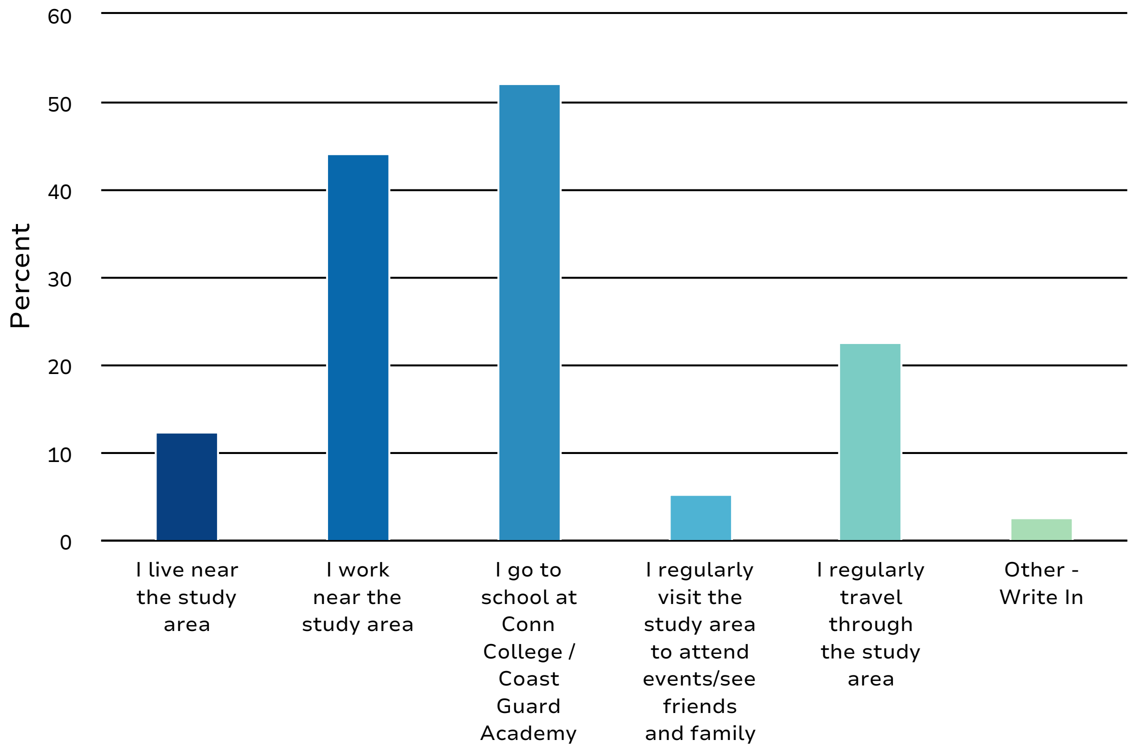
ResponseID	Response
203	06357
204	06320
205	06375
206	06375
207	06375
208	06378
210	06412
213	06320
214	06375
215	06335
216	06382
217	06320

Report for Route 32 Corridor Options

Response Counts

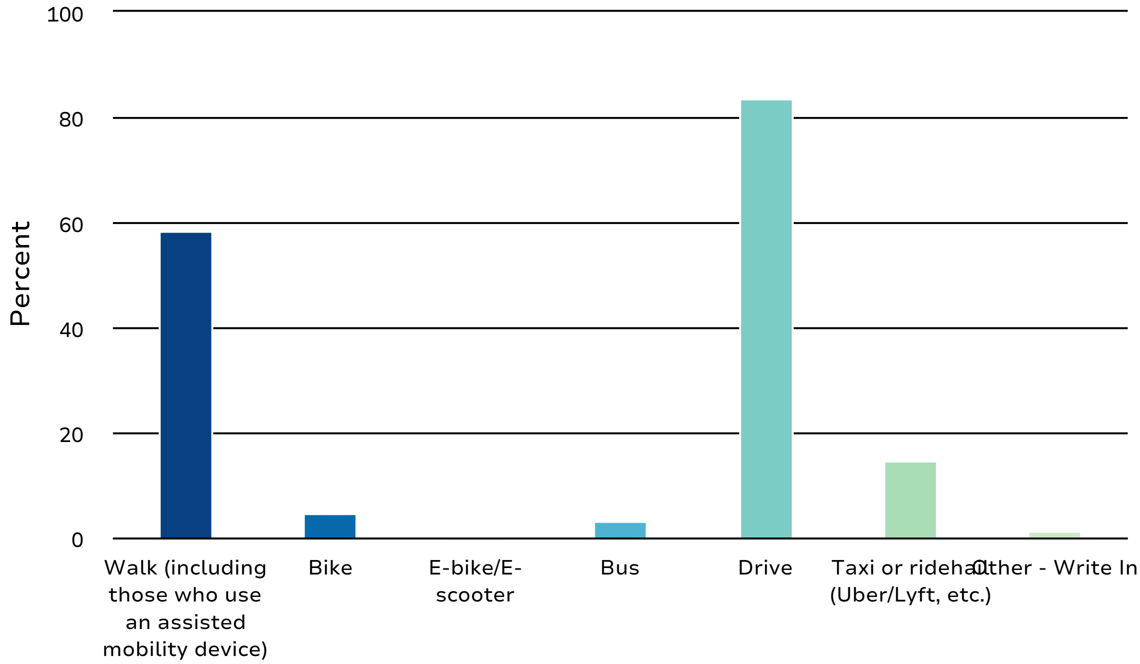
Completion Rate:	**63.6%**	
	Complete	297
	Partial	170
		Totals: 467

1. What is your relationship to the study area (Route 32 from Williams St to Benham Ave)? Please select all that apply.



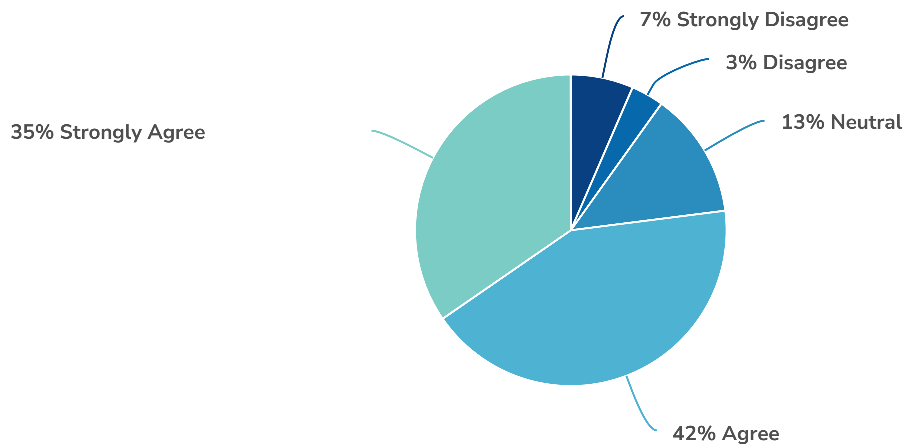
Value	Percent	Responses
I live near the study area	12.5%	46
I work near the study area	44.3%	163
I go to school at Conn College / Coast Guard Academy	52.2%	192
I regularly visit the study area to attend events/see friends and family	5.4%	20
I regularly travel through the study area	22.6%	83
Other - Write In	2.7%	10

2. Over the course of an average week, which of the following forms of transportation do you use to travel along or across Route 32? Check all that apply.



Value	Percent	Responses
Walk (including those who use an assisted mobility device)	58.6%	215
Bike	4.9%	18
E-bike/E-scooter	0.5%	2
Bus	3.5%	13
Drive	83.7%	307
Taxi or ridehail (Uber/Lyft, etc.)	15.0%	55
Other - Write In	1.4%	5

3. The Vision and Guiding Principles capture the needs of the community.



Value	Percent	Responses
Strongly Disagree	6.5%	21
Disagree	3.4%	11
Neutral	13.1%	42
Agree	42.4%	136
Strongly Agree	34.6%	111

Totals: 321

4. Do you have any additional feedback about the draft Vision and Guiding Principles?

ResponseID	Response
7	yes! You did not include that this stretch of Rt. 32 also provides the ONLY access to: TWO residential neighborhoods-one that I live in whose Rt 32 adjoining street is Deshon and we can also cut through Conn College Winchester Rd. to the same stretch of 32 by their Athletic facility, but our only way out is onto this stretch, and this is also true of the Harrison's Landing neighborhood accessible only by Benham Ave. Also down in the Deshon/Oneco/Nameaug/Farnsworth neighborhood are TWO preschools-Conn College and Coast Guard Child Development Center, and the only vehicular access to the Thames Shipyard & Repair company. I also DON'T consider a "need of the community" for this section of road as a drag strip for people up in Montville and points north to race to work on. I remember as a young teenager it was one lane in each direction, you could cross safely but once they put two lanes each way and concrete dividers down the middle, it looks like a highway and is driven like one.
12	Would prefer to have the college students transit behind the college campus (Old Norwich Road) rather than disturbing the Rte 32 traffic. This is a major passage for cars from Norwich/Montville/Quaker Hill/ to NL and Rte 95
13	Speed is the most important issue here - I witness far too many accidents each year in front of Williams by the traffic light.
15	In order for this concept to work, it needs to be extended through the full length of Rt. 32 (ie. Crystal Ave. to the I-395 connector).
17	I'm not convinced that a "community street" approach will satisfy the traffic loads carried by Route 32.
23	It would be nice to see the future options include some better wayfinding to common but "off-the-beaten-path" walk/hike areas like Mamacoke and Avery Track
34	I frequently need to cross Route 32 on foot and I do not feel safe doing so due to the speed at which the traffic travels
38	Ensure the project is mindful of environmental impact and sustainability
58	It seems that the College needs Route 32 to be about community and low-speed, but people that live here often just want to get where we are going (and not slow down for the College).
60	I would love a bike path or safe walk way to downtown new London from campus!!!

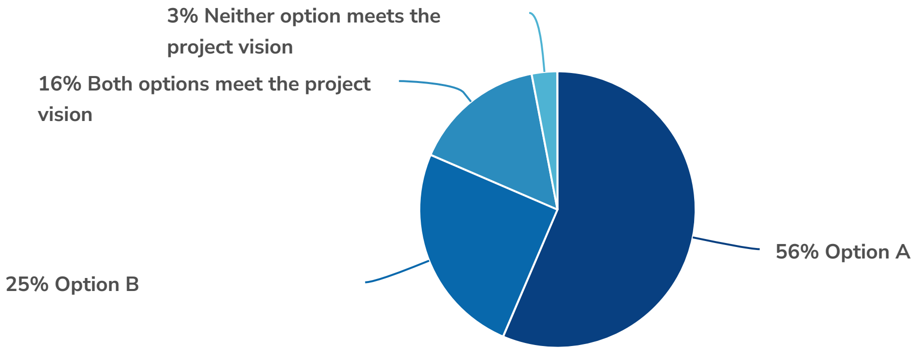
ResponseID	Response
73	Improve sustainability, offer more options for public transportation, especially the SEAT Bus. Make it easier to use by providing bus stops with shelters, maps and schedules. Also increase service to downtown and on weekends. Make it easy for people to not drive in this area.
77	Usages / access points / crossings should be apparent to casual users such as visitors, family members
92	Specific pedestrian safety?
98	Foster sense of community and mutual responsibility for everyone's safety along Route 32 - what we do impacts others
100	You need to consider traffic and access when intending to slow traffic. Rt. 32 goes beyond the needs of Connecticut College.
113	I think this only takes into account of the colleges/academies perspective . That traffic in this area is already a problem during rush hour. Slowing traffic down will only cause more congestion. There should be a balance between the college's needs and commuters.
121	"Transform Route 32 into a lower speed community street" seems like the sort of change that will have a lot of pushback locally
123	The best option would be to turn this portion of Route 32 into a tunnel.
125	Reduce car usage here
137	The roads need to be narrower — there is no reason to have highway width lanes in a 35mph zone. Drivers will not slow down unless the lanes are more narrow.
144	I agree somewhat. Two biggest issues. Driver speed.. speeding has been common for over 50 years. It's a major thoroughfare to/from Norwich. Speed = race thru traffic lights. AND for the left turn into the College, the light has traditionally been heartbreakingly LONG which leads to many drivers in the front of the line making the left turn during a red light. As one VP mentioned to me, it's like being a sitting duck waiting for an accident feeling your car move with the velocity of the speeding cars on our right. True. This morning again, I found myself backing up and rolling forward three times before the light changed. It's a stress button for drivers wanting to get out of the busy route 32 before an alcoholic driver takes us out.
148	I question whether a "lower speed community street" is practical or desirable considering the amount of commuter and commerce traffic on Route 32. We don't want bottlenecks... and there aren't good alternatives for north/south traffic.

ResponseID	Response
150	I do think it will be difficult to transform Rt32 into a lower speed community street, and though costly, think a 2nd pedestrian bridge that would allow students to more easily access the buildings on the SE side of Rt 32 would create the safest option.
151	I don't want to have to deal with a bunch on construction when i'm at school
162	I think these guiding principles are spot-on. I hope we can transform this section into a boulevard that enhances safety and beauty for the area. Route 32 essentially runs through the arboretum and taking into account the goals of the arboretum as well as the needs of the community are important.
164	Build an underground tunnel across 32
186	While I agree with the principles set forth, there is no mention for ease of use, reduction of traffic, and/or the flow of this vital roadway that transports thousands of individuals to their work/homes. Meaning, this principles seem to fail to consider the impact to the commuter who uses it to expediently get to and from work and the city center of New London. Nor does it seem to factor in that this road serves as a main artery to the Route 95 interchanges.
201	I believe that it is important to somehow minimize frustration for drivers while at the same time improving safety for all. Beautification might help.
213	Cro Blvd should remain a roadway
251	Prioritize pedestrian and bike infrastructure on route 33 since it's main users are college students. Walkability should be a priori toy
258	No additional feedback
262	People still speed, the left turn lane to get into the school is heavily delayed, and the pedestrian bridge steps are dangerous during snow/ice conditions
267	The first bullet is. by far the most crucial. Route 32 as "freeway" must end for all the reasons cited in the report. It can no longer function as a connector to I-95. The Waterford/East Lyme interchange must be reconfigured to allow North and South I-95 access.
272	Speed should remain the same
273	incorporating sustainability into the project plan and making it a core tenant
278	I'm glad to see some sort of project here. I am sure local residents will not be so happy but they don't seem to be able to slow down or stop at lights.
282	Pedestrian safety, although implied by a couple of the guiding principles, is worthy of priority status.

ResponseID	Response
294	Make a 2nd pedestrian bridge
337	I truly applaud the vision but have serious doubts that Route 32 can be changed back to the street I first encountered in 1970. Out of State traffic going to the Orient Point Ferry is obvious and commuters going to EB are serious traffic drivers!
339	I don't fully agree that these guidelines will enhance connectivity across campus to local destinations UNLESS public transportation is actually revised and improved. That hasn't happened with previous programs so I have doubts.
340	Safer access for landscape maintenance workers, increased space for shade tree roots
351	I live in Groton and use Route 32 as a short cut to 395 on my way to the Boston Area. I am guessing with these changes, many people in Groton would take 95 through Providence instead.
356	Not sure from what I've read how transportation choices fit in
380	While I gave my response as Agree, because I believe the Vision and Guiding Principles mostly capture the needs of the community, I believe that the question of HOW people travel is not, but should be addressed. The community NEEDS clean air and a stable environment to survive long-term, and unfortunately we are learning that individual car travel does not meet those needs. With an ever more polluted and unstable environment, the community NEEDS transportation options that do not further compromise our ability to survive long-term.
382	More public transportation options would greatly improve the area. I don't believe a visual is needed to announce the college district
388	Few drivers adhere to the current speed limits northbound on RT 32
397	No

ResponseID	Response
399	Route 32 carries a huge amount of work traffic to/from Electric Boat, Pfizer, Conn College, USCGA and more. It's the main connector from 395 to 95 and New London. Slowing traffic on 32 will cause major back ups in both directions and onto I-95. You will need another connector from 395 to 95 to handle that amount of traffic. These proposed changes to Rt. 32 will effect all the roads in this region. Traffic will divert to other roads that are not intended to take large amounts of traffic, including residential. RE: crossing 32, put in lighted crosswalks similar to those at the train station. Sidewalks need to be continued, widened and have barriers between them and the highway. Bike lanes should be added to the sides of the road, not taking lanes from Rt.32. A pedestrian bridge could be added connecting Conn College and USCGA.
410	If the area becomes one requiring lower speed, ensuring that cars are able to slow down enough in advance would be very important (and potentially difficult since Mohegan Avenue Parkway is already such a well-connected highway)
412	I love the idea of transforming the road back to a lower speed avenue.
422	While understanding the need for a community friendly street, I am considered that as the primary connector between 395 and the New London/Waterford area, route 32 is already congested and that it will become more so as a result of this project - thus significantly extending commute times for those who live outside of the community.
424	Future bus stops seem to be in the North Bound lanes only. ???
427	N/a
438	Please be sure to improve visibility and safety of pedestrian road crossings. Please find a way to reduce the amount of cars running red lights at intersections. I see it multiple times per week.
456	What is the "College District" and what does "visual gateway" mean?
459	Additional crosswalks, burying power lines along route 32 and new sidewalks would make the entire area more pedestrian friendly and aestheticly pleasing.
462	I would love to see a bike and walking path along the road, and I would use it to commute to Connecticut College and its athletic center.
466	May be a tunnel either for traffic or pedestrians like the subway or in some places in NYC

5. Which of the two interim options do you feel best meets the needs of the community and achieves the project vision?



Value	Percent	Responses
Option A	56.4%	167
Option B	25.0%	74
Both options meet the project vision	15.5%	46
Neither option meets the project vision	3.0%	9

Totals: 296

6. Do you have any additional feedback about the interim corridor options?

ResponseID	Response
7	Until the number of daily cars is reduced some other way, people are going to want to speed. I wouldn't feel safe driving this stretch without that median divider. Which also encourages speed. It's a dilemma.
11	11ft lane width is far too wide for a street, and for a project that is primarily concerned with slowing down vehicles. 9ft would be more appropriate because then the implied design speed would match how fast you actually want people to go. (As you know 12ft is the highway standard. So your plan is still to build a highway at the moment.) The center median will make drivers feel comfortable driving more quickly (protection from opposing traffic), so this should only be considered when paired with narrower lanes. The buffers on the edge of the road will encourage cell phone use and speeding, because you are not incentivizing driver attention with that much run off. I was watching the traffic from my window today, and many cars could not maintain their lanes--especially those on the outside.
15	Updated traffic signals (image detection) will be key to reduce unnecessary vehicle stacking due to signals that are on timers or are tripped by loop detectors (right on red trips). I'm a biker and I would still prefer taking Old Norwich Road over a dedicated bike lane on Rt. 32. Option B's two bike lanes are overkill.
34	In my experience as a biker, shared use paths are used by pedestrians so frequently that either bikers cannot comfortably bike because they have to go so slowly or are putting pedestrians at risk by having to constantly swerve around them.
58	You need the median for people crossing to have a spot to stand, but one way bike lane makes no sense.
60	Would they actually go to local businesses/parks/ hubs?
73	Option B provides better access for pedestrians and bikes. Also it will be much easier to water the trees (if they are not in the middle of the road) while they get established (25 gallons/week for the first 3 years).
77	Option A preferable, but personal observations on shared use paths often result in risk to pedestrians from bikes, scooters
91	I'm not comfortable with no median in the center of the driving lanes. I feel there is too much potential for head-on collisions.

ResponseID	Response
100	Option A. May assist in reduction of traffic, enhance appearance and reduce emissions. However, you need consider cleaning cost and vegetation maintenance. Neither option is favorable for Rt. 32 commuters with destinations beside Connecticut College.
109	The middle sidewalk feels very dangerous
113	I don't see the need for bicycles. Students on campus really don't ride bicycles. I also think there should be physical barrier so the college students can't have access to the roadway. They have been known to cross median dividers, and not use crosswalks.
121	Should be comfortable for pedestrians to stop in the middle before continuing.
126	removing the barrier may cause more traffic collations if the volume of traffic doesn't get reduced (and speed)
129	To me option A would work if the speed limit of RTE 32 isn't lowered, option B would be ok ONLY if the vehicle speed is lowered.
130	The more separation you can have between cars, bikes and people walking the better. Don't forget that serious bikers travel faster than they should at times.
135	I prefer option A but agree that either match the vision. Would love to see enhancements to the overhead bridge in the visual plan
137	Change width of roads from 11 to 10 feet.
141	Though the creation of a separated bike lane is ideal - because most traffic is pedestrian I think a bike lane would most often have pedestrians using it anyway.
144	It's just crazy not having a median....been driving route 32 past the college for 35 years. Been working at the college for 19 of those years. In 35 years cars have never slowed down but for maybe 5mph, most cars try to speed up to not get stuck at the college main entrance light on 32. When I sit at the left lane waiting for-ever for the light to change, my car is pushed from wind velocity from the cars passing by. Many use that light for their grand U-Turn. omg. NO ONE likes the config of Rt 32 in front of the college. I was hear when the child-student died in front at 2a or 3a in the morning. Look. The school needs to put safety first: Build an overpass to the main campus. Get students out of the road. Change the dang left turn light so that it trips 5 seconds after a car rolls over to the left... get cars out of the middle and get people out of the road.

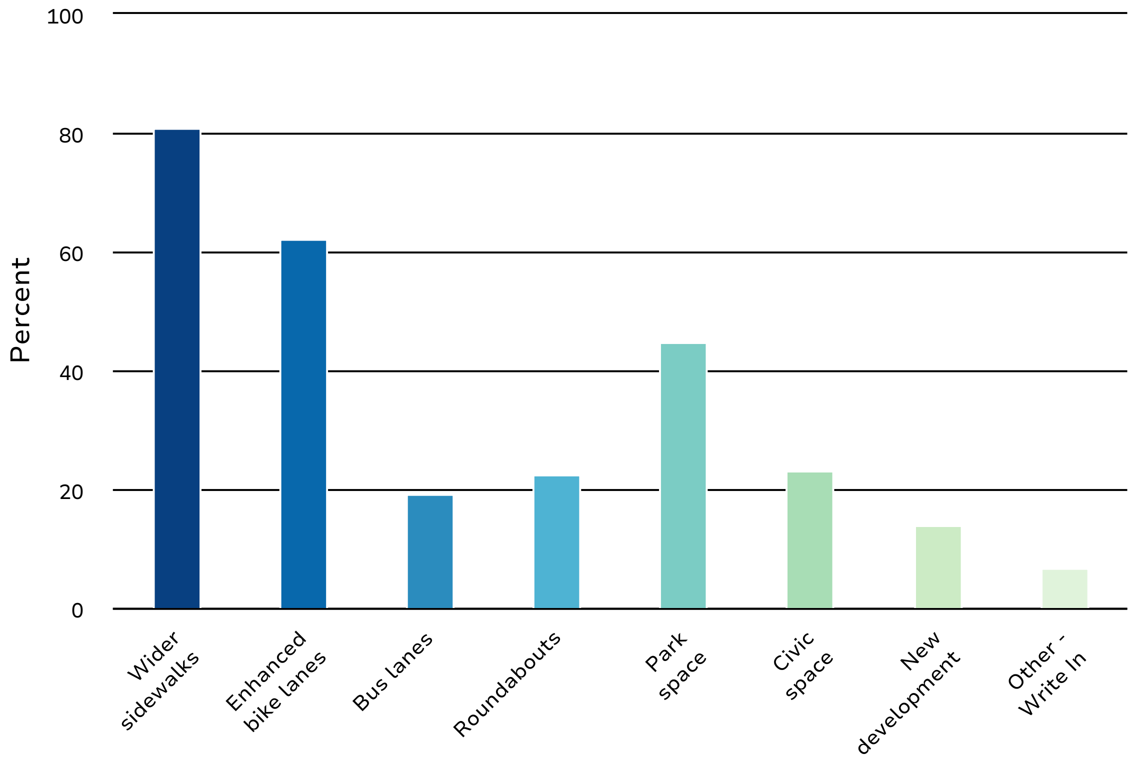
ResponseID	Response
148	Option B without a median would be dangerous for motorists... you're inviting head-on collisions.
154	I think the landscaped medium will be necessary to reduce the possibility of head-on collisions. But it would also be nice to have a shared use land on both sides of the road....
156	Honestly, the most important element of either design would be speed bumps. Lots and lots of speed bumps! What is the plan for slowing traffic down?
160	Option A: the separation of north and south flowing traffic is preferable in order to further provide safety for drivers (i.e. against drivers cross the middle line into oncoming traffic)
164	no
185	While I think both options meet the vision, I would prefer whichever one could be shown to induce cars to travel more slowly and safely.
186	I don't think either of these will slow down traffic, and will in fact just increase risk of injury during accidents with the trees close to the traffic flow.
189	I worry about auto safety with option B, unless serious steps (traffic calming & enforcement of signals & speed limits) are taken to reduce traffic speeds. I seriously doubt that the proposed chicanes would do much to slow people down.
197	What's going on with option B? there are multiple seemingly meaningless measurements? Why is there an extra 2' taken off of the sidewalk on the left? Why is the tree(?) only measured in option B?
201	Hedges? Planters?
207	The landscaped median provides a much safer environment.
212	install speedbumps.
215	A median would be important to contain traffic flow and provide stopping point if needed by pedestrians crossing road
218	As an employee at Conn who sits at the light to take a left into the college, plan B allows no safe turning lane (even the turning lane as it is now is not safe, cars speed by very close when we wait to turn into the college). Approaching, speeding cars actually seem to swerve into you as you are stopped to wait for the light to turn. Too many run the red lights as you have a green to turn in.

ResponseID	Response
223	I think keeping a median in between the traffic is vital to driver safety.
241	But need bike access on the right side too
262	No
267	The landscaped median is very important for safety and aesthetics, but mostly for safety. Especially during any transitional period until traffic can be substantially reduced.
282	Both options are attractive improvements. However, Option A seemingly affords more safety for drivers who are moving in opposite directions, particularly those in the left hand lanes for each driving direction.
293	Having the space in between the roadway allows for pedestrians to stop at the middle in case there are cars on the opposite side.
294	Must be a median
300	Whichever option would allow for the easiest transition/merge from Williams in Hodges square and Briggs street via bike and pedestrian. Those entry points are already less than ideal and discourage students from walking/biking into town. Whatever makes people feel safer (more separates from car traffic) and minimizes steep hills will be more successful. It seemed like option a would have the best chance to do this since bikes wouldn't have to merge/cross traffic to turn left into the college
303	I think having bike lanes protected by tree corridors would make bikers safer from cars.
312	If it is interim, planting trees may not work because they may need to be removed later.
337	Option B is alot safer!
339	It's a LONG walk to get to and from any businesses on Route 32 - leisure walking would be the biggest use for sidewalks, aside from College and Coast Guard use.
340	reduce extra 2' buffer on each side of side walk to increase surface area for trees and other buffer plantings
341	How will travel at lower speeds be "encouraged"? I'm skeptical.
342	What is the brown pole-looking graphic. Is it a wall? Also, if you slow traffic on 32 then it is just going to overflow to Old Norwich Rd, where there is already an issue of speeding to avoid traffic lights on 32.

ResponseID	Response
344	I prefer option A if the "future" idea for one lane in each direction happens. Allowing for a median between the two directions of driving lanes, bike lanes and wide sidewalks. I think this will slow traffic down the most, an optimal outcome in my opinion.
354	A Connecticut College student was killed crossing Mohegan Avenue at a designated crosswalk. How will your plans include additional signage and safety at crossing points? I witness cars running red lights on Mohegan Avenue on a near daily basis.
356	In Option A, I don't understand where bicycles moving in the opposite direction from the one pictured would go.
363	The trees in the middle will serve to emphasize the non-highway character of the road. Thus my vote for option A.
380	I love that your vision includes a separate, protected sidewalk and bike lane, and especially that it integrates tree plantings into the plan. In a high-traffic area (bike/ped), I think separate sidewalks and bike lanes are crucial, but in a low traffic area (bike/ped), I think they can be combined without inconvenience to pedestrians, cyclists, and those in wheelchairs. It would be wonderful if the separate sidewalk and bike lane, and native tree and shrub plantings, could be extended downtown up to, or close to, Union Station, since that is a direct connection between Connecticut College and the Coast Guard and the downtown area, which currently only accommodates cars and there is a lot of wasted space along the way.
388	I am an avid cyclist and love the idea of a designated bike lane (desperately needed on the Gold Star Bridge), but feel it is unnecessary on RT 32. Williams St provides a parallel and safer route for bikes with existing sharrows
397	No
399	I like the bike lanes on both sides of the road (option B), but think the barrier should remain (option A). People may try to pass other traffic without the barrier to stop it.
402	The more trees the better
412	Separation between opposing lanes seems like a much better idea - more visually appealing
416	Option B - however, not sure about nothing being between the two lanes of cars that are going in different directions? (similar to Option A)?
418	How does this improve safety for a pedestrian crossing the street?

ResponseID	Response
419	Either way, you still have to cross four lanes of cars and that is not pedestrian friendly.
420	I like the idea of a separated bike lane, but I also think the center median is important for the traffic calming and to provide a landing spot for folks who may take longe to cross 4 lanes of traffic. So I would lean towards Option A, but both would be a great improvement.
426	A median between traffic directions is safer, especially because cars speed down both sides.
427	Add another pedestrian bridge
430	I like bike paths on both side with a median
450	I like option B with two bike paths, but I honestly don't see that many students or community members riding bikes in this area, which is why I selected option A (one bike path). Perhaps more people will utilize bikes as the saftey is enhanced
454	As an avid cyclist I enjoy bike paths but I don't believe that such a short corridor will see enough increase in bicycle traffic to warrant a lane in each direction. Cyclists will seek alternate routes.
458	I like the idea of having a separate sidewalk and bike lane, but I also want more trees
459	Elements from both should be combined into a hybrid option as well.
461	10' path on either side would accommodate bikes in each direction.
472	Because I don't travel 32 I haven't paid much attention

7. Which of the following potential future elements do you think best meets the project vision? Please select all that apply.



Value	Percent	Responses
Wider sidewalks	81.0%	222
Enhanced bike lanes	62.4%	171
Bus lanes	19.3%	53
Roundabouts	22.6%	62
Park space	44.9%	123
Civic space	23.4%	64
New development	14.2%	39
Other - Write In	6.9%	19

8. Do you have any other feedback for the project team?

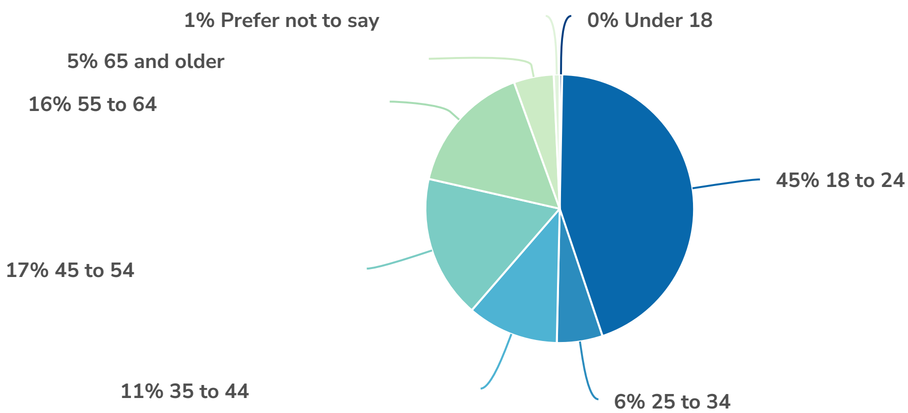
ResponseID	Response
7	There also needs to be a safe place on this stretch for police to set speed traps. Currently there isn't and so they set up just before the bridge on ramps. If there is one place that I don't care if anyone speeds, it's once you're past Lyman Allyn because there are no pedestrians or driveways or anything, you speed up to get onto highway and THAT is where you get a ticket? I'm coming out of my neighborhood, I'm not speeding down Rt. 32, I'm turning down onto what turns into a highway, so that's not the place that people need to be going 35, it's up by the college, the lights to get out of my neighborhood, the crosswalk intersections that people need to slow the heck down. I am not comprehending what "new development could fit in anywhere up there with an extra 22 feet of width from losing two lanes...
11	Treat the causes of speeding, not the symptoms. In the same vein, please don't consider sound barriers--it's a waste of money. It's so unbelievably loud when I open my office window, and this is simply because of the road design speed. In both of the interim options, there is still not enough traffic calming, especially at the intersections. You need to really make things "inconvenient" for drivers (aka fair for everyone) in order to get the desired change you're looking for.
15	The elimination of side road access should be considered. Some streets on the western side could be dead-ended and accessible from Old Norwich Road only. Side streets on the eastern side could be right entry only thereby eliminating the need for traffic signals/intersections.
23	More effort please to connect bike lanes with other riding areas.
34	Community members often like to walk their dogs or walk through Conn College's campus which is wonderful. If there was more parking space it would help encourage community members to visit Conn/USCGA because currently there is hardly anywhere for them to park.
60	Would love to see this happen in the next 4 years. I have been wondering since I got here why new London doesn't have a bike path! I'll be excited to get around safely without a car
91	A big bottleneck (and where many of the accidents occur) is the stoplight before people exiting Route 32 can enter 395N. That intersection needs to be dealt with or traffic will continue to back up and accidents will continue to occur.

ResponseID	Response
101	I travel between I-395 and Rt 32 (Conn Coll) nearly every day and have for over ten years. It is very clear that the stretch of Rt 32 that links I-395 and I-95 is viewed as just that - a fast highway connector. People regularly drive 60 mph. I love this idea, but is hard to see where all of this traffic will go if the passage is slowed and narrowed. I suppose if it backs up badly enough, some will cross over to come south on Rt 12. Difficult problem without massive infrastructure investment.
113	There should be a focus on pedestrian bridge walkways. That way pedestrians do not have to come in contact with vehicles.
129	Because Rte 32 is the only access in this area of New London County connecting I395 to I95 there is high vehicle traffic at speeds well above the posted 40 mph. Either of your options will make it more pleasant to live and work in this area but anger those that use RTE 32 as a way to connect to the interstate highways.
130	Please no roundabouts! Most drivers do not know how to navigate them or who has the right/when to yield, etc.
135	At high volume times to enter the colleges along the route I see roundabouts as a challenging solution
144	Put a foot bridge in ... the students (and some of us staff that cross) are always in danger. The new ConnColl signage out front on 32 was needed 50 years ago. Thank goodness we have Prez Bergeron! Now people KNOW they are passing an institution with pedestrians on walkways. Build a sidewalk yes. Median yes! Do what you can and try to slow drivers down. If I go slow and easy, I can't get over to the left to make my entrance into the L-Hand turn lane. Go with the flow, else take the risk. It's been like this in NL route 32 for a long time. Speeding past the college is the norm. Changing that means changing the construct and configuration of Route 32.
154	Roundabouts will help reduced speed!
157	Not obvious how plan will slow traffic passing through to get on I95
164	no
186	Single lane?! Are you all insane? Where are you projecting the overflow traffic will be going to get to work and route 95? 395? 395 that's already much more full than even 10 years ago, where traffic backups are now the norm and accidents more frequent. This is a shortsighted plan with grandiose ideas that does nothing to serve the greater community outside the scope of those that live directly on or near rte. 32. How does this plan mitigate the extra traffic on alternate roadways, or is that someone else's problem to deal with at a later date?

ResponseID	Response
241	another bridge being built for pedestrians?
262	No
267	I applaud this thorough study and options for future changes. I want to reiterate my strong support for the changes to I-395 and I-95 that will allow Rt. 32 to return to Mohegan Avenue Parkway. Remember that these changes will also affect traffic and speeding issues on Old Norwich Road and Williams Street, pure residential neighborhoods that suffer greatly from excess travel from Rt. 32 overflow.
278	New London bus service is nearly non-existent
287	Make it easier to cross. I don't have enough time to get across with my mobility devices and the pedestal bridge stairs are steep
294	Ensure the currrent walkeay is structurally sound, particularly the bottom stairs
305	Repairing/replacing the sidewalk on the Connecticut College & Lyman Allyn side of the road where it's very cracked, uneven, and has a lot of plants growing through it
312	I don't think the road area can be any wider due to the slope of the land - so roundabouts would not work.
340	Please consider the maintenance workers who will care for plantings in a design that makes 32 safer for everyone, not just conn students
342	I don't think you will be able to manage slower speeds on 32.
345	I feel the landscaped median may slow down drivers
352	I like the look of Option A with the trees in the center separating the cars. Visually appealing and gives sense of "slow down, your in a park". My concern is that with shared bike and walking it could get congested with bikes in two directions plus pedestrians in the same space.
356	I guess I'd have to learn more about whether there even are buses that travel along Route 32. My office window looks out on it, and I don't think I've ever seen a bus. I hate driving and would love to use transit more often!
380	Please see my answer to number 6.
388	Adding more trees would be great to reduce urban island heating
397	No

ResponseID	Response
400	Encouraging development around Connecticut College should be one of the biggest goals of the school. The lack of connection to a residential or a commercial area are huge losses for students. Having a close, walkable area with shops, off campus housing, and other facilities would be a great benefit for students.
410	Finding a happy medium between space for cars and spaces for pedestrians/bicycles/etc. is ideal :)
417	This is slightly outside of both this study area and the previous improvements made to Williams Street, but the intersection of Bailey Circle (where the Gold Star Bridge bike path connects) is so dangerous for cyclists heading to the college. Adjustments to the entrance/exit of Adams Market/Citgo could help. Also, moving the crosswalk back to the Mr Gs side of the intersection would help. Since most cyclists getting to your study area have to use this intersection, it seems relevant to mention this.
427	Na
446	I hope the bike lane/path can be painted green! I feel like that REALLY helps cars stay out of it.
459	Additional crosswalks and possibly more traffic lights would allow for more pedestrian traffic as well as slow traffic through the area.
472	route 32 is a fast dangerous section and it seems dangerous to add what you are looking to do

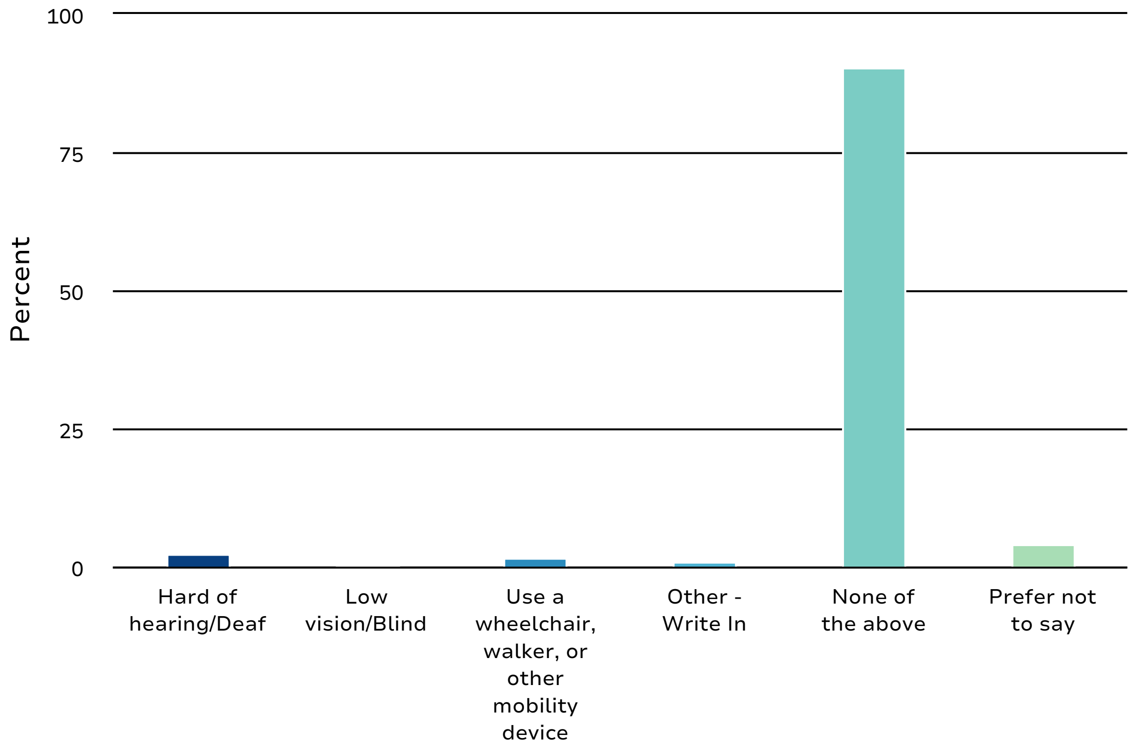
9. What is your age?



Value	Percent	Responses
Under 18	0.3%	1
18 to 24	44.5%	129
25 to 34	5.5%	16
35 to 44	11.0%	32
45 to 54	17.2%	50
55 to 64	15.9%	46
65 and older	4.8%	14
Prefer not to say	0.7%	2

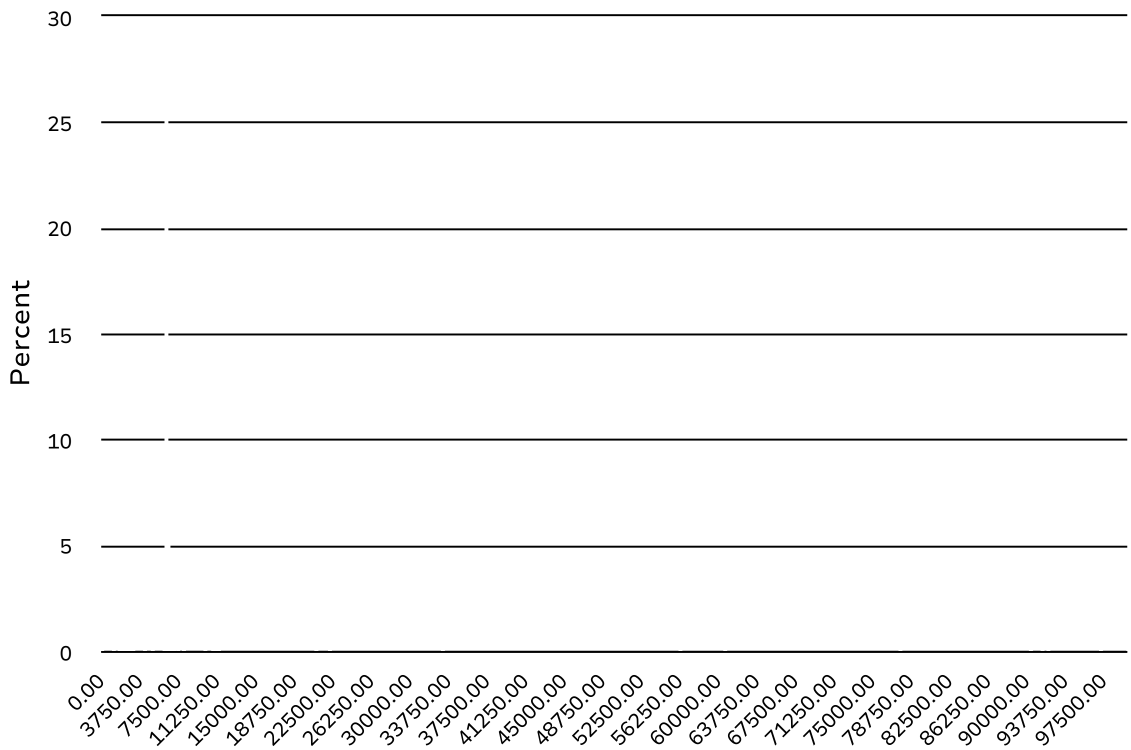
Totals: 290

10. Do you have a physical disability that makes it harder to get around? Please select all that apply.



Value	Percent	Responses
Hard of hearing/Deaf	2.6%	7
Low vision/Blind	0.4%	1
Use a wheelchair, walker, or other mobility device	1.8%	5
Other - Write In	1.1%	3
None of the above	90.4%	245
Prefer not to say	4.4%	12

11. What is your home ZIP code?

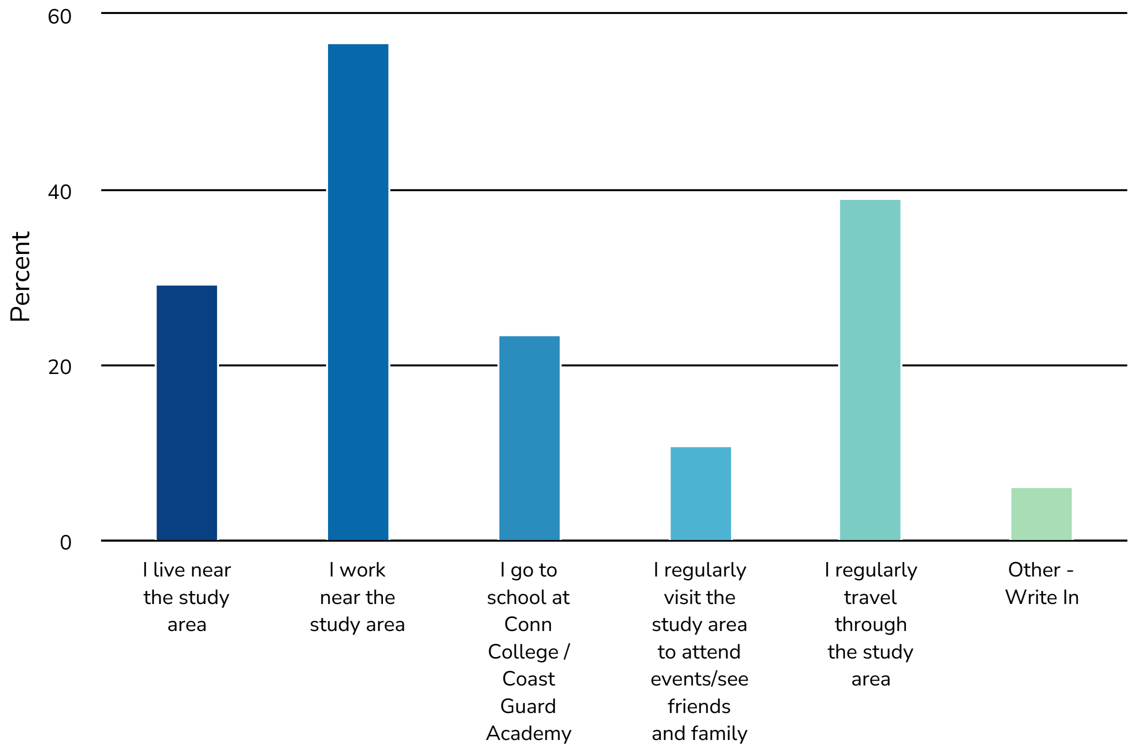


Report for Route 32 Proposed Concept

Response Counts

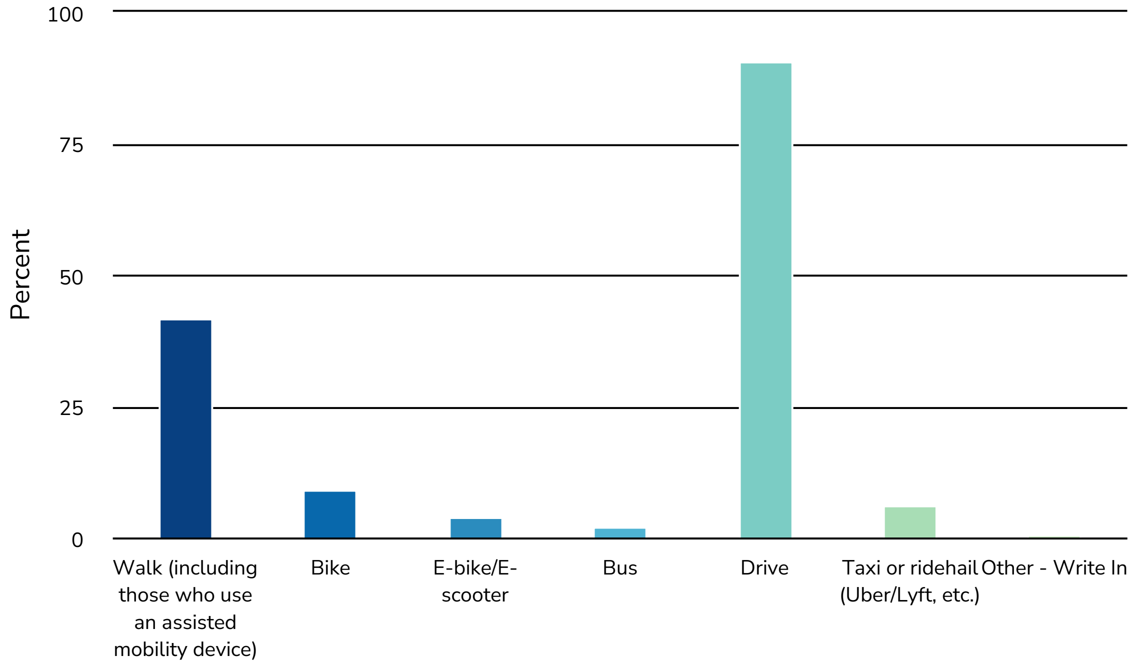
Completion Rate:	**100%**	
	Complete	175
		Totals: 175

1. What is your relationship to the study area (Route 32 from Williams St to Benham Ave)? Please select all that apply.



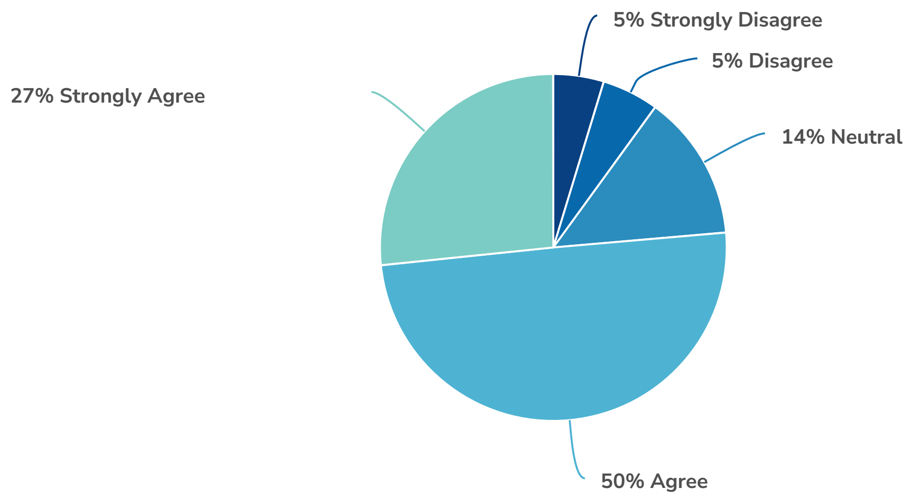
Value	Percent	Responses
I live near the study area	29.3%	51
I work near the study area	56.9%	99
I go to school at Conn College / Coast Guard Academy	23.6%	41
I regularly visit the study area to attend events/see friends and family	10.9%	19
I regularly travel through the study area	39.1%	68
Other - Write In	6.3%	11

2. Over the course of an average week, which of the following forms of transportation do you use to travel along or across Route 32? Check all that apply.



Value	Percent	Responses
Walk (including those who use an assisted mobility device)	42.0%	73
Bike	9.2%	16
E-bike/E-scooter	4.0%	7
Bus	2.3%	4
Drive	90.8%	158
Taxi or ridehail (Uber/Lyft, etc.)	6.3%	11
Other - Write In	0.6%	1

3. The proposed concept meets the Vision and Guiding Principles.



Value	Percent	Responses
Strongly Disagree	4.7%	8
Disagree	5.3%	9
Neutral	13.6%	23
Agree	49.7%	84
Strongly Agree	26.6%	45

Totals: 169

4. Do you have any additional feedback about the proposed concept for the corridor?

ResponseID	Response
17	Please make a walking path to downtown!!!!
21	The pedestrian bridge also needs to be addressed
22	Adding landscape/streetscape, improved sidewalks, signage, pedestrian crossways and timing of traffic lights will significantly improve the area and make the college and coast guard academy more inviting
23	honestly what will cost my taxes the least amount of money... It will look nice but not a must have
31	Very pretty, but I think cars will just speed faster through there on their way to/from 395.
32	Appears to be very little change here other than adding some trees. Rt 32 is a very busy road and I don't believe this will make anything safer. It seems that there should be some separation of thru traffic versus local traffic like they did near Foxwoods and elevated thru traffic on Rt2.
33	The view going North, at the Traffic Light... You have GOT to keep a barrier... Large Jersey Barriers to keep South bound traffic going 60mph from Hitting Cars stopped at the Light intending to go into the College. The designs are beautiful...But you are leaving a huge problem on the table. Weed smoking, drunk driving, tired drivers can easily veer into the car stopped at the light. It is not safe there. If you are trying to make it safe then along with Jersy Barriers to protect the vulnerable sitting at the L-turn Light, paint SLOW on the black roads so that people who drive 60-65mph going South Bound. Will SEE that they are driving THROUGH a campus. Not just a Secondary artery to route 95, but a busy campus. And omg, at night with the kids going back and forth to parties, and the drivers without some sort of design to protect Southbound from veering into the Northbound because they want to high speed pass a slow moving vehicle, I think it's a huge risk.
36	I don't see how this will lower speeds and make this stretch safer. Vehicles continually blow through red lights at high speeds without consequence, and I don't see anything here that would address that in a meaningful way.
38	Aesthetically, the proposed concept is beautiful. I am still unclear how this proposal will control speed.
39	You are proposing to take rt32 back to where it was before the medians were taken out when it couldn't handle the traffic that was using it. I don't see how this plan accommodates the current traffic load or address the northbound traffic from New London and Rt 95 that travels at very high speed. While improving sidewalks this plan does nothing to make street level crossings safer and is another example of wasteful spending for minimal improvement.

ResponseID	Response
40	That on-ramp from Williams St. by the CGA doesn't look any less terrifying. If anything, I feel like the sight lines will be *worse* with the trees in the way and no adjustments to the elevation. The proposal says that traffic coming north on Rt. 32 will be "calmed" somehow, but I didn't see any details and I'm skeptical that this can be done without a broader redesign of the feeder roads from I-95 and Eugene O'Neill Drive.
43	The trees are nice
47	As someone who's been in a car accident on Route 32 (specifically leaving Conn College), I'm glad someone is finally taking the time to assess and come up with a better solution to make it a safer area.
49	I wonder if there is enough space for this concept to become a reality. I think that increasing green space and adding trees is really important and good work, but I think that there will have to be less lanes to accomplish this. I do not know how all of it can go in without reducing the presence of cars.
55	It looks nice but missed any information about speed limits, if it was in there (quite possible). I would not be opposed to elevated cross walks. many drivers just use Rt.32 to get from 395 to 95 and literally drive 60mph in the morning and at night.
56	Right now cars speeding through red lights is a serious safety problem for pedestrians and vehicles trying to cross 32. I don't see any mention of speed enforcement or red-light cameras. How are you going to stop cars from going 60 mph straight through the brand new traffic lights and cross walks?
57	I'm curious to know if the current level of demand requires two lanes on route 32. The road almost never backs up, and both lanes are rarely utilized. Converting the road to a one lane, slower road would make crossing easier, would allow for development near Connecticut College, and would make crossing safer for pedestrians.
59	Everything looks lovely, but I am worried about the ramp from Williams Street onto Route 32 North. That ramp is extremely dangerous under the current conditions. I worry that the new trees on the lefthand side of the ramp, as pictured, will further decrease visibility and lead to more accidents.
61	When turning into the College from Route 32 with the College on the right hand side at the crosswalk, it is hard to see if students are waiting on that corner for the crosswalk sign to cross. It would be much safer for students to cross the street on the other side of the entrance way.
62	It looks beautiful!
69	I think that the proposed plans will greatly increase the safety of the community and improve the experience of travelers and lessen the separation between both sides of the Connecticut college campus. It would also improve the look of the area for the CGA and conn a much needed improvement

ResponseID	Response
72	It's not clear from the proposed concept or the presentation how traffic speeds will be reduced.
73	I hope the "orange" cross walks at the lights are not the fake brick. This does not last (just go around local towns and look). Will it be real bricks or colored stone?
74	A LOWER SPEED LIMIT WILL HELP SAFETY WISE
77	The project looks great, but it will not succeed unless there is a strong police enforcement of the speed limit.
78	No, I think the proposed concept is satisfactory.
80	Without some other way for traffic to get to I-95 from I-395, slower speeds will only increase congestion. Eliminate the I-395 to Route 32 connector and you may be able to achieve your objectives.
84	An additional bridge could be helpful. Also adding speed bumps.
85	What will happen a car going 60 miles an hour hits the curb of the median strip? How well will the brick crosswalk hold up against the speeding traffic? What's need are rumbles strips that cross the roadway.
87	I would like to know how the project will be funded. It appears to be a very valuable project, but if Connecticut College will be spending on this, I think the project should be weighed against other campus needs, and a clear priority/triage for spending should be articulated.
89	I think the proposed concept will greatly benefit everyone involved. I love that the concept includes a way for people to walk along route 32 safely and I am excited to see what the new transformation will look like.
90	A is the best.
91	More trees, Trees along both sides, have an illusion effect to drivers to slow down, the same effect can be seen when people are double parked in your neighbors hood. The concept vision is great, but the tree lib has to be extended from coast guard, all the way to connecticut college on both sides
92	I think prioritizing making this a lower speed community street is great. I am anxious turning out onto this street at present, or even stopping at stop lights, since there have been so many accidents/rear end collisions.

ResponseID	Response
94	The changes don't seem too significant. The images do make Rte 32 seem more attractive. BUT (1) Traffic will still be fast. What are the plans for slowing traffic down? (2) Although I work at Connecticut College I would still never dream of actually walking or biking along the improved Rte. 32. What would be the point? There is still no place to walk to. Has anyone considered a pedestrian tunnel under Rte 32? I used to live in Germany, where there are many pedestrian tunnels. That might make it MUCH safer and easier for students to cross Rte 32.
96	Improving safety for bikers, walkers and drivers and slowing speeds along Rt 32 and the Williams street on-ramp to 32 is long overdue! The Coast Guard should get improved and cleaned up (beautfied in an environmentally sound way) access to their main gate as well as along their 32 border, and Connecticut College also badly needs improved and cleaned up (beautfied in an environmentally sound way) access to their main entrance as well as along their long rt. 32 border.
106	It would be beneficial to consult with knowledgeable landscape and/or horticulture professionals to determine the best trees and plantings to provide habitat for native pollinators and thrive in local conditions.
108	rte 32 is a currently a highway that leads to 395 and to inland towns. How are those needs going to be accommodated?
109	The pedestrian Bridge needs to be revamped and somehow an easier crossing....
111	It doesn't look like there is a walk signal at the crosswalk in the proposed plan. I think it would be safer to include one.
115	It looks very beautiful and would be a phenomenal improvement to the current conditions of the corridor. Two things I would like to iterate are that the various elements of the corridor were nice when they were first created, but have been allowed to deteriorate to various levels of disrepair over the years. The recent repaving of route 32 was a desperately needed improvement, but I sincerely hope that if all the money and work needed to create the new vision of the corridor are implemented, that there will be a plan and provisions put in place for ongoing maintenance to keep it as beautiful as will be upon completion of construction. Second, I think it would be extremely beneficial if the leftmost of the 2 northbound lanes of Briggs Street could continue all the way to Williams Street. There is already a northbound lane in place for those turning off of Route 32, but if you're coming up Briggs Street toward Williams Street, you just about get to that northbound lane but then have to
116	Making (northbound) U turns at the college entrance intersection should be banned because there won't be any guard rail or other "guides" to keep these vehicles in their proper place. It is a pretty common practice that has not been taken into consideration.
119	It's a practical, safe, and quite attractive solution to the multiple problems presented by the changes to Mohegan Blvd over the last 25 years. But, what about the strong flow of cars from I-95 to 395?

ResponseID	Response
121	I like more green spaces around the corridor because it will make it seem more like a campus between the Academy and Conn College.
122	As someone who regularly turns left from 32 onto Conn College campus, I'd like to see a barrier between the left turning lane and oncoming traffic. The barrier doesn't need to be the entire length of 32 just long enough for a few cars.
125	At the Conn entrance, I think it would be advisable to have some sort of divider between oncoming traffic. If it's still 2 lanes (3 with turning lane) going north, you will still have people speeding. And, you already feel like a sitting duck waiting for the light… fearing being hit by oncoming traffic too doesn't fix any of the existing issues.
126	Make sure the "shared path" is actually a paved path that is wide enough for bikes to safely pass pedestrians and not just a sidewalk, which creates additional hazards between bikes and pedestrians, putting more experienced bikers back on the hwy anyway
128	1. Use lighted crosswalks (see NL at train station and parking garage). 2. plant low growing perennials instead of grass that needs to be mowed (more sustainable)-for example, Creeping Thyme.
129	I think it looks FANTASTIC! Highly supportive of the concept images and plan
132	As long as the concept includes a full median in both directions I think it meets the Vision & Guiding Principles.
138	I would feel safer if there was something in between the lanes going in opposite directions.!!! Barriers may not look the best; however, protection on this road that has high rates of speed is what makes me more comfortable driving on it every day twice a day or more.
139	The proposed concept is aesthetically pleasing, however I do not know that increasing the size of walk ways, and adding in more crosswalks will increase the safety of the area. Cars traveling north and southbound consistently run the lights on Mohegan Avenue to the point where I have been unable to turn onto Mohegan when the light from Deshon or the Athletic Center green due to having to wait so long for cars to stop. There needs to be an increased police presence or an additional elevated walkway connecting the two sides of campus to increase safety.
141	Not sure if it will slow traffic down…maybe some speed bumps on the road?
143	I'm skeptical it would ease the situation without an alternative route for the vehicular traffic. Rt. 32 starts from Keene, NH through MA and ends in New London. It is technically a inter-state highway. If it works, awesome, but I find it hard to understand how perceptions or expectations might change without other options. It could, but it would be very interesting to see.

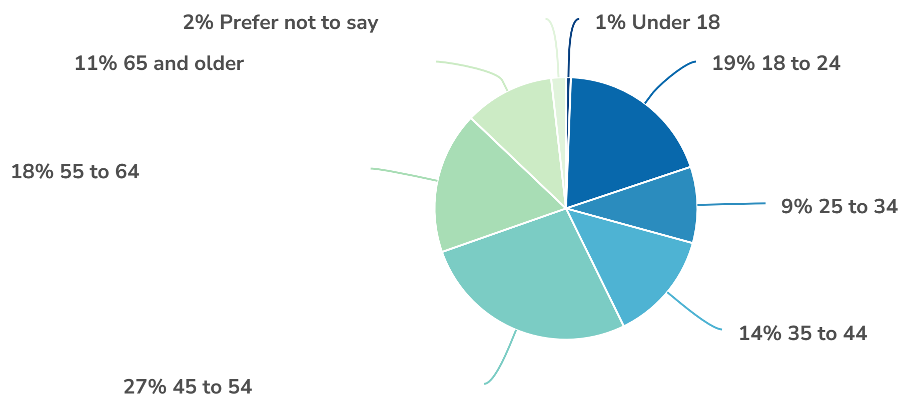
ResponseID	Response
144	The proposal sounds nice for the proposal area, however I have grave concerns about the traffic that it will direct to 395. Doing this without considering and offering 395 impact mitigations seems hazardously problematic. You're going to change a MAJOR artery into a community street without any consideration for the impact to adjacent roadway/highways that are already quickly approaching capacity? Also, the proposal looks like it removes guard rails (at least in front of the USCGA). This also seems shortsighted and unsafe.
146	Regular enforcement of traffic speed should also be used in this area!
148	It will only slow traffic down in the area where you make a change. I love what you are proposing but it will not benefit the community. Only benefit I see is for Conn College. It needs to be expanded all the way North as far as possible.
149	the linked proposed concept does not show bike paths on both sides. Locations b and C both indicate a 6' sidewalk adjacent to ConnCollege.
151	Interesting concept - but where's the value? The renderings and produced report should include an analysis of density development opportunities along the corridor. I like the proposal to increase walkability along Route 32 - but the images don't comment on where people are walking to (nearby housing, college bars, elements of an appealing college district). Additionally, it doesn't look like there's any effort to improve pedestrian access to navigate around I-95. Please incorporate a walking path in front of the USCGA gate that continues down into Hodge's Square. Huge opportunity to add a riverfront 'campus district' between Deshon Street and Benham Street - that connects to a proposed train station. Also, the lights on Route 32 are a mess. If you get one of the lights - you end up getting them all. I'd argue that over time the traffic light timing makes people drive faster and creates a safety hazard.
152	Route 32 is a deadly stretch of road with people driving like maniacs! Speed os a big problem
159	I recommend adding additional safety measures to lower car speeds on the route (displaying speed limits and current speeds, flashing lights at crosswalks, cameras for collecting license plates to ticket cars running red lights at intersections).
161	I wish there was still a separated bike lane, but I know that wasn't the most popular option!
162	I really like the look of the design
163	I strongly support this proposal, it would make working and living here that much safer. It would also make it easier for faculty, students, and staff at Conn to travel into downtown New London. This kind of foot traffic will help connect our campus to our community, something that is sorely lacking.
164	The crosswalks should be VERY obvious. Please consider raising the crosswalks like the one on the Williams street/Arboretum side of campus.

ResponseID	Response
167	Most drivers don't know what the word "merge" means, so lights need to replace merging locations. Speed is totally out of control on all areas of Rt 32, so anything that slows drivers down needs to happen. Include mandatory "driver Ed" in high school. My fear is no matter how beautiful the roadway, speeding will not go away. Drivers going 80 mph over the Gold Star bridge are funneled onto route 32 and it's a racetrack all hours of the day and night!
169	No
170	All of 32 needs to be looked at, as people speed the entire length of the road. People often go through red lights which makes coming out of the side streets dangerous. Also, if people are unhappy with the changes people will be speeding through residential areas to bypass 32.
172	I love the concept. It will greatly improve safety; reduce traffic noise; lend new functionality and vitality; upgrade the aesthetic environment around multiple important institutions (Coast Guard Academy, Conn College, Williams School, and the Lyman Allyn Art Museum); and spur greater non-vehicular recreational use, which in turn will uplift safety and security and residential and business development.
173	I feel like, adding trees and barriers are just obstructing the view of drivers. The speed limit on that road is high and adding trees and other distractions is not a good idea given the speed at which cars travel. I don't agree with drivers going slower because they feeling enclosed. Cars travel at high speeds. It's dangerous to turn off of that road and there's accidents at the intersection all the time. Something Hass to be done to reduce the speed of the cars and adding elements won't give you the desired result.
174	This is a great concept. When they installed the current steel lane divider they actually raised the speed limit ti the current dangerous level. People drive so fast sometimes they miss the changing of the lights and run red lights. I witness this frequently.
175	more signage of locations
178	i don't see how trees improve anything
179	I am a bit confused as to why this area of New London has been selected for investment. Is this politics? Route 32 has become a major road with much heavier traffic volume than when I was a child and when I was in college. The intent and re design don't fit with the purpose and traffic volume of the road- There are so many other areas of New London with permanent residents that should get investment in mobility and safety. Many Conn College students have vehicles - they don't rely on walking, biking or buses for active transportation to every day destinations like to jobs and food markets. Coast Guard academy cadets get access to vans and shuttles to places like Target. Also does your plan take into consideration people with disabilities? Again from an equity standpoint not sure why this area is getting attention

ResponseID	Response
182	I don't think lowering the speed will help any people will still speed regardless and it will also create more of a trafffic jam , however more walkways over 32 would be better fit if more beautified models maybe that would be safest for pedestrians overall and keep traffic moving as efficiently as it can.
184	ALL of route 32 as well as the 32 connectors (north and southbound) need to be re-work ASAP too many speeders and accidents.
187	This looks like a race track...............
188	Much needed and visually pleasing changes. Can anything be done to better connect the 395 S with the 95 N to reduce the number of vehicles traveling through the area?
191	I love the idea of trying to calm traffic, this area is terrifying to drive every day. My concerns are two fold. 1) I am concerned that adding a landscaped median will only attract wildlife that area and increase the number of animals killed on this road. That should be taken into account as well. 2) the on ramp to 32 by the CGA is a disaster, I enter 32 from 95 every day after work and very few people coming on 32 from that ramp understand what a yield sign is. Adding landscaping to that area is only going to make it harder for the people who do actually look for traffic to see any.
192	Until there is a high speed connector between 95S and 395, the dream of a low speed community/residential road will never be achieved.
195	Without more police presence, the cars will not slow down. I live right off 32 by benham and people are constantly speeding - I have been here 7 years and never seen someone pulled over. With the proposals I think pedestrians would still be at great risk and people will just hit trees instead of the median barrier. You would need to enforce speed limits with consequences to actually get people to slow down and pay attention.
197	Due to the manner of all drivers on 32, without guardrails or Jersey barriers, any accidents the occur will be catastrophic
198	While appreciate all of this, it would be very important to extend sidewalks for pedestrians the entire way down route 32 this would allow safe access for individuals who live on both sides of 32 to cross, and to travel down 32 either walking or biking, also providing a safe way to cross The street near the on-ramp of 395 there is no way currently for anyone to walk around that area of Quaker Hill
201	The area by the coast guard is the most dangerous part of that road. If you are entering in the main road you can not see properly and almost always there is someone speeding through and almost hits you and will not allow you to merger in safely.

ResponseID	Response
204	What will the impact be on the remainder of Route 32 through Quaker Hill? Will slowing traffic in the College area result in higher speeds beyond the corridor? What actions will be needed to get motorists to respect traffic control measures? The total disregard for the red light and right turn on red at Route 32 and the I395 Connector is a cause of many traffic crashes. Route 32 was made to look like an interstate highway and motorists drive it like an interstate.
205	I think as much as anything, people who drive through this area need to change their mindset about what kind of roadway it is. I think the proposed redesign would do that -- change peoples' views of it from a high-speed connector to a slower-speed conduit past two colleges. But that could be hard, because the changes essentially would stop once north-bound drivers got past Benham Rd. and feel they could speed up again. But that might still be enough to improve safety around Conn.
206	I am concerned about the removal of the guard rails in spots because the pedestrians and bicyclists are not protected from vehicles.
208	It will look nicer but will not help the volume of traffic and speed on RT 32. Reduce and enforce the speed limit. Very treacherous to turn off of RT 32 at any location due to traffic speed and short exit lanes.
210	ALL of route 32 which includes the 32 connector. On 4/21/2023 there was a very serious accident. Route 32 is the Quaker Hill Speed Bowl, speeding is just one of the issue/concern. Also coming off the 32 connector southbound has to be re-work they drive way to fast and the drivers on route 32 southbound have a very hard time getting over to turn on Old Norwich Road. This issue/concerns should be addressed ASAP and the work to correct/improve should be done in a couple of months NOT years.
211	This is fine-but why aren't you looking at all of route 32. I live on Scotch Cap Road in Quaker Hill and there are probably 2 accicents a month on route 32 near our road. Two weeks ago someone died as they entered the ramp onto rt 395 from route 32. Cars go way over the speed limit. The stoplights are long for people who want to turn left at any of those lights and they are sitting ducks as cars whiz by at 55+ miles per hour. Will there be any studies for the rest of route 32?
212	Need an additional pedestrian bridge for students to cross at different point on campus
213	I do not agree with the guiding principles. This is a major thoroughfare. Focus should be on making 32 a limited access highway to connect 95 to 395 OR finding a way to add a 395N ramp to 95 and THEN making this transformation. Until then I'd add more pedestrian bridges or a car bridge and let people walk under.
214	I love the idea of changing the look and making it feel more like a community. With the college students crossing route 32, the proposal looks like it will help slow down traffic and will feel more like a college environment. I love the looks of the proposal and hope that it will be done. Right now, there are too many accidents there.

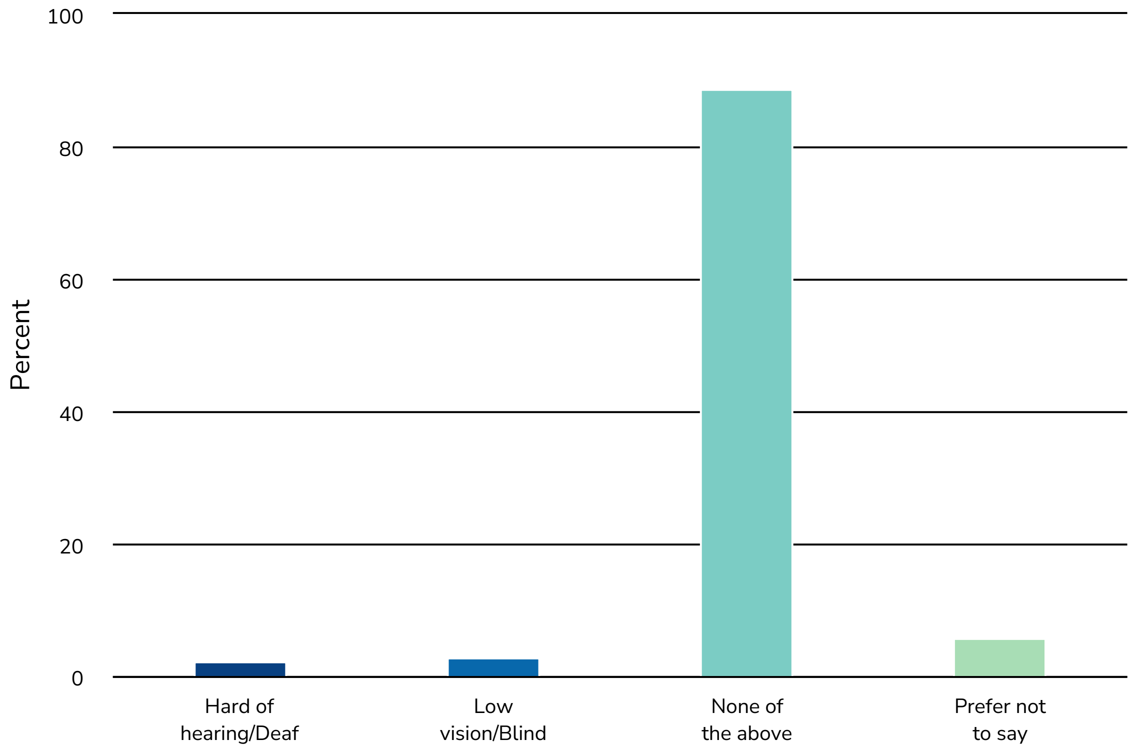
5. What is your age?



Value	Percent	Responses
Under 18	0.6%	1
18 to 24	19.3%	33
25 to 34	9.4%	16
35 to 44	13.5%	23
45 to 54	26.9%	46
55 to 64	17.5%	30
65 and older	11.1%	19
Prefer not to say	1.8%	3

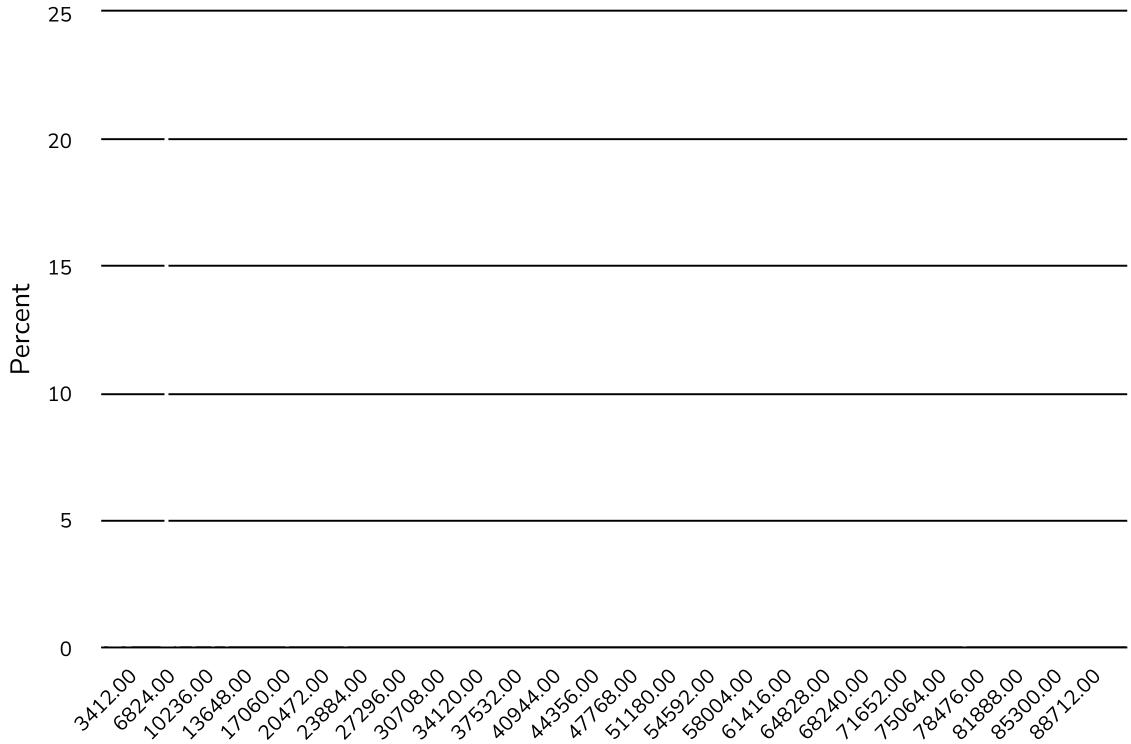
Totals: 171

6. Do you have a physical disability that makes it harder to get around? Please select all that apply.



Value	Percent	Responses
Hard of hearing/Deaf	2.4%	4
Low vision/Blind	3.0%	5
None of the above	88.7%	149
Prefer not to say	6.0%	10

7. What is your home ZIP code?



Appendix E

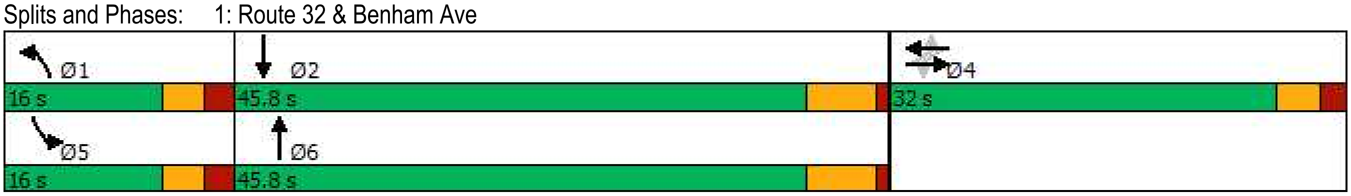
Intersection Capacity Analysis Worksheets – Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	11	6	0	7	4	910	2	2	1326	12
Future Volume (vph)	3	0	11	6	0	7	4	910	2	2	1326	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.892			0.927						0.999	
Flt Protected		0.990			0.977		0.950			0.950		
Satd. Flow (prot)	0	1632	0	0	1447	0	1641	3471	0	1543	3468	0
Flt Permitted		0.927					0.950			0.950		
Satd. Flow (perm)	0	1528	0	0	1481	0	1641	3471	0	1543	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91			91						1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			729			1819			1853	
Travel Time (s)		12.4			16.6			41.3			42.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	0%	0%	6%	0%	30%	10%	4%	12%	17%	4%	3%
Adj. Flow (vph)	3	0	12	6	0	7	4	958	2	2	1396	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	13	0	4	960	0	2	1409	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		10.0	23.8		10.0	23.8	
Total Split (s)	32.0	32.0		32.0	32.0		16.0	45.8		16.0	45.8	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		17.1%	48.8%		17.1%	48.8%	
Maximum Green (s)	27.0	27.0		27.0	27.0		11.0	40.0		11.0	40.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		7.0			7.0		5.8	56.3		5.7	56.3	
Actuated g/C Ratio		0.11			0.11		0.09	0.87		0.09	0.87	
v/c Ratio		0.06			0.05		0.03	0.32		0.01	0.47	
Control Delay		0.5			0.4		29.5	3.4		29.5	4.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		0.5			0.4		29.5	3.4		29.5	4.5	
LOS		A			A		C	A		C	A	
Approach Delay		0.5			0.4			3.5			4.5	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		0			0		1	0		1	0	
Queue Length 95th (ft)		0			0		10	152		7	272	
Internal Link Dist (ft)		467			649			1739			1773	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)		692			673		279	3012		263	3006	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.02			0.02		0.01	0.32		0.01	0.47	

Intersection Summary	
Area Type: Other	
Cycle Length: 93.8	
Actuated Cycle Length: 64.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 4.1	Intersection LOS: A
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Route 32 & Benham Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	11	6	0	7	4	910	2	2	1326	12
Future Volume (vph)	3	0	11	6	0	7	4	910	2	2	1326	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.89			0.93		1.00	1.00		1.00	1.00	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632			1448		1641	3470		1543	3467	
Flt Permitted		0.93			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1528			1482		1641	3470		1543	3467	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	0	12	6	0	7	4	958	2	2	1396	13
RTOR Reduction (vph)	0	14	0	0	13	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1	0	0	0	0	4	960	0	2	1409	0
Heavy Vehicles (%)	14%	0%	0%	6%	0%	30%	10%	4%	12%	17%	4%	3%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		2.6			2.6		1.2	52.6		1.1	52.5	
Effective Green, g (s)		2.6			2.6		1.2	52.6		1.1	52.5	
Actuated g/C Ratio		0.04			0.04		0.02	0.73		0.02	0.73	
Clearance Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		55			53		27	2531		23	2524	
v/s Ratio Prot							c0.00	0.28		0.00	c0.41	
v/s Ratio Perm		c0.00			0.00							
v/c Ratio		0.01			0.01		0.15	0.38		0.09	0.56	
Uniform Delay, d1		33.5			33.5		34.9	3.6		35.0	4.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.1		2.5	0.4		1.6	0.9	
Delay (s)		33.6			33.6		37.5	4.1		36.6	5.4	
Level of Service		C			C		D	A		D	A	
Approach Delay (s)		33.6			33.6			4.2			5.4	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	72.1	Sum of lost time (s)	15.8
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

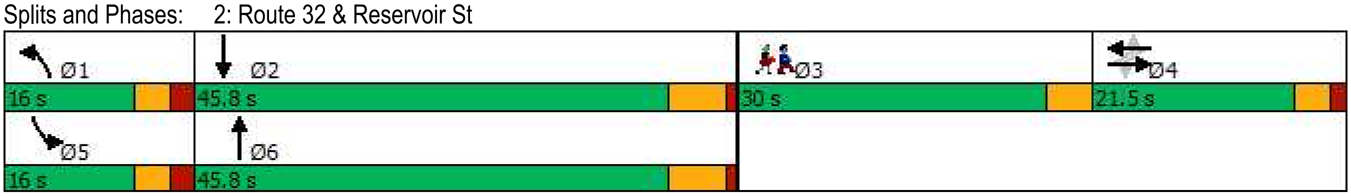
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	0	1	3	1	1	907	21	8	1525	1
Future Volume (vph)	0	11	0	1	3	1	1	907	21	8	1525	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		95	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.973				0.850			
Flt Protected					0.990		0.950			0.950		
Satd. Flow (prot)	0	1900	0	0	1830	0	1805	3471	1553	1805	3505	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1900	0	0	1849	0	1805	3471	1553	1805	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1				157			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			769			789			1819	
Travel Time (s)		8.3			17.5			17.9			41.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	3%	0%
Adj. Flow (vph)	0	13	0	1	3	1	1	1031	24	9	1733	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	5	0	1	1031	24	9	1734	0
Turn Type		NA		Perm	NA		Prot	NA	NA	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	9.5		9.5	9.5		10.0	20.8		10.0	20.8	
Total Split (s)	21.5	21.5		21.5	21.5		16.0	45.8		16.0	45.8	
Total Split (%)	19.0%	19.0%		19.0%	19.0%		14.1%	40.4%		14.1%	40.4%	
Maximum Green (s)	17.0	17.0		17.0	17.0		11.0	40.0		11.0	40.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.3			6.3		5.9	57.9	0.0	6.2	58.1	
Actuated g/C Ratio		0.10			0.10		0.09	0.88	0.00	0.09	0.88	
v/c Ratio		0.07			0.03		0.01	0.34	0.15	0.05	0.56	
Control Delay		32.5			30.2		33.0	7.4	2.0	32.5	9.9	
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	26%
Maximum Green (s)	26.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	19.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		32.5			30.2		33.0	7.4	2.0	32.5	9.9	
LOS		C			C		C	A	A	C	A	
Approach Delay		32.5			30.3			7.3			10.0	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		4			1		0	0	0	3	0	
Queue Length 95th (ft)		26			14		6	354	0	21	#815	
Internal Link Dist (ft)		287			689			709			1739	
Turn Bay Length (ft)							150		95	150		
Base Capacity (vph)		521			507		320	3055	157	320	3093	
Starvation Cap Reductn		0			0		0	0	0	0	0	
Spillback Cap Reductn		0			0		0	0	0	0	0	
Storage Cap Reductn		0			0		0	0	0	0	0	
Reduced v/c Ratio		0.02			0.01		0.00	0.34	0.15	0.03	0.56	

Intersection Summary	
Area Type: Other	
Cycle Length: 113.3	
Actuated Cycle Length: 65.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 9.1	Intersection LOS: A
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: 2: Route 32 & Reservoir St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	0	1	3	1	1	907	21	8	1525	1
Future Volume (vph)	0	11	0	1	3	1	1	907	21	8	1525	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.8	4.0	5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	
Frt		1.00			0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1900			1830		1805	3471	1553	1805	3505	
Flt Permitted		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1900			1849		1805	3471	1553	1805	3505	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	12	0	1	3	1	1	1031	24	9	1733	1
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	24	0	0	0
Lane Group Flow (vph)	0	13	0	0	4	0	1	1031	0	9	1734	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	3%	0%
Turn Type		NA		Perm	NA		Prot	NA	NA	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		1.0			1.0		0.8	52.6	0.0	0.9	52.7	
Effective Green, g (s)		1.0			1.0		0.8	52.6	0.0	0.9	52.7	
Actuated g/C Ratio		0.01			0.01		0.01	0.68	0.00	0.01	0.68	
Clearance Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		24			23		18	2364	0	21	2392	
v/s Ratio Prot		c0.01					0.00	0.30		c0.00	c0.49	
v/s Ratio Perm					0.00							
v/c Ratio		0.54			0.17		0.06	0.44	0.00	0.43	0.72	
Uniform Delay, d1		37.9			37.7		37.8	5.6	38.6	37.9	7.7	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		22.7			3.6		1.3	0.6	0.0	13.4	2.0	
Delay (s)		60.6			41.3		39.1	6.2	38.6	51.3	9.6	
Level of Service		E			D		D	A	D	D	A	
Approach Delay (s)		60.6			41.3			6.9			9.9	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	77.2	Sum of lost time (s)	19.3
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

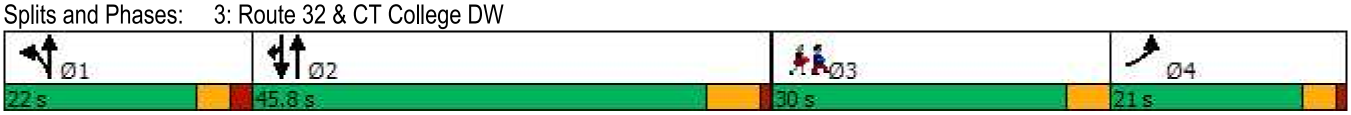
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	27	1	24	913	1534	18	
Future Volume (vph)	27	1	24	913	1534	18	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	300			75	
Storage Lanes	1	0	1			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Frt	0.996					0.850	
Flt Protected	0.954		0.950				
Satd. Flow (prot)	1686	0	1770	3471	3505	1615	
Flt Permitted	0.954		0.950				
Satd. Flow (perm)	1686	0	1770	3471	3505	1615	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	1					4	
Link Speed (mph)	30			30	30		
Link Distance (ft)	371			980	789		
Travel Time (s)	8.4			22.3	17.9		
Peak Hour Factor	0.89	0.87	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	7%	10%	2%	4%	3%	0%	
Adj. Flow (vph)	30	1	27	1026	1724	20	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	31	0	27	1026	1724	20	
Turn Type	Prot		Prot	NA	NA	Prot	
Protected Phases	4		1	1 2	2	2	3
Permitted Phases							
Detector Phase	4		1	1 2	2	2	
Switch Phase							
Minimum Initial (s)	5.0		5.0		15.0	15.0	5.0
Minimum Split (s)	9.5		10.0		20.8	20.8	30.0
Total Split (s)	21.0		22.0		45.8	45.8	30.0
Total Split (%)	17.7%		18.5%		38.6%	38.6%	25%
Maximum Green (s)	17.0		17.0		40.0	40.0	26.0
Yellow Time (s)	3.0		3.0		4.8	4.8	4.0
All-Red Time (s)	1.0		2.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.0		5.0		5.8	5.8	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0		3.0	3.0	3.0
Recall Mode	None		None		Max	Max	None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	6.9		14.3	64.1	40.6	40.6	
Actuated g/C Ratio	0.10		0.20	0.91	0.58	0.58	
v/c Ratio	0.19		0.07	0.32	0.85	0.02	
Control Delay	33.9		24.8	1.6	20.4	8.4	
Queue Delay	0.0		0.0	0.0	0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Delay	33.9		24.8	1.6	20.4	8.4	
LOS	C		C	A	C	A	
Approach Delay	33.9			2.2	20.2		
Approach LOS	C			A	C		
Queue Length 50th (ft)	12		9	0	270	2	
Queue Length 95th (ft)	39		31	81	#597	14	
Internal Link Dist (ft)	291			900	709		
Turn Bay Length (ft)			300			75	
Base Capacity (vph)	415		435	3174	2029	936	
Starvation Cap Reductn	0		0	0	0	0	
Spillback Cap Reductn	0		0	0	0	0	
Storage Cap Reductn	0		0	0	0	0	
Reduced v/c Ratio	0.07		0.06	0.32	0.85	0.02	

Intersection Summary

Area Type: Other
Cycle Length: 118.8
Actuated Cycle Length: 70.1
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 54.7% 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: 3: Route 32 & CT College DW



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	27	1	24	913	1534	18
Future Volume (vph)	27	1	24	913	1534	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.0	5.0	5.8	5.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1685		1770	3471	3505	1615
Flt Permitted	0.95		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1685		1770	3471	3505	1615
Peak-hour factor, PHF	0.89	0.87	0.89	0.89	0.89	0.89
Adj. Flow (vph)	30	1	27	1026	1724	20
RTOR Reduction (vph)	1	0	0	0	0	2
Lane Group Flow (vph)	30	0	27	1026	1724	18
Heavy Vehicles (%)	7%	10%	2%	4%	3%	0%
Turn Type	Prot		Prot	NA	NA	Prot
Protected Phases	4		1	1 2	2	2
Permitted Phases						
Actuated Green, G (s)	2.8		14.3	59.9	40.6	40.6
Effective Green, g (s)	2.8		14.3	59.9	40.6	40.6
Actuated g/C Ratio	0.04		0.20	0.83	0.56	0.56
Clearance Time (s)	4.0		5.0		5.8	5.8
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	65		349	2867	1962	904
v/s Ratio Prot	c0.02		0.02	c0.30	c0.49	0.01
v/s Ratio Perm						
v/c Ratio	0.46		0.08	0.36	0.88	0.02
Uniform Delay, d1	34.1		23.7	1.6	13.8	7.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.1		0.1	0.1	6.0	0.0
Delay (s)	39.2		23.8	1.6	19.8	7.1
Level of Service	D		C	A	B	A
Approach Delay (s)	39.2			2.2	19.7	
Approach LOS	D			A	B	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	72.5	Sum of lost time (s)	18.8
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

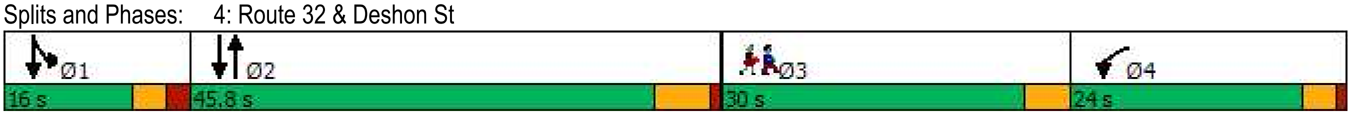
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	38	7	920	122	40	1471	
Future Volume (vph)	38	7	920	122	40	1471	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		0	295		
Storage Lanes	1	0		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Frt	0.978		0.982				
Flt Protected	0.960				0.950		
Satd. Flow (prot)	1735	0	3409	0	1770	3471	
Flt Permitted	0.960				0.950		
Satd. Flow (perm)	1735	0	3409	0	1770	3471	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	7		14				
Link Speed (mph)	30		30			30	
Link Distance (ft)	814		813			980	
Travel Time (s)	18.5		18.5			22.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	2%	7%	4%	4%	2%	4%	
Adj. Flow (vph)	42	8	1011	134	44	1616	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	50	0	1145	0	44	1616	
Turn Type	Prot		NA		Prot	NA	
Protected Phases	4		2		1	1 2	3
Permitted Phases							
Detector Phase	4		2		1	1 2	
Switch Phase							
Minimum Initial (s)	5.0		15.0		5.0		5.0
Minimum Split (s)	9.5		20.8		10.0		30.0
Total Split (s)	24.0		45.8		16.0		30.0
Total Split (%)	20.7%		39.6%		13.8%		26%
Maximum Green (s)	20.0		40.0		11.0		26.0
Yellow Time (s)	3.0		4.8		3.0		4.0
All-Red Time (s)	1.0		1.0		2.0		0.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	4.0		5.8		5.0		
Lead/Lag	Lag		Lag		Lead		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0		3.0		3.0
Recall Mode	None		Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							1
Act Effct Green (s)	7.6		41.6		11.5	61.6	
Actuated g/C Ratio	0.10		0.55		0.15	0.82	
v/c Ratio	0.28		0.61		0.16	0.57	
Control Delay	36.2		16.9		35.8	8.7	
Queue Delay	0.0		0.0		0.0	0.0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Total Delay	36.2		16.9		35.8	8.7	
LOS	D		B		D	A	
Approach Delay	36.2		16.9			9.5	
Approach LOS	D		B			A	
Queue Length 50th (ft)	18		167		18	113	
Queue Length 95th (ft)	66		#507		63	603	
Internal Link Dist (ft)	734		733			900	
Turn Bay Length (ft)					295		
Base Capacity (vph)	483		1886		268	2831	
Starvation Cap Reductn	0		0		0	0	
Spillback Cap Reductn	0		0		0	0	
Storage Cap Reductn	0		0		0	0	
Reduced v/c Ratio	0.10		0.61		0.16	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 115.8
Actuated Cycle Length: 75.5
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 52.3% 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: 4: Route 32 & Deshon St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	7	920	122	40	1471
Future Volume (vph)	38	7	920	122	40	1471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.8		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.98		0.98		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1735		3410		1770	3471
Flt Permitted	0.96		1.00		0.95	1.00
Satd. Flow (perm)	1735		3410		1770	3471
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	42	8	1011	134	44	1616
RTOR Reduction (vph)	7	0	7	0	0	0
Lane Group Flow (vph)	43	0	1138	0	44	1616
Heavy Vehicles (%)	2%	7%	4%	4%	2%	4%
Turn Type	Prot		NA		Prot	NA
Protected Phases	4		2		1	1 2
Permitted Phases						
Actuated Green, G (s)	4.7		41.6		11.4	58.0
Effective Green, g (s)	4.7		41.6		11.4	58.0
Actuated g/C Ratio	0.06		0.52		0.14	0.72
Clearance Time (s)	4.0		5.8		5.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	101		1768		251	2510
v/s Ratio Prot	c0.03		0.33		0.02	c0.47
v/s Ratio Perm						
v/c Ratio	0.43		0.64		0.18	0.64
Uniform Delay, d1	36.5		13.9		30.3	5.7
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	2.9		1.8		0.3	0.6
Delay (s)	39.4		15.8		30.6	6.3
Level of Service	D		B		C	A
Approach Delay (s)	39.4		15.8			7.0
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	80.2	Sum of lost time (s)	18.8
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	3	283	148	0	0
Future Volume (vph)	18	3	283	148	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
Frt	0.982		0.954			
Flt Protected	0.959					
Satd. Flow (prot)	1789	0	1778	0	0	0
Flt Permitted	0.959					
Satd. Flow (perm)	1789	0	1778	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	884		460			216
Travel Time (s)	20.1		10.5			4.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	0%	2%	2%
Adj. Flow (vph)	19	3	301	157	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	458	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 33.9%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	3	283	148	0	0
Future Volume (Veh/h)	18	3	283	148	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	19	3	301	157	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			460			
pX, platoon unblocked	0.91	0.91			0.91	
vC, conflicting volume	380	380			458	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	270			356	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	659	705			1095	

Direction, Lane #	WB 1	NB 1
Volume Total	22	458
Volume Left	19	0
Volume Right	3	157
cSH	665	1700
Volume to Capacity	0.03	0.27
Queue Length 95th (ft)	3	0
Control Delay (s)	10.6	0.0
Lane LOS	B	
Approach Delay (s)	10.6	0.0
Approach LOS	B	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	3	283	148	0	0
Future Vol, veh/h	18	3	283	148	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	92	92
Heavy Vehicles, %	0	0	3	0	2	2
Mvmt Flow	19	3	301	157	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	380	380	0	0
Stage 1	380	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.4	6.2	-	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	626	671	-	-
Stage 1	696	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	626	671	-	-
Mov Cap-2 Maneuver	626	-	-	-
Stage 1	696	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.9	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	632
HCM Lane V/C Ratio	-	-	0.035
HCM Control Delay (s)	-	-	10.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	239	0	0	226	230	84	180	45	10	0	9
Future Volume (vph)	21	239	0	0	226	230	84	180	45	10	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	0		0	0		0	0		25
Storage Lanes	1		0	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.970				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	1863	0	0	1845	1583	1787	1779	0	1805	0	1615
Flt Permitted	0.547						0.950			0.950		
Satd. Flow (perm)	1019	1863	0	0	1845	1583	1787	1779	0	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						256		8				148
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		520			732			632			460	
Travel Time (s)		11.8			16.6			14.4			10.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	0%	0%	3%	2%	1%	2%	10%	0%	0%	0%
Adj. Flow (vph)	23	266	0	0	251	256	93	200	50	11	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	266	0	0	251	256	93	250	0	11	0	10
Turn Type	D.P+P	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases	2											
Detector Phase	1	1 2			2	2	4	4		5		
Switch Phase												
Minimum Initial (s)	5.0				15.0	15.0	5.0	5.0		5.0		
Minimum Split (s)	9.0				22.5	22.5	22.5	22.5		9.5		
Total Split (s)	15.0				35.7	35.7	25.0	25.0		35.0		
Total Split (%)	10.9%				25.9%	25.9%	18.2%	18.2%		25.4%		
Maximum Green (s)	11.0				30.0	30.0	21.0	21.0		31.0		
Yellow Time (s)	3.0				3.6	3.6	3.0	3.0		3.0		
All-Red Time (s)	1.0				2.1	2.1	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Lead/Lag	Lead				Lag	Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Recall Mode	None				Max	Max	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	43.2	47.4			31.3	31.3	17.2	17.2		6.3		0.0
Actuated g/C Ratio	0.55	0.61			0.40	0.40	0.22	0.22		0.08		0.00
v/c Ratio	0.03	0.24			0.34	0.33	0.24	0.63		0.08		0.07
Control Delay	12.1	11.5			22.2	4.9	30.5	37.4		41.9		0.9
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	20%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	16.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	12.1	11.5			22.2	4.9	30.5	37.4		41.9		0.9
LOS	B	B			C	A	C	D		D		A
Approach Delay		11.5			13.5			35.5			22.4	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	3	41			71	0	33	93		5		0
Queue Length 95th (ft)	27	201			241	63	109	#285		27		0
Internal Link Dist (ft)		440			652			552			380	
Turn Bay Length (ft)	210											25
Base Capacity (vph)	690	1093			737	786	500	503		745		148
Starvation Cap Reductn	0	0			0	0	0	0		0		0
Spillback Cap Reductn	0	0			0	0	0	0		0		0
Storage Cap Reductn	0	0			0	0	0	0		0		0
Reduced v/c Ratio	0.03	0.24			0.34	0.33	0.19	0.50		0.01		0.07

Intersection Summary

Area Type: Other

Cycle Length: 137.7

Actuated Cycle Length: 78.2

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 19.7 Intersection LOS: B

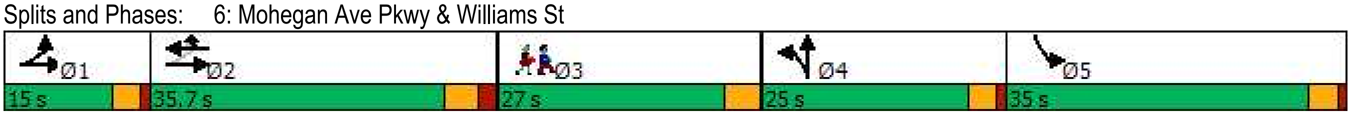
Intersection Capacity Utilization 42.0% ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Mohegan Ave Pkwy & Williams St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	239	0	0	226	230	84	180	45	10	0	9
Future Volume (vph)	21	239	0	0	226	230	84	180	45	10	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.7	5.7	4.0	4.0		4.0		4.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	1863			1845	1583	1787	1779		1805		1615
Flt Permitted	0.55	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (perm)	1019	1863			1845	1583	1787	1779		1805		1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	266	0	0	251	256	93	200	50	11	0	10
RTOR Reduction (vph)	0	0	0	0	0	161	0	6	0	0	0	10
Lane Group Flow (vph)	23	266	0	0	251	95	93	244	0	11	0	0
Heavy Vehicles (%)	2%	2%	0%	0%	3%	2%	1%	2%	10%	0%	0%	0%
Turn Type	D.P+P	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases	2											
Actuated Green, G (s)	41.5	45.5			31.3	31.3	17.2	17.2		1.0		0.0
Effective Green, g (s)	41.5	45.5			31.3	31.3	17.2	17.2		1.0		0.0
Actuated g/C Ratio	0.49	0.54			0.37	0.37	0.20	0.20		0.01		0.00
Clearance Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	590	1001			682	585	363	361		21		0
v/s Ratio Prot	0.00	c0.14			c0.14	0.06	0.05	c0.14		c0.01		
v/s Ratio Perm	0.01											
v/c Ratio	0.04	0.27			0.37	0.16	0.26	0.67		0.52		0.00
Uniform Delay, d1	11.2	10.5			19.4	17.9	28.3	31.1		41.6		42.3
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.0	0.1			1.5	0.6	0.4	4.9		21.6		0.0
Delay (s)	11.2	10.7			21.0	18.5	28.7	36.0		63.1		42.3
Level of Service	B	B			C	B	C	D		E		D
Approach Delay (s)		10.7			19.7			34.1			53.2	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	21.7
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	114	129	106	204	3	134
Future Volume (vph)	114	129	106	204	3	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928				0.868	
Flt Protected				0.983	0.999	
Satd. Flow (prot)	1738	0	0	1819	1632	0
Flt Permitted				0.983	0.999	
Satd. Flow (perm)	1738	0	0	1819	1632	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1290			520	714	
Travel Time (s)	29.3			11.8	16.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	1%	4%	2%	0%	1%
Adj. Flow (vph)	125	142	116	224	3	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	267	0	0	340	150	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 49.0%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	114	129	106	204	3	134
Future Volume (vph)	114	129	106	204	3	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	125	142	116	224	3	147

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	267	340	150
Volume Left (vph)	0	116	3
Volume Right (vph)	142	0	147
Hadj (s)	-0.29	0.11	-0.57
Departure Headway (s)	4.4	4.7	4.7
Degree Utilization, x	0.33	0.44	0.20
Capacity (veh/h)	778	740	680
Control Delay (s)	9.5	11.4	8.8
Approach Delay (s)	9.5	11.4	8.8
Approach LOS	A	B	A

Intersection Summary			
Delay	10.2		
Level of Service	B		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	129	106	204	3	134
Future Vol, veh/h	114	129	106	204	3	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	1	4	2	0	1
Mvmt Flow	125	142	116	224	3	147
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.5	11.4	8.8
HCM LOS	A	B	A

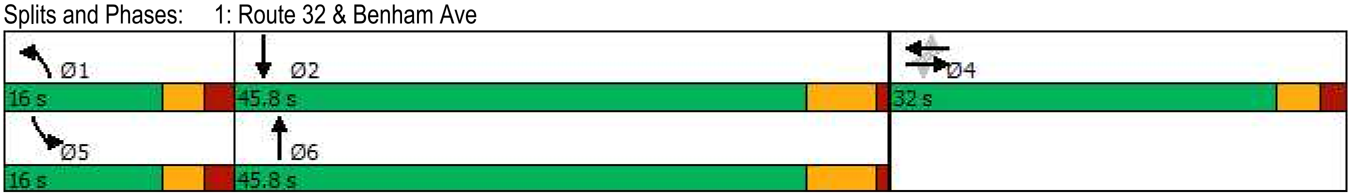
Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	2%	0%	34%
Vol Thru, %	0%	47%	66%
Vol Right, %	98%	53%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	137	243	310
LT Vol	3	0	106
Through Vol	0	114	204
RT Vol	134	129	0
Lane Flow Rate	151	267	341
Geometry Grp	1	1	1
Degree of Util (X)	0.195	0.323	0.442
Departure Headway (Hd)	4.656	4.359	4.674
Convergence, Y/N	Yes	Yes	Yes
Cap	768	822	766
Service Time	2.707	2.402	2.718
HCM Lane V/C Ratio	0.197	0.325	0.445
HCM Control Delay	8.8	9.5	11.4
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.7	1.4	2.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	12	7	0	8	5	957	3	3	1394	13
Future Volume (vph)	4	0	12	7	0	8	5	957	3	3	1394	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.897			0.928						0.999	
Flt Protected		0.988			0.977		0.950			0.950		
Satd. Flow (prot)	0	1630	0	0	1450	0	1641	3470	0	1543	3468	0
Flt Permitted		0.950					0.950			0.950		
Satd. Flow (perm)	0	1567	0	0	1484	0	1641	3470	0	1543	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91			91						1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			729			1819			1853	
Travel Time (s)		12.4			16.6			41.3			42.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	0%	0%	6%	0%	30%	10%	4%	12%	17%	4%	3%
Adj. Flow (vph)	4	0	13	7	0	8	5	1007	3	3	1467	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	15	0	5	1010	0	3	1481	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		10.0	23.8		10.0	23.8	
Total Split (s)	32.0	32.0		32.0	32.0		16.0	45.8		16.0	45.8	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		17.1%	48.8%		17.1%	48.8%	
Maximum Green (s)	27.0	27.0		27.0	27.0		11.0	40.0		11.0	40.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		7.0			7.0		5.8	56.3		5.8	56.2	
Actuated g/C Ratio		0.11			0.11		0.09	0.87		0.09	0.87	
v/c Ratio		0.07			0.06		0.03	0.34		0.02	0.49	
Control Delay		0.5			0.5		29.6	3.5		29.3	4.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		0.5			0.5		29.6	3.5		29.3	4.7	
LOS		A			A		C	A		C	A	
Approach Delay		0.5			0.5			3.7			4.8	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		0			0		2	0		1	0	
Queue Length 95th (ft)		0			0		12	164		9	297	
Internal Link Dist (ft)		467			649			1739			1773	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)		708			674		279	3009		263	3006	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.02			0.02		0.02	0.34		0.01	0.49	

Intersection Summary	
Area Type: Other	
Cycle Length: 93.8	
Actuated Cycle Length: 64.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 4.3	Intersection LOS: A
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Route 32 & Benham Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	12	7	0	8	5	957	3	3	1394	13
Future Volume (vph)	4	0	12	7	0	8	5	957	3	3	1394	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.90			0.93		1.00	1.00		1.00	1.00	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1630			1450		1641	3469		1543	3467	
Flt Permitted		0.95			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1567			1484		1641	3469		1543	3467	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4	0	13	7	0	8	5	1007	3	3	1467	14
RTOR Reduction (vph)	0	16	0	0	14	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1	0	0	1	0	5	1010	0	3	1481	0
Heavy Vehicles (%)	14%	0%	0%	6%	0%	30%	10%	4%	12%	17%	4%	3%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		2.6			2.6		1.2	52.6		1.2	52.6	
Effective Green, g (s)		2.6			2.6		1.2	52.6		1.2	52.6	
Actuated g/C Ratio		0.04			0.04		0.02	0.73		0.02	0.73	
Clearance Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		56			53		27	2527		25	2525	
v/s Ratio Prot							c0.00	0.29		0.00	c0.43	
v/s Ratio Perm		c0.00			0.00							
v/c Ratio		0.01			0.01		0.19	0.40		0.12	0.59	
Uniform Delay, d1		33.6			33.6		35.0	3.8		35.0	4.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.1		3.3	0.5		2.1	1.0	
Delay (s)		33.6			33.6		38.3	4.2		37.1	5.7	
Level of Service		C			C		D	A		D	A	
Approach Delay (s)		33.6			33.6			4.4			5.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	72.2	Sum of lost time (s)	15.8
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	0	2	4	2	2	954	23	9	1603	2
Future Volume (vph)	0	12	0	2	4	2	2	954	23	9	1603	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		95	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.970				0.850			
Flt Protected					0.989		0.950			0.950		
Satd. Flow (prot)	0	1900	0	0	1823	0	1805	3471	1553	1805	3505	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1900	0	0	1843	0	1805	3471	1553	1805	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				157			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			769			789			1819	
Travel Time (s)		8.3			17.5			17.9			41.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	3%	0%
Adj. Flow (vph)	0	14	0	2	5	2	2	1084	26	10	1822	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	9	0	2	1084	26	10	1824	0
Turn Type		NA		Perm	NA		Prot	NA	NA	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	9.5		9.5	9.5		10.0	20.8		10.0	20.8	
Total Split (s)	21.5	21.5		21.5	21.5		16.0	45.8		16.0	45.8	
Total Split (%)	19.0%	19.0%		19.0%	19.0%		14.1%	40.4%		14.1%	40.4%	
Maximum Green (s)	17.0	17.0		17.0	17.0		11.0	40.0		11.0	40.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.4			6.4		6.0	57.7	0.0	6.3	57.9	
Actuated g/C Ratio		0.10			0.10		0.09	0.88	0.00	0.10	0.88	
v/c Ratio		0.08			0.05		0.01	0.35	0.17	0.06	0.59	
Control Delay		32.2			29.2		33.0	7.6	2.3	32.2	10.2	
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	

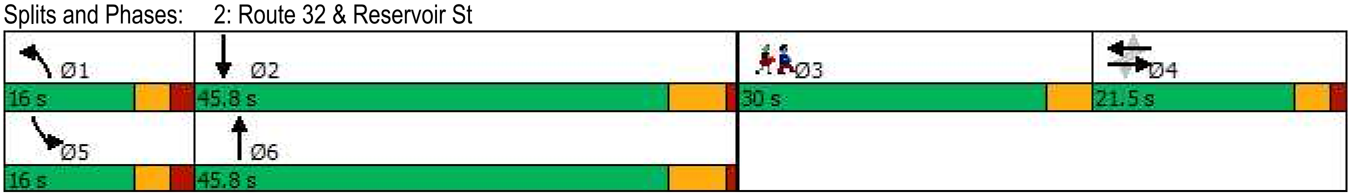
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	26%
Maximum Green (s)	26.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	19.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		32.2			29.2		33.0	7.6	2.3	32.2	10.2	
LOS		C			C		C	A	A	C	B	
Approach Delay		32.3			29.3			7.5			10.4	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		5			2		1	0	0	3	0	
Queue Length 95th (ft)		28			20		9	381	0	22	#881	
Internal Link Dist (ft)		287			689			709			1739	
Turn Bay Length (ft)							150		95	150		
Base Capacity (vph)		524			509		322	3054	157	322	3092	
Starvation Cap Reductn		0			0		0	0	0	0	0	
Spillback Cap Reductn		0			0		0	0	0	0	0	
Storage Cap Reductn		0			0		0	0	0	0	0	
Reduced v/c Ratio		0.03			0.02		0.01	0.35	0.17	0.03	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 113.3
Actuated Cycle Length: 65.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 9.5 Intersection LOS: A
Intersection Capacity Utilization 57.1% 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: 2: Route 32 & Reservoir St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	0	2	4	2	2	954	23	9	1603	2
Future Volume (vph)	0	12	0	2	4	2	2	954	23	9	1603	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.8	4.0	5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	
Frt		1.00			0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1900			1823		1805	3471	1553	1805	3504	
Flt Permitted		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1900			1843		1805	3471	1553	1805	3504	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	14	0	2	5	2	2	1084	26	10	1822	2
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	26	0	0	0
Lane Group Flow (vph)	0	14	0	0	7	0	2	1084	0	10	1824	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	3%	0%
Turn Type		NA		Perm	NA		Prot	NA	NA	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		1.0			1.0		0.8	52.4	0.0	0.9	52.5	
Effective Green, g (s)		1.0			1.0		0.8	52.4	0.0	0.9	52.5	
Actuated g/C Ratio		0.01			0.01		0.01	0.68	0.00	0.01	0.68	
Clearance Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		24			23		18	2362	0	21	2389	
v/s Ratio Prot		c0.01					0.00	0.31		c0.01	c0.52	
v/s Ratio Perm					0.00							
v/c Ratio		0.58			0.31		0.11	0.46	0.00	0.48	0.76	
Uniform Delay, d1		37.8			37.7		37.7	5.7	38.5	37.8	8.1	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		31.3			7.4		2.7	0.6	0.0	16.0	2.4	
Delay (s)		69.1			45.1		40.5	6.4	38.5	53.9	10.5	
Level of Service		E			D		D	A	D	D	B	
Approach Delay (s)		69.1			45.1			7.2			10.7	
Approach LOS		E			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	77.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

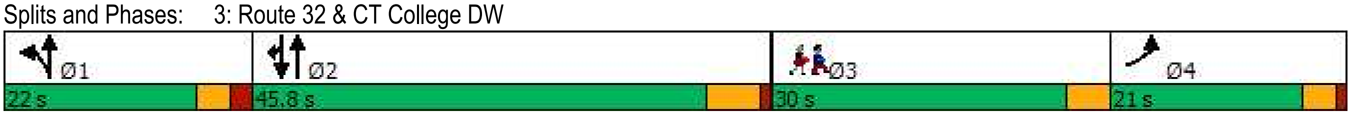
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	29	2	26	960	1613	19	
Future Volume (vph)	29	2	26	960	1613	19	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	300			75	
Storage Lanes	1	0	1			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Frt	0.992					0.850	
Flt Protected	0.955		0.950				
Satd. Flow (prot)	1680	0	1770	3471	3505	1615	
Flt Permitted	0.955		0.950				
Satd. Flow (perm)	1680	0	1770	3471	3505	1615	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	2					4	
Link Speed (mph)	30			30	30		
Link Distance (ft)	371			980	789		
Travel Time (s)	8.4			22.3	17.9		
Peak Hour Factor	0.89	0.87	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	7%	10%	2%	4%	3%	0%	
Adj. Flow (vph)	33	2	29	1079	1812	21	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	35	0	29	1079	1812	21	
Turn Type	Prot		Prot	NA	NA	Prot	
Protected Phases	4		1	1 2	2	2	3
Permitted Phases							
Detector Phase	4		1	1 2	2	2	
Switch Phase							
Minimum Initial (s)	5.0		5.0		15.0	15.0	5.0
Minimum Split (s)	9.5		10.0		20.8	20.8	30.0
Total Split (s)	21.0		22.0		45.8	45.8	30.0
Total Split (%)	17.7%		18.5%		38.6%	38.6%	25%
Maximum Green (s)	17.0		17.0		40.0	40.0	26.0
Yellow Time (s)	3.0		3.0		4.8	4.8	4.0
All-Red Time (s)	1.0		2.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.0		5.0		5.8	5.8	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0		3.0	3.0	3.0
Recall Mode	None		None		Max	Max	None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	7.0		14.3	63.2	40.6	40.6	
Actuated g/C Ratio	0.10		0.20	0.87	0.56	0.56	
v/c Ratio	0.21		0.08	0.36	0.92	0.02	
Control Delay	34.6		25.8	2.2	27.0	9.1	
Queue Delay	0.0		0.0	0.0	0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Delay	34.6		25.8	2.2	27.0	9.1	
LOS	C		C	A	C	A	
Approach Delay	34.6			2.8	26.8		
Approach LOS	C			A	C		
Queue Length 50th (ft)	15		11	56	~465	4	
Queue Length 95th (ft)	42		33	88	#651	15	
Internal Link Dist (ft)	291			900	709		
Turn Bay Length (ft)			300			75	
Base Capacity (vph)	402		422	3031	1967	908	
Starvation Cap Reductn	0		0	0	0	0	
Spillback Cap Reductn	0		0	0	0	0	
Storage Cap Reductn	0		0	0	0	0	
Reduced v/c Ratio	0.09		0.07	0.36	0.92	0.02	

Intersection Summary	
Area Type: Other	
Cycle Length: 118.8	
Actuated Cycle Length: 72.4	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 3: Route 32 & CT College DW



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	2	26	960	1613	19
Future Volume (vph)	29	2	26	960	1613	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.0	5.0	5.8	5.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1680		1770	3471	3505	1615
Flt Permitted	0.95		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1680		1770	3471	3505	1615
Peak-hour factor, PHF	0.89	0.87	0.89	0.89	0.89	0.89
Adj. Flow (vph)	33	2	29	1079	1812	21
RTOR Reduction (vph)	2	0	0	0	0	2
Lane Group Flow (vph)	33	0	29	1079	1812	19
Heavy Vehicles (%)	7%	10%	2%	4%	3%	0%
Turn Type	Prot		Prot	NA	NA	Prot
Protected Phases	4		1	1 2	2	2
Permitted Phases						
Actuated Green, G (s)	4.3		14.3	59.9	40.6	40.6
Effective Green, g (s)	4.3		14.3	59.9	40.6	40.6
Actuated g/C Ratio	0.06		0.19	0.81	0.55	0.55
Clearance Time (s)	4.0		5.0		5.8	5.8
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	97		342	2809	1923	886
v/s Ratio Prot	c0.02		0.02	c0.31	c0.52	0.01
v/s Ratio Perm						
v/c Ratio	0.34		0.08	0.38	0.94	0.02
Uniform Delay, d1	33.5		24.5	1.9	15.6	7.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1		0.1	0.1	10.8	0.0
Delay (s)	35.6		24.6	2.0	26.4	7.7
Level of Service	D		C	A	C	A
Approach Delay (s)	35.6			2.6	26.2	
Approach LOS	D			A	C	

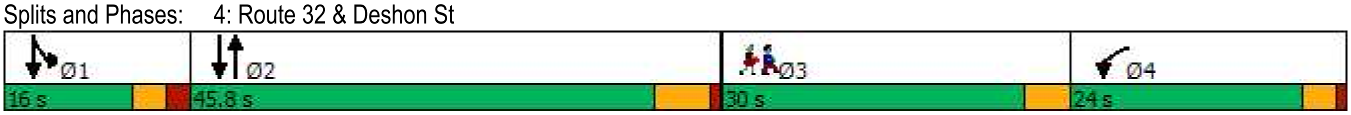
Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	40	8	968	129	43	1547	
Future Volume (vph)	40	8	968	129	43	1547	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		0	295		
Storage Lanes	1	0		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Frt	0.977		0.982				
Flt Protected	0.960				0.950		
Satd. Flow (prot)	1733	0	3409	0	1770	3471	
Flt Permitted	0.960				0.950		
Satd. Flow (perm)	1733	0	3409	0	1770	3471	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	8		14				
Link Speed (mph)	30		30			30	
Link Distance (ft)	814		813			980	
Travel Time (s)	18.5		18.5			22.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	2%	7%	4%	4%	2%	4%	
Adj. Flow (vph)	44	9	1064	142	47	1700	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	53	0	1206	0	47	1700	
Turn Type	Prot		NA		Prot	NA	
Protected Phases	4		2		1	1 2	3
Permitted Phases							
Detector Phase	4		2		1	1 2	
Switch Phase							
Minimum Initial (s)	5.0		15.0		5.0		5.0
Minimum Split (s)	9.5		20.8		10.0		30.0
Total Split (s)	24.0		45.8		16.0		30.0
Total Split (%)	20.7%		39.6%		13.8%		26%
Maximum Green (s)	20.0		40.0		11.0		26.0
Yellow Time (s)	3.0		4.8		3.0		4.0
All-Red Time (s)	1.0		1.0		2.0		0.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	4.0		5.8		5.0		
Lead/Lag	Lag		Lag		Lead		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0		3.0		3.0
Recall Mode	None		Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							1
Act Effct Green (s)	7.7		41.7		11.5	61.6	
Actuated g/C Ratio	0.10		0.55		0.15	0.81	
v/c Ratio	0.29		0.64		0.18	0.60	
Control Delay	36.0		17.6		35.9	9.3	
Queue Delay	0.0		0.0		0.0	0.0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Total Delay	36.0		17.6		35.9	9.3	
LOS	D		B		D	A	
Approach Delay	36.0		17.6			10.0	
Approach LOS	D		B			B	
Queue Length 50th (ft)	19		182		19	125	
Queue Length 95th (ft)	68		#557		67	#726	
Internal Link Dist (ft)	734		733			900	
Turn Bay Length (ft)					295		
Base Capacity (vph)	483		1885		268	2829	
Starvation Cap Reductn	0		0		0	0	
Spillback Cap Reductn	0		0		0	0	
Storage Cap Reductn	0		0		0	0	
Reduced v/c Ratio	0.11		0.64		0.18	0.60	

Intersection Summary	
Area Type: Other	
Cycle Length: 115.8	
Actuated Cycle Length: 75.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 54.4%	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: 4: Route 32 & Deshon St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	8	968	129	43	1547
Future Volume (vph)	40	8	968	129	43	1547
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.8		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.98		0.98		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1733		3410		1770	3471
Flt Permitted	0.96		1.00		0.95	1.00
Satd. Flow (perm)	1733		3410		1770	3471
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	44	9	1064	142	47	1700
RTOR Reduction (vph)	8	0	7	0	0	0
Lane Group Flow (vph)	45	0	1199	0	47	1700
Heavy Vehicles (%)	2%	7%	4%	4%	2%	4%
Turn Type	Prot		NA		Prot	NA
Protected Phases	4		2		1	1 2
Permitted Phases						
Actuated Green, G (s)	4.8		41.6		11.5	58.1
Effective Green, g (s)	4.8		41.6		11.5	58.1
Actuated g/C Ratio	0.06		0.52		0.14	0.72
Clearance Time (s)	4.0		5.8		5.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	103		1764		253	2508
v/s Ratio Prot	c0.03		0.35		0.03	c0.49
v/s Ratio Perm						
v/c Ratio	0.44		0.68		0.19	0.68
Uniform Delay, d1	36.5		14.4		30.3	6.1
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	3.0		2.1		0.4	0.7
Delay (s)	39.5		16.6		30.7	6.8
Level of Service	D		B		C	A
Approach Delay (s)	39.5		16.6			7.4
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	18.8
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	4	298	156	0	0
Future Volume (vph)	19	4	298	156	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
Frt	0.977		0.954			
Flt Protected	0.960					
Satd. Flow (prot)	1782	0	1778	0	0	0
Flt Permitted	0.960					
Satd. Flow (perm)	1782	0	1778	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	884		460			216
Travel Time (s)	20.1		10.5			4.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	0%	2%	2%
Adj. Flow (vph)	20	4	317	166	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	483	0	0	0
Sign Control	Stop		Free			Free

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	4	298	156	0	0
Future Volume (Veh/h)	19	4	298	156	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	20	4	317	166	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			460			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	400	400			483	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	284	284			375	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	643	687			1070	

Direction, Lane #	WB 1	NB 1
Volume Total	24	483
Volume Left	20	0
Volume Right	4	166
cSH	650	1700
Volume to Capacity	0.04	0.28
Queue Length 95th (ft)	3	0
Control Delay (s)	10.8	0.0
Lane LOS	B	
Approach Delay (s)	10.8	0.0
Approach LOS	B	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

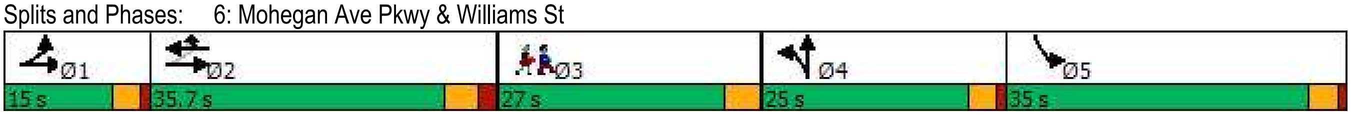
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	252	0	0	238	242	89	190	48	11	0	10
Future Volume (vph)	23	252	0	0	238	242	89	190	48	11	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	0		0	0		0	0		20
Storage Lanes	1		0	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.970				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	1863	0	0	1845	1583	1787	1779	0	1805	0	1615
Flt Permitted	0.523						0.950			0.950		
Satd. Flow (perm)	974	1863	0	0	1845	1583	1787	1779	0	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						269		8				148
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		520			732			632			460	
Travel Time (s)		11.8			16.6			14.4			10.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	0%	0%	3%	2%	1%	2%	10%	0%	0%	0%
Adj. Flow (vph)	26	280	0	0	264	269	99	211	53	12	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	280	0	0	264	269	99	264	0	12	0	11
Turn Type	D.P+P	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases	2											
Detector Phase	1	1 2			2	2	4	4		5		
Switch Phase												
Minimum Initial (s)	5.0				15.0	15.0	5.0	5.0		5.0		
Minimum Split (s)	9.0				22.5	22.5	22.5	22.5		9.5		
Total Split (s)	15.0				35.7	35.7	25.0	25.0		35.0		
Total Split (%)	10.9%				25.9%	25.9%	18.2%	18.2%		25.4%		
Maximum Green (s)	11.0				30.0	30.0	21.0	21.0		31.0		
Yellow Time (s)	3.0				3.6	3.6	3.0	3.0		3.0		
All-Red Time (s)	1.0				2.1	2.1	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Lead/Lag	Lead				Lag	Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Recall Mode	None				Max	Max	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	43.3	47.4			31.1	31.1	18.9	18.9		6.3		0.0
Actuated g/C Ratio	0.54	0.59			0.39	0.39	0.24	0.24		0.08		0.00
v/c Ratio	0.04	0.25			0.37	0.35	0.23	0.62		0.09		0.07
Control Delay	12.3	12.0			23.2	4.9	30.2	36.5		42.3		1.0
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	20%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	16.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	12.3	12.0			23.2	4.9	30.2	36.5		42.3		1.0
LOS	B	B			C	A	C	D		D		A
Approach Delay		12.0			14.0			34.8			22.5	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	4	48			79	0	35	100		5		0
Queue Length 95th (ft)	29	212			254	64	115	#312		29		0
Internal Link Dist (ft)		440			652			552			380	
Turn Bay Length (ft)	210											20
Base Capacity (vph)	652	1064			717	779	486	489		725		148
Starvation Cap Reductn	0	0			0	0	0	0		0		0
Spillback Cap Reductn	0	0			0	0	0	0		0		0
Storage Cap Reductn	0	0			0	0	0	0		0		0
Reduced v/c Ratio	0.04	0.26			0.37	0.35	0.20	0.54		0.02		0.07

Intersection Summary	
Area Type: Other	
Cycle Length: 137.7	
Actuated Cycle Length: 80	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 43.5%	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: 6: Mohegan Ave Pkwy & Williams St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	252	0	0	238	242	89	190	48	11	0	10
Future Volume (vph)	23	252	0	0	238	242	89	190	48	11	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.7	5.7	4.0	4.0		4.0		4.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	1863			1845	1583	1787	1779		1805		1615
Flt Permitted	0.52	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (perm)	975	1863			1845	1583	1787	1779		1805		1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	280	0	0	264	269	99	211	53	12	0	11
RTOR Reduction (vph)	0	0	0	0	0	172	0	6	0	0	0	11
Lane Group Flow (vph)	26	280	0	0	264	97	99	258	0	12	0	0
Heavy Vehicles (%)	2%	2%	0%	0%	3%	2%	1%	2%	10%	0%	0%	0%
Turn Type	D.P+P	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases	2											
Actuated Green, G (s)	41.5	45.5			31.1	31.1	18.9	18.9		1.1		0.0
Effective Green, g (s)	41.5	45.5			31.1	31.1	18.9	18.9		1.1		0.0
Actuated g/C Ratio	0.48	0.53			0.36	0.36	0.22	0.22		0.01		0.00
Clearance Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	564	981			664	569	390	389		22		0
v/s Ratio Prot	0.01	c0.15			c0.14	0.06	0.06	c0.14		c0.01		
v/s Ratio Perm	0.02											
v/c Ratio	0.05	0.29			0.40	0.17	0.25	0.66		0.55		0.00
Uniform Delay, d1	11.9	11.4			20.7	18.9	27.9	30.8		42.4		43.2
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.0	0.2			1.8	0.6	0.3	4.2		24.9		0.0
Delay (s)	12.0	11.6			22.4	19.5	28.3	35.0		67.3		43.2
Level of Service	B	B			C	B	C	D		E		D
Approach Delay (s)		11.6			21.0			33.2			55.8	
Approach LOS		B			C			C			E	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	86.4	Sum of lost time (s)	21.7
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	120	136	112	215	4	141
Future Volume (vph)	120	136	112	215	4	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928				0.868	
Flt Protected				0.983	0.999	
Satd. Flow (prot)	1738	0	0	1819	1632	0
Flt Permitted				0.983	0.999	
Satd. Flow (perm)	1738	0	0	1819	1632	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1290			520	714	
Travel Time (s)	29.3			11.8	16.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	1%	4%	2%	0%	1%
Adj. Flow (vph)	132	149	123	236	4	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	281	0	0	359	159	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	120	136	112	215	4	141
Future Volume (vph)	120	136	112	215	4	141
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	132	149	123	236	4	155

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	281	359	159
Volume Left (vph)	0	123	4
Volume Right (vph)	149	0	155
Hadj (s)	-0.29	0.11	-0.56
Departure Headway (s)	4.4	4.7	4.8
Degree Utilization, x	0.35	0.47	0.21
Capacity (veh/h)	766	731	667
Control Delay (s)	9.8	11.9	9.1
Approach Delay (s)	9.8	11.9	9.1
Approach LOS	A	B	A

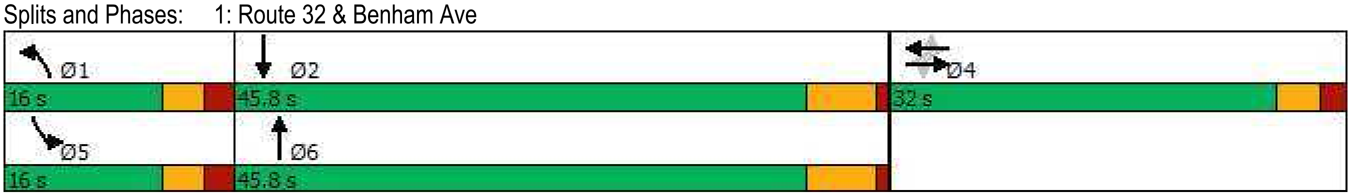
Intersection Summary			
Delay	10.6		
Level of Service	B		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	12	7	0	8	5	957	3	3	1394	13
Future Volume (vph)	4	0	12	7	0	8	5	957	3	3	1394	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.897			0.928						0.999	
Flt Protected		0.988			0.977		0.950			0.950		
Satd. Flow (prot)	0	1630	0	0	1450	0	1641	3470	0	1543	3468	0
Flt Permitted		0.950					0.950			0.950		
Satd. Flow (perm)	0	1567	0	0	1484	0	1641	3470	0	1543	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91			91						1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			729			1819			1853	
Travel Time (s)		12.4			16.6			41.3			42.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	0%	0%	6%	0%	30%	10%	4%	12%	17%	4%	3%
Adj. Flow (vph)	4	0	13	7	0	8	5	1007	3	3	1467	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	15	0	5	1010	0	3	1481	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		10.0	23.8		10.0	23.8	
Total Split (s)	32.0	32.0		32.0	32.0		16.0	45.8		16.0	45.8	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		17.1%	48.8%		17.1%	48.8%	
Maximum Green (s)	27.0	27.0		27.0	27.0		11.0	40.0		11.0	40.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		7.0			7.0		5.8	56.3		5.8	56.2	
Actuated g/C Ratio		0.11			0.11		0.09	0.87		0.09	0.87	
v/c Ratio		0.07			0.06		0.03	0.34		0.02	0.49	
Control Delay		0.5			0.5		29.6	3.5		29.3	4.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		0.5			0.5		29.6	3.5		29.3	4.7	
LOS		A			A		C	A		C	A	
Approach Delay		0.5			0.5			3.7			4.8	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		0			0		2	0		1	0	
Queue Length 95th (ft)		0			0		12	164		9	297	
Internal Link Dist (ft)		467			649			1739			1773	
Turn Bay Length (ft)							100			200		
Base Capacity (vph)		708			674		279	3009		263	3006	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.02			0.02		0.02	0.34		0.01	0.49	

Intersection Summary	
Area Type: Other	
Cycle Length: 93.8	
Actuated Cycle Length: 64.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 4.3	Intersection LOS: A
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Route 32 & Benham Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	12	7	0	8	5	957	3	3	1394	13
Future Volume (vph)	4	0	12	7	0	8	5	957	3	3	1394	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.90			0.93		1.00	1.00		1.00	1.00	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1630			1450		1641	3469		1543	3467	
Flt Permitted		0.95			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1567			1484		1641	3469		1543	3467	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4	0	13	7	0	8	5	1007	3	3	1467	14
RTOR Reduction (vph)	0	16	0	0	14	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1	0	0	1	0	5	1010	0	3	1481	0
Heavy Vehicles (%)	14%	0%	0%	6%	0%	30%	10%	4%	12%	17%	4%	3%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		2.6			2.6		1.2	52.6		1.2	52.6	
Effective Green, g (s)		2.6			2.6		1.2	52.6		1.2	52.6	
Actuated g/C Ratio		0.04			0.04		0.02	0.73		0.02	0.73	
Clearance Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		56			53		27	2527		25	2525	
v/s Ratio Prot							c0.00	0.29		0.00	c0.43	
v/s Ratio Perm		c0.00			0.00							
v/c Ratio		0.01			0.01		0.19	0.40		0.12	0.59	
Uniform Delay, d1		33.6			33.6		35.0	3.8		35.0	4.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.1		3.3	0.5		2.1	1.0	
Delay (s)		33.6			33.6		38.3	4.2		37.1	5.7	
Level of Service		C			C		D	A		D	A	
Approach Delay (s)		33.6			33.6			4.4			5.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	72.2	Sum of lost time (s)	15.8
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	0	2	4	2	2	954	23	9	1603	2
Future Volume (vph)	0	12	0	2	4	2	2	954	23	9	1603	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		95	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.970			0.996				
Flt Protected					0.989		0.950			0.950		
Satd. Flow (prot)	0	1900	0	0	1823	0	1805	3457	0	1805	3505	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1900	0	0	1843	0	1805	3457	0	1805	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2			3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			769			789			1819	
Travel Time (s)		8.3			17.5			17.9			41.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	3%	0%
Adj. Flow (vph)	0	14	0	2	5	2	2	1084	26	10	1822	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	9	0	2	1110	0	10	1824	0
Turn Type		NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	9.5		9.5	9.5		10.0	20.8		10.0	20.8	
Total Split (s)	13.0	13.0		13.0	13.0		17.0	50.0		17.0	50.0	
Total Split (%)	11.8%	11.8%		11.8%	11.8%		15.5%	45.5%		15.5%	45.5%	
Maximum Green (s)	8.5	8.5		8.5	8.5		12.0	44.2		12.0	44.2	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.3			6.3		5.8	60.9		6.2	61.1	
Actuated g/C Ratio		0.08			0.08		0.07	0.78		0.08	0.79	
v/c Ratio		0.09			0.06		0.01	0.41		0.07	0.66	
Control Delay		41.4			37.5		42.5	11.4		41.7	16.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	27%
Maximum Green (s)	26.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		41.4			37.5		42.5	11.4		41.7	16.3	
LOS		D			D		D	B		D	B	
Approach Delay		41.4			37.5			11.5			16.4	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)		5			3		1	0		4	0	
Queue Length 95th (ft)		28			20		9	385		23	#872	
Internal Link Dist (ft)		287			689			709			1739	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		216			211		290	2709		290	2754	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.06			0.04		0.01	0.41		0.03	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 77.7
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 57.1% 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: 2: Route 32 & Reservoir St

Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	0	2	4	2	2	954	23	9	1603	2
Future Volume (vph)	0	12	0	2	4	2	2	954	23	9	1603	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		1.00			0.97		1.00	1.00		1.00	1.00	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1900			1823		1805	3459		1805	3504	
Flt Permitted		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1900			1843		1805	3459		1805	3504	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	14	0	2	5	2	2	1084	26	10	1822	2
RTOR Reduction (vph)	0	0	0	0	2	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	14	0	0	7	0	2	1109	0	10	1824	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	3%	0%
Turn Type		NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		2.3			2.3		0.9	56.7		1.1	56.9	
Effective Green, g (s)		2.3			2.3		0.9	56.7		1.1	56.9	
Actuated g/C Ratio		0.03			0.03		0.01	0.65		0.01	0.65	
Clearance Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		49			48		18	2241		22	2278	
v/s Ratio Prot		c0.01					0.00	0.32		c0.01	c0.52	
v/s Ratio Perm					0.00							
v/c Ratio		0.29			0.15		0.11	0.49		0.45	0.80	
Uniform Delay, d1		41.8			41.6		42.9	8.0		42.9	11.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.2			1.4		2.7	0.8		14.2	3.1	
Delay (s)		45.0			43.1		45.6	8.8		57.1	14.2	
Level of Service		D			D		D	A		E	B	
Approach Delay (s)		45.0			43.1			8.8			14.5	
Approach LOS		D			D			A			B	

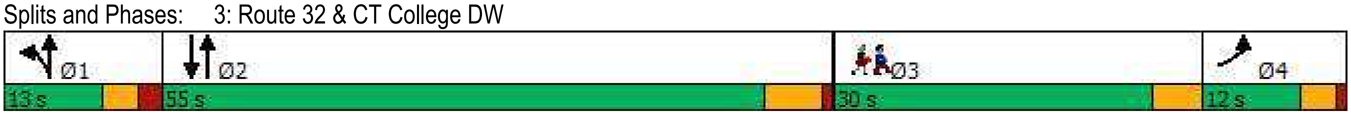
Intersection Summary			
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	87.5	Sum of lost time (s)	19.3
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	29	2	26	960	1613	19	
Future Volume (vph)	29	2	26	960	1613	19	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	120			75	
Storage Lanes	1	0	1			0	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt	0.992				0.998		
Flt Protected	0.955		0.950				
Satd. Flow (prot)	1680	0	1770	3471	3499	0	
Flt Permitted	0.955		0.950				
Satd. Flow (perm)	1680	0	1770	3471	3499	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	2				1		
Link Speed (mph)	30			30	30		
Link Distance (ft)	371			980	789		
Travel Time (s)	8.4			22.3	17.9		
Peak Hour Factor	0.89	0.87	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	7%	10%	2%	4%	3%	0%	
Adj. Flow (vph)	33	2	29	1079	1812	21	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	35	0	29	1079	1833	0	
Turn Type	Prot		Prot	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases							
Detector Phase	4		1	1 2	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0		15.0		5.0
Minimum Split (s)	9.5		10.0		20.8		30.0
Total Split (s)	12.0		13.0		55.0		30.0
Total Split (%)	10.9%		11.8%		50.0%		27%
Maximum Green (s)	8.0		8.0		49.2		26.0
Yellow Time (s)	3.0		3.0		4.8		4.0
All-Red Time (s)	1.0		2.0		1.0		0.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	4.0		5.0		5.8		
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0		3.0		3.0
Recall Mode	None		None		Max		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	6.8		8.0	65.5	49.5		
Actuated g/C Ratio	0.09		0.11	0.87	0.66		
v/c Ratio	0.23		0.15	0.36	0.79		
Control Delay	35.5		34.7	2.1	13.7		
Queue Delay	0.0		0.0	0.0	0.0		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Delay	35.5		34.7	2.1	13.7		
LOS	D		C	A	B		
Approach Delay	35.5			3.0	13.7		
Approach LOS	D			A	B		
Queue Length 50th (ft)	15		13	56	333		
Queue Length 95th (ft)	42		37	82	449		
Internal Link Dist (ft)	291			900	709		
Turn Bay Length (ft)			120				
Base Capacity (vph)	182		190	3037	2311		
Starvation Cap Reductn	0		0	0	0		
Spillback Cap Reductn	0		0	0	0		
Storage Cap Reductn	0		0	0	0		
Reduced v/c Ratio	0.19		0.15	0.36	0.79		

Intersection Summary	
Area Type: Other	
Cycle Length: 110	
Actuated Cycle Length: 74.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Route 32 & CT College DW



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	2	26	960	1613	19
Future Volume (vph)	29	2	26	960	1613	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.0	5.0	5.8	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.99		1.00	1.00	1.00	
Flt Protected	0.95		0.95	1.00	1.00	
Satd. Flow (prot)	1680		1770	3471	3500	
Flt Permitted	0.95		0.95	1.00	1.00	
Satd. Flow (perm)	1680		1770	3471	3500	
Peak-hour factor, PHF	0.89	0.87	0.89	0.89	0.89	0.89
Adj. Flow (vph)	33	2	29	1079	1812	21
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	33	0	29	1079	1833	0
Heavy Vehicles (%)	7%	10%	2%	4%	3%	0%
Turn Type	Prot		Prot	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases						
Actuated Green, G (s)	4.3		8.0	62.5	49.5	
Effective Green, g (s)	4.3		8.0	62.5	49.5	
Actuated g/C Ratio	0.06		0.10	0.82	0.65	
Clearance Time (s)	4.0		5.0		5.8	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	94		184	2832	2261	
v/s Ratio Prot	c0.02		0.02	c0.31	c0.52	
v/s Ratio Perm						
v/c Ratio	0.35		0.16	0.38	0.81	
Uniform Delay, d1	34.8		31.2	1.9	10.1	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	2.3		0.4	0.1	3.3	
Delay (s)	37.1		31.6	2.0	13.3	
Level of Service	D		C	A	B	
Approach Delay (s)	37.1			2.7	13.3	
Approach LOS	D			A	B	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	76.6	Sum of lost time (s)	18.8
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

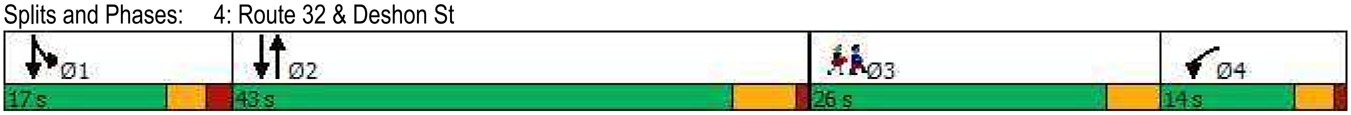
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	40	8	968	129	43	1547	
Future Volume (vph)	40	8	968	129	43	1547	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		0	100		
Storage Lanes	1	0		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Frt	0.977		0.982				
Flt Protected	0.960				0.950		
Satd. Flow (prot)	1733	0	3409	0	1770	3471	
Flt Permitted	0.960				0.950		
Satd. Flow (perm)	1733	0	3409	0	1770	3471	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	8		17				
Link Speed (mph)	30		30			30	
Link Distance (ft)	814		813			980	
Travel Time (s)	18.5		18.5			22.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	2%	7%	4%	4%	2%	4%	
Adj. Flow (vph)	44	9	1064	142	47	1700	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	53	0	1206	0	47	1700	
Turn Type	Prot		NA		Prot	NA	
Protected Phases	4		2		1	1 2	3
Permitted Phases							
Detector Phase	4		2		1	1 2	
Switch Phase							
Minimum Initial (s)	5.0		15.0		5.0		5.0
Minimum Split (s)	9.5		20.8		10.0		30.0
Total Split (s)	14.0		43.0		17.0		26.0
Total Split (%)	14.0%		43.0%		17.0%		26%
Maximum Green (s)	10.0		37.2		12.0		22.0
Yellow Time (s)	3.0		4.8		3.0		4.0
All-Red Time (s)	1.0		1.0		2.0		0.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	4.0		5.8		5.0		
Lead/Lag	Lag		Lag		Lead		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0		3.0		3.0
Recall Mode	None		Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							1
Act Effct Green (s)	7.5		38.7		12.5	59.7	
Actuated g/C Ratio	0.10		0.53		0.17	0.81	
v/c Ratio	0.29		0.67		0.16	0.60	
Control Delay	35.5		18.7		33.6	9.3	
Queue Delay	0.0		0.0		0.0	0.0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Total Delay	35.5		18.7		33.6	9.3	
LOS	D		B		C	A	
Approach Delay	35.5		18.7			9.9	
Approach LOS	D		B			A	
Queue Length 50th (ft)	19		187		18	124	
Queue Length 95th (ft)	67		#563		65	#710	
Internal Link Dist (ft)	734		733			900	
Turn Bay Length (ft)					100		
Base Capacity (vph)	252		1805		301	2820	
Starvation Cap Reductn	0		0		0	0	
Spillback Cap Reductn	0		0		0	0	
Storage Cap Reductn	0		0		0	0	
Reduced v/c Ratio	0.21		0.67		0.16	0.60	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 73.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 54.4%	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: 4: Route 32 & Deshon St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	8	968	129	43	1547
Future Volume (vph)	40	8	968	129	43	1547
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.8		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.98		0.98		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1733		3410		1770	3471
Flt Permitted	0.96		1.00		0.95	1.00
Satd. Flow (perm)	1733		3410		1770	3471
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	44	9	1064	142	47	1700
RTOR Reduction (vph)	8	0	9	0	0	0
Lane Group Flow (vph)	45	0	1197	0	47	1700
Heavy Vehicles (%)	2%	7%	4%	4%	2%	4%
Turn Type	Prot		NA		Prot	NA
Protected Phases	4		2		1	1 2
Permitted Phases						
Actuated Green, G (s)	4.6		38.7		12.5	56.2
Effective Green, g (s)	4.6		38.7		12.5	56.2
Actuated g/C Ratio	0.06		0.49		0.16	0.72
Clearance Time (s)	4.0		5.8		5.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	101		1685		282	2491
v/s Ratio Prot	c0.03		0.35		0.03	c0.49
v/s Ratio Perm						
v/c Ratio	0.45		0.71		0.17	0.68
Uniform Delay, d1	35.6		15.4		28.4	6.1
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	3.2		2.6		0.3	0.8
Delay (s)	38.8		18.0		28.7	6.9
Level of Service	D		B		C	A
Approach Delay (s)	38.8		18.0			7.5
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	18.8
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	4	298	156	0	0
Future Volume (vph)	19	4	298	156	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
Frt	0.977		0.954			
Flt Protected	0.960					
Satd. Flow (prot)	1782	0	1778	0	0	0
Flt Permitted	0.960					
Satd. Flow (perm)	1782	0	1778	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	884		460			216
Travel Time (s)	20.1		10.5			4.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	0%	2%	2%
Adj. Flow (vph)	20	4	317	166	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	483	0	0	0
Sign Control	Stop		Free			Free

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	4	298	156	0	0
Future Volume (Veh/h)	19	4	298	156	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	20	4	317	166	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			460			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	400	400			483	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	284	284			375	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	643	687			1070	

Direction, Lane #	WB 1	NB 1
Volume Total	24	483
Volume Left	20	0
Volume Right	4	166
cSH	650	1700
Volume to Capacity	0.04	0.28
Queue Length 95th (ft)	3	0
Control Delay (s)	10.8	0.0
Lane LOS	B	
Approach Delay (s)	10.8	0.0
Approach LOS	B	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	4	298	156	0	0
Future Vol, veh/h	19	4	298	156	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	92	92
Heavy Vehicles, %	0	0	3	0	2	2
Mvmt Flow	20	4	317	166	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	400	400	0	0
Stage 1	400	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.4	6.2	-	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	610	654	-	-
Stage 1	681	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	610	654	-	-
Mov Cap-2 Maneuver	610	-	-	-
Stage 1	681	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	617
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s)	-	-	11.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

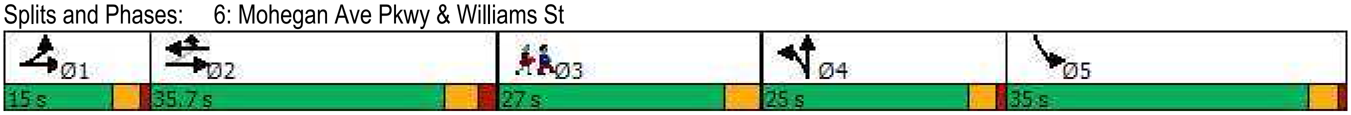
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	252	0	0	238	242	89	190	48	11	0	10
Future Volume (vph)	23	252	0	0	238	242	89	190	48	11	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	0		0	0		0	0		20
Storage Lanes	1		0	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.970				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	1863	0	0	1845	1583	1787	1779	0	1805	0	1615
Flt Permitted	0.523						0.950			0.950		
Satd. Flow (perm)	974	1863	0	0	1845	1583	1787	1779	0	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						269		8				148
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		520			732			632			460	
Travel Time (s)		11.8			16.6			14.4			10.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	0%	0%	3%	2%	1%	2%	10%	0%	0%	0%
Adj. Flow (vph)	26	280	0	0	264	269	99	211	53	12	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	280	0	0	264	269	99	264	0	12	0	11
Turn Type	D.P+P	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases	2											
Detector Phase	1	1 2			2	2	4	4		5		
Switch Phase												
Minimum Initial (s)	5.0				15.0	15.0	5.0	5.0		5.0		
Minimum Split (s)	9.0				22.5	22.5	22.5	22.5		9.5		
Total Split (s)	15.0				35.7	35.7	25.0	25.0		35.0		
Total Split (%)	10.9%				25.9%	25.9%	18.2%	18.2%		25.4%		
Maximum Green (s)	11.0				30.0	30.0	21.0	21.0		31.0		
Yellow Time (s)	3.0				3.6	3.6	3.0	3.0		3.0		
All-Red Time (s)	1.0				2.1	2.1	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Lead/Lag	Lead				Lag	Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Recall Mode	None				Max	Max	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	43.3	47.4			31.1	31.1	18.9	18.9		6.3		0.0
Actuated g/C Ratio	0.54	0.59			0.39	0.39	0.24	0.24		0.08		0.00
v/c Ratio	0.04	0.25			0.37	0.35	0.23	0.62		0.09		0.07
Control Delay	12.3	12.0			23.2	4.9	30.2	36.5		42.3		1.0
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	20%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	16.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	12.3	12.0			23.2	4.9	30.2	36.5		42.3		1.0
LOS	B	B			C	A	C	D		D		A
Approach Delay		12.0			14.0			34.8			22.5	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	4	48			79	0	35	100		5		0
Queue Length 95th (ft)	29	212			254	64	115	#312		29		0
Internal Link Dist (ft)		440			652			552			380	
Turn Bay Length (ft)	210											20
Base Capacity (vph)	652	1064			717	779	486	489		725		148
Starvation Cap Reductn	0	0			0	0	0	0		0		0
Spillback Cap Reductn	0	0			0	0	0	0		0		0
Storage Cap Reductn	0	0			0	0	0	0		0		0
Reduced v/c Ratio	0.04	0.26			0.37	0.35	0.20	0.54		0.02		0.07

Intersection Summary
Area Type: Other
Cycle Length: 137.7
Actuated Cycle Length: 80
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 43.5% 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: 6: Mohegan Ave Pkwy & Williams St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	252	0	0	238	242	89	190	48	11	0	10
Future Volume (vph)	23	252	0	0	238	242	89	190	48	11	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.7	5.7	4.0	4.0		4.0		4.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	1863			1845	1583	1787	1779		1805		1615
Flt Permitted	0.52	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (perm)	975	1863			1845	1583	1787	1779		1805		1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	280	0	0	264	269	99	211	53	12	0	11
RTOR Reduction (vph)	0	0	0	0	0	172	0	6	0	0	0	11
Lane Group Flow (vph)	26	280	0	0	264	97	99	258	0	12	0	0
Heavy Vehicles (%)	2%	2%	0%	0%	3%	2%	1%	2%	10%	0%	0%	0%
Turn Type	D.P+P	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases	2											
Actuated Green, G (s)	41.5	45.5			31.1	31.1	18.9	18.9		1.1		0.0
Effective Green, g (s)	41.5	45.5			31.1	31.1	18.9	18.9		1.1		0.0
Actuated g/C Ratio	0.48	0.53			0.36	0.36	0.22	0.22		0.01		0.00
Clearance Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	564	981			664	569	390	389		22		0
v/s Ratio Prot	0.01	c0.15			c0.14	0.06	0.06	c0.14		c0.01		
v/s Ratio Perm	0.02											
v/c Ratio	0.05	0.29			0.40	0.17	0.25	0.66		0.55		0.00
Uniform Delay, d1	11.9	11.4			20.7	18.9	27.9	30.8		42.4		43.2
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.0	0.2			1.8	0.6	0.3	4.2		24.9		0.0
Delay (s)	12.0	11.6			22.4	19.5	28.3	35.0		67.3		43.2
Level of Service	B	B			C	B	C	D		E		D
Approach Delay (s)		11.6			21.0			33.2			55.8	
Approach LOS		B			C			C			E	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	86.4	Sum of lost time (s)	21.7
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	120	136	112	215	4	141
Future Volume (vph)	120	136	112	215	4	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928				0.868	
Flt Protected				0.983	0.999	
Satd. Flow (prot)	1738	0	0	1819	1632	0
Flt Permitted				0.983	0.999	
Satd. Flow (perm)	1738	0	0	1819	1632	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1290			520	714	
Travel Time (s)	29.3			11.8	16.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	1%	4%	2%	0%	1%
Adj. Flow (vph)	132	149	123	236	4	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	281	0	0	359	159	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	120	136	112	215	4	141
Future Volume (vph)	120	136	112	215	4	141
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	132	149	123	236	4	155

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	281	359	159
Volume Left (vph)	0	123	4
Volume Right (vph)	149	0	155
Hadj (s)	-0.29	0.11	-0.56
Departure Headway (s)	4.4	4.7	4.8
Degree Utilization, x	0.35	0.47	0.21
Capacity (veh/h)	766	731	667
Control Delay (s)	9.8	11.9	9.1
Approach Delay (s)	9.8	11.9	9.1
Approach LOS	A	B	A

Intersection Summary			
Delay	10.6		
Level of Service	B		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	136	112	215	4	141
Future Vol, veh/h	120	136	112	215	4	141
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	1	4	2	0	1
Mvmt Flow	132	149	123	236	4	155
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.8	11.9	9.1
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	3%	0%	34%
Vol Thru, %	0%	47%	66%
Vol Right, %	97%	53%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	145	256	327
LT Vol	4	0	112
Through Vol	0	120	215
RT Vol	141	136	0
Lane Flow Rate	159	281	359
Geometry Grp	1	1	1
Degree of Util (X)	0.21	0.345	0.471
Departure Headway (Hd)	4.737	4.41	4.719
Convergence, Y/N	Yes	Yes	Yes
Cap	752	810	762
Service Time	2.797	2.461	2.77
HCM Lane V/C Ratio	0.211	0.347	0.471
HCM Control Delay	9.1	9.8	11.9
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.8	1.5	2.5

Appendix F

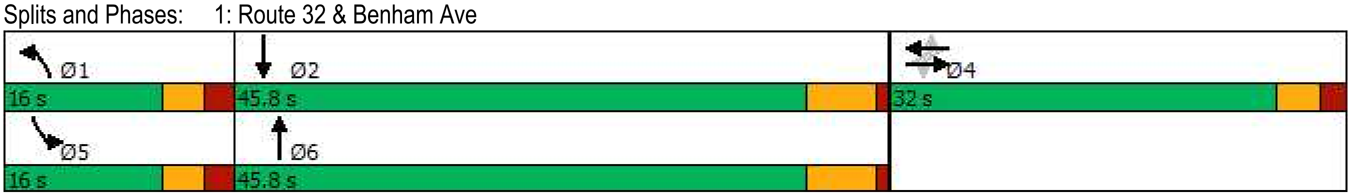
Intersection Capacity Analysis Worksheets – Afternoon Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	1	14	2	3	6	10	1507	13	4	1144	12
Future Volume (vph)	18	1	14	2	3	6	10	1507	13	4	1144	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.944			0.921			0.999			0.998	
Flt Protected		0.973			0.992		0.950			0.950		
Satd. Flow (prot)	0	1733	0	0	1736	0	1805	3536	0	1805	3533	0
Flt Permitted		0.821			0.933		0.950			0.950		
Satd. Flow (perm)	0	1462	0	0	1633	0	1805	3536	0	1805	3533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			7			1			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			729			1819			1853	
Travel Time (s)		12.4			16.6			41.3			42.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	25%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	20	1	15	2	3	7	11	1638	14	4	1243	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	12	0	11	1652	0	4	1256	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		10.0	23.8		10.0	23.8	
Total Split (s)	32.0	32.0		32.0	32.0		16.0	45.8		16.0	45.8	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		17.1%	48.8%		17.1%	48.8%	
Maximum Green (s)	27.0	27.0		27.0	27.0		11.0	40.0		11.0	40.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		7.4			7.4		6.0	54.4		5.8	54.3	
Actuated g/C Ratio		0.11			0.11		0.09	0.81		0.09	0.81	
v/c Ratio		0.21			0.06		0.07	0.57		0.03	0.44	
Control Delay		23.4			21.6		30.4	6.5		30.0	5.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		23.4			21.6		30.4	6.5		30.0	5.1	
LOS		C			C		C	A		C	A	
Approach Delay		23.4			21.6			6.6			5.2	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		9			2		5	133		2	84	
Queue Length 95th (ft)		33			17		19	373		10	241	
Internal Link Dist (ft)		467			649			1739			1773	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)		602			667		298	2875		298	2866	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.06			0.02		0.04	0.57		0.01	0.44	

Intersection Summary	
Area Type: Other	
Cycle Length: 93.8	
Actuated Cycle Length: 66.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 6.3	Intersection LOS: A
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Route 32 & Benham Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	1	14	2	3	6	10	1507	13	4	1144	12
Future Volume (vph)	18	1	14	2	3	6	10	1507	13	4	1144	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.94			0.92		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1733			1736		1805	3535		1805	3534	
Flt Permitted		0.82			0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1462			1634		1805	3535		1805	3534	
Peak-hour factor, PHF	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)	20	1	15	2	3	7	11	1638	14	4	1243	13
RTOR Reduction (vph)	0	14	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	22	0	0	5	0	11	1652	0	4	1256	0
Heavy Vehicles (%)	0%	25%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		4.3			4.3		1.3	51.8		1.2	51.7	
Effective Green, g (s)		4.3			4.3		1.3	51.8		1.2	51.7	
Actuated g/C Ratio		0.06			0.06		0.02	0.71		0.02	0.71	
Clearance Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		86			96		32	2504		29	2499	
v/s Ratio Prot							c0.01	c0.47		0.00	0.36	
v/s Ratio Perm		c0.01			0.00							
v/c Ratio		0.25			0.06		0.34	0.66		0.14	0.50	
Uniform Delay, d1		32.9			32.5		35.5	5.8		35.4	4.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6			0.2		6.3	1.4		2.2	0.7	
Delay (s)		34.4			32.7		41.8	7.2		37.6	5.6	
Level of Service		C			C		D	A		D	A	
Approach Delay (s)		34.4			32.7			7.4			5.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	73.1	Sum of lost time (s)	15.8
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

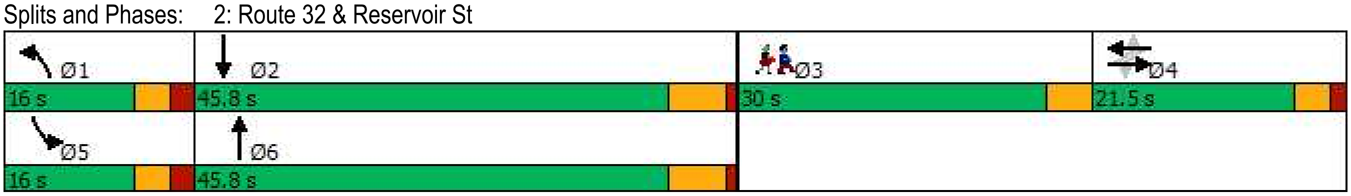
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	29	11	34	19	11	3	1513	49	10	1108	3
Future Volume (vph)	5	29	11	34	19	11	3	1513	49	10	1108	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		95	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.967			0.977				0.850			
Flt Protected		0.995			0.974		0.950			0.950		
Satd. Flow (prot)	0	1739	0	0	1808	0	1805	3539	1615	1671	3539	0
Flt Permitted		0.966			0.823		0.950			0.950		
Satd. Flow (perm)	0	1688	0	0	1528	0	1805	3539	1615	1671	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8				157			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			769			789			1819	
Travel Time (s)		8.3			17.5			17.9			41.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	21%	0%	0%	0%	0%	2%	0%	8%	2%	0%
Adj. Flow (vph)	5	32	12	37	21	12	3	1663	54	11	1218	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	70	0	3	1663	54	11	1221	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	NA	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	9.5		9.5	9.5		10.0	22.5		10.0	22.5	
Total Split (s)	21.5	21.5		21.5	21.5		16.0	45.8		16.0	45.8	
Total Split (%)	19.0%	19.0%		19.0%	19.0%		14.1%	40.4%		14.1%	40.4%	
Maximum Green (s)	17.0	17.0		17.0	17.0		11.0	40.0		11.0	40.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		8.4			8.4		6.0	47.1	0.0	6.3	47.2	
Actuated g/C Ratio		0.12			0.12		0.09	0.69	0.00	0.09	0.69	
v/c Ratio		0.22			0.36		0.02	0.68	0.34	0.07	0.50	
Control Delay		27.7			33.5		37.0	14.9	5.9	36.3	11.9	
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	26%
Maximum Green (s)	26.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	19.0
Pedestrian Calls (#/hr)	7
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		27.7			33.5		37.0	14.9	5.9	36.3	11.9	
LOS		C			C		D	B	A	D	B	
Approach Delay		27.7			33.5			14.6			12.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		12			20		1	138	0	4	82	
Queue Length 95th (ft)		59			84		12	#888	0	26	#537	
Internal Link Dist (ft)		287			689			709			1739	
Turn Bay Length (ft)							150		95	150		
Base Capacity (vph)		453			408		308	2438	157	285	2446	
Starvation Cap Reductn		0			0		0	0	0	0	0	
Spillback Cap Reductn		0			0		0	0	0	0	0	
Storage Cap Reductn		0			0		0	0	0	0	0	
Reduced v/c Ratio		0.11			0.17		0.01	0.68	0.34	0.04	0.50	

Intersection Summary	
Area Type: Other	
Cycle Length: 113.3	
Actuated Cycle Length: 68.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 60.6%	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: 2: Route 32 & Reservoir St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	29	11	34	19	11	3	1513	49	10	1108	3
Future Volume (vph)	5	29	11	34	19	11	3	1513	49	10	1108	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.8	4.0	5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	
Frt		0.97			0.98		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1738			1808		1805	3539	1615	1671	3538	
Flt Permitted		0.97			0.82		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1687			1528		1805	3539	1615	1671	3538	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	5	32	12	37	21	12	3	1663	54	11	1218	3
RTOR Reduction (vph)	0	11	0	0	7	0	0	0	54	0	0	0
Lane Group Flow (vph)	0	38	0	0	63	0	3	1663	0	11	1221	0
Heavy Vehicles (%)	0%	0%	21%	0%	0%	0%	0%	2%	0%	8%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	NA	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		7.2			7.2		0.8	45.7	0.0	1.0	45.9	
Effective Green, g (s)		7.2			7.2		0.8	45.7	0.0	1.0	45.9	
Actuated g/C Ratio		0.09			0.09		0.01	0.60	0.00	0.01	0.60	
Clearance Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		158			143		18	2114	0	21	2122	
v/s Ratio Prot							0.00	c0.47		c0.01	0.35	
v/s Ratio Perm		0.02			c0.04							
v/c Ratio		0.24			0.44		0.17	0.79	0.00	0.52	0.58	
Uniform Delay, d1		32.1			32.7		37.5	11.7	38.2	37.5	9.3	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.8			2.1		4.3	3.0	0.0	21.6	1.1	
Delay (s)		32.9			34.9		41.9	14.7	38.2	59.1	10.5	
Level of Service		C			C		D	B	D	E	B	
Approach Delay (s)		32.9			34.9			15.5			10.9	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	76.5	Sum of lost time (s)	19.3
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

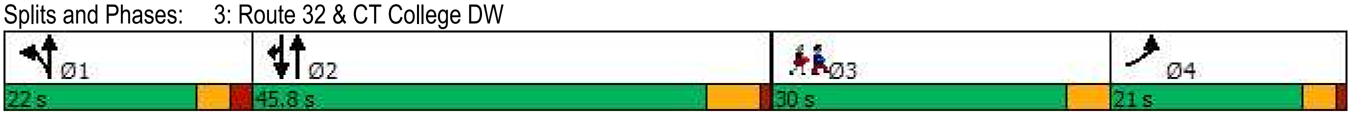
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	39	74	46	1538	1168	34	
Future Volume (vph)	39	74	46	1538	1168	34	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	300			75	
Storage Lanes	1	0	1			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Frt	0.912					0.850	
Flt Protected	0.983		0.950				
Satd. Flow (prot)	1703	0	1787	3539	3539	1615	
Flt Permitted	0.983		0.950				
Satd. Flow (perm)	1703	0	1787	3539	3539	1615	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	67					10	
Link Speed (mph)	30			30	30		
Link Distance (ft)	371			980	789		
Travel Time (s)	8.4			22.3	17.9		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	0%	1%	2%	2%	0%	
Adj. Flow (vph)	44	83	52	1728	1312	38	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	127	0	52	1728	1312	38	
Turn Type	Prot		Prot	NA	NA	Prot	
Protected Phases	4		1	1 2	2	2	3
Permitted Phases							
Detector Phase	4		1	1 2	2	2	
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	9.5		10.0		10.8	10.8	30.0
Total Split (s)	21.0		22.0		45.8	45.8	30.0
Total Split (%)	17.7%		18.5%		38.6%	38.6%	25%
Maximum Green (s)	17.0		17.0		40.0	40.0	26.0
Yellow Time (s)	3.0		3.0		4.8	4.8	4.0
All-Red Time (s)	1.0		2.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.0		5.0		5.8	5.8	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0		3.0	3.0	3.0
Recall Mode	None		None		Max	Max	None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							5
Act Effct Green (s)	8.9		17.4	64.3	41.0	41.0	
Actuated g/C Ratio	0.10		0.20	0.74	0.47	0.47	
v/c Ratio	0.54		0.15	0.66	0.79	0.05	
Control Delay	29.5		34.6	10.8	26.0	14.4	
Queue Delay	0.0		0.0	0.0	0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Delay	29.5		34.6	10.8	26.0	14.4	
LOS	C		C	B	C	B	
Approach Delay	29.5			11.5	25.7		
Approach LOS	C			B	C		
Queue Length 50th (ft)	28		21	140	260	7	
Queue Length 95th (ft)	101		73	702	#708	38	
Internal Link Dist (ft)	291			900	709		
Turn Bay Length (ft)			300			75	
Base Capacity (vph)	394		358	2620	1668	766	
Starvation Cap Reductn	0		0	0	0	0	
Spillback Cap Reductn	0		0	0	0	0	
Storage Cap Reductn	0		0	0	0	0	
Reduced v/c Ratio	0.32		0.15	0.66	0.79	0.05	

Intersection Summary	
Area Type: Other	
Cycle Length: 118.8	
Actuated Cycle Length: 86.9	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 56.7%	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: 3: Route 32 & CT College DW



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	39	74	46	1538	1168	34
Future Volume (vph)	39	74	46	1538	1168	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.0	5.0	5.8	5.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.91		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1703		1787	3539	3539	1615
Flt Permitted	0.98		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1703		1787	3539	3539	1615
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	44	83	52	1728	1312	38
RTOR Reduction (vph)	60	0	0	0	0	5
Lane Group Flow (vph)	67	0	52	1728	1312	33
Heavy Vehicles (%)	0%	0%	1%	2%	2%	0%
Turn Type	Prot		Prot	NA	NA	Prot
Protected Phases	4		1	1 2	2	2
Permitted Phases						
Actuated Green, G (s)	8.9		17.4	63.4	41.0	41.0
Effective Green, g (s)	8.9		17.4	63.4	41.0	41.0
Actuated g/C Ratio	0.10		0.19	0.70	0.46	0.46
Clearance Time (s)	4.0		5.0		5.8	5.8
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	168		345	2493	1612	735
v/s Ratio Prot	c0.04		0.03	c0.49	c0.37	0.02
v/s Ratio Perm						
v/c Ratio	0.40		0.15	0.69	0.81	0.04
Uniform Delay, d1	38.0		30.2	7.7	21.2	13.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5		0.2	0.8	4.6	0.1
Delay (s)	39.6		30.4	8.5	25.8	13.7
Level of Service	D		C	A	C	B
Approach Delay (s)	39.6			9.2	25.5	
Approach LOS	D			A	C	

Intersection Summary			
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

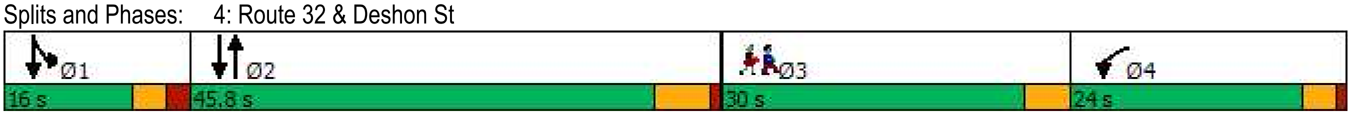
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	56	13	1551	40	17	1211	
Future Volume (vph)	56	13	1551	40	17	1211	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		0	295		
Storage Lanes	1	0		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Frt	0.975		0.996				
Flt Protected	0.961				0.950		
Satd. Flow (prot)	1780	0	3527	0	1805	3539	
Flt Permitted	0.961				0.950		
Satd. Flow (perm)	1780	0	3527	0	1805	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	9		2				
Link Speed (mph)	30		30			30	
Link Distance (ft)	814		813			980	
Travel Time (s)	18.5		18.5			22.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	
Adj. Flow (vph)	65	15	1803	47	20	1408	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	80	0	1850	0	20	1408	
Turn Type	Prot		NA		Prot	NA	
Protected Phases	4		2		1	1 2	3
Permitted Phases						1	
Detector Phase	4		2		1	1 2	
Switch Phase							
Minimum Initial (s)	5.0		15.0		5.0		5.0
Minimum Split (s)	9.5		20.8		10.0		30.0
Total Split (s)	24.0		45.8		16.0		30.0
Total Split (%)	20.7%		39.6%		13.8%		26%
Maximum Green (s)	20.0		40.0		11.0		26.0
Yellow Time (s)	3.0		4.8		3.0		4.0
All-Red Time (s)	1.0		1.0		2.0		0.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	4.0		5.8		5.0		
Lead/Lag	Lag		Lag		Lead		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0		3.0		3.0
Recall Mode	None		Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	8.3		40.2		11.1	58.3	
Actuated g/C Ratio	0.11		0.56		0.15	0.81	
v/c Ratio	0.38		0.94		0.07	0.49	
Control Delay	32.9		28.0		28.9	3.9	
Queue Delay	0.0		0.0		0.0	0.0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Total Delay	32.9		28.0		28.9	3.9	
LOS	C		C		C	A	
Approach Delay	32.9		28.0			4.3	
Approach LOS	C		C			A	
Queue Length 50th (ft)	31		398		8	96	
Queue Length 95th (ft)	67		#583		26	146	
Internal Link Dist (ft)	734		733			900	
Turn Bay Length (ft)					295		
Base Capacity (vph)	502		1966		276	2858	
Starvation Cap Reductn	0		0		0	0	
Spillback Cap Reductn	0		0		0	0	
Storage Cap Reductn	0		0		0	0	
Reduced v/c Ratio	0.16		0.94		0.07	0.49	

Intersection Summary	
Area Type: Other	
Cycle Length: 115.8	
Actuated Cycle Length: 72.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 56.5%	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: 4: Route 32 & Deshon St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	56	13	1551	40	17	1211
Future Volume (vph)	56	13	1551	40	17	1211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.8		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.97		1.00		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1780		3527		1805	3539
Flt Permitted	0.96		1.00		0.95	1.00
Satd. Flow (perm)	1780		3527		1805	3539
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	65	15	1803	47	20	1408
RTOR Reduction (vph)	8	0	1	0	0	0
Lane Group Flow (vph)	72	0	1849	0	20	1408
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Turn Type	Prot		NA		Prot	NA
Protected Phases	4		2		1	1 2
Permitted Phases						1
Actuated Green, G (s)	6.9		40.2		11.1	56.3
Effective Green, g (s)	6.9		40.2		11.1	56.3
Actuated g/C Ratio	0.09		0.55		0.15	0.77
Clearance Time (s)	4.0		5.8		5.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	168		1942		274	2729
v/s Ratio Prot	c0.04		c0.52		0.01	c0.40
v/s Ratio Perm						
v/c Ratio	0.43		0.95		0.07	0.52
Uniform Delay, d1	31.2		15.5		26.5	3.2
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	1.7		11.9		0.1	0.2
Delay (s)	32.9		27.4		26.7	3.3
Level of Service	C		C		C	A
Approach Delay (s)	32.9		27.4			3.7
Approach LOS	C		C			A

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	73.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	119	26	472	35	0	0
Future Volume (vph)	119	26	472	35	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
Frt	0.976		0.991			
Flt Protected	0.961					
Satd. Flow (prot)	1782	0	1883	0	0	0
Flt Permitted	0.961					
Satd. Flow (perm)	1782	0	1883	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	884		460			193
Travel Time (s)	20.1		10.5			4.4
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	145	32	576	43	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	177	0	619	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 41.8%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	119	26	472	35	0	0
Future Vol, veh/h	119	26	472	35	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	145	32	576	43	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	598	598	0	0
Stage 1	598	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.4	6.2	-	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	468	506	-	-
Stage 1	553	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	468	506	-	-
Mov Cap-2 Maneuver	468	-	-	-
Stage 1	553	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	17	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	474
HCM Lane V/C Ratio	-	-	0.373
HCM Control Delay (s)	-	-	17
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	159	0	0	294	305	65	188	39	18	0	64
Future Volume (vph)	8	159	0	0	294	305	65	188	39	18	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	0		0	0		0	0		20
Storage Lanes	1		0	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.974				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1703	1827	0	0	1881	1615	1787	1847	0	1805	0	1615
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	1703	1827	0	0	1881	1615	1787	1847	0	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						335		6				148
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		520			732			632			460	
Travel Time (s)		11.8			16.6			14.4			10.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	4%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	9	175	0	0	323	335	71	207	43	20	0	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	175	0	0	323	335	71	250	0	20	0	70
Turn Type	Prot	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases												
Detector Phase	1	1 2			2	2	4	4		5		
Switch Phase												
Minimum Initial (s)	5.0				15.0	15.0	5.0	5.0		5.0		
Minimum Split (s)	9.0				20.7	20.7	9.5	9.5		9.5		
Total Split (s)	15.0				35.7	35.7	25.0	25.0		35.0		
Total Split (%)	10.9%				25.9%	25.9%	18.2%	18.2%		25.4%		
Maximum Green (s)	11.0				30.0	30.0	21.0	21.0		31.0		
Yellow Time (s)	3.0				3.6	3.6	3.0	3.0		3.0		
All-Red Time (s)	1.0				2.1	2.1	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Lead/Lag	Lead				Lag	Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Recall Mode	Max				Max	Max	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.7	49.7			31.9	31.9	17.3	17.3		6.9		0.0
Actuated g/C Ratio	0.13	0.57			0.37	0.37	0.20	0.20		0.08		0.00
v/c Ratio	0.04	0.17			0.47	0.42	0.20	0.68		0.14		0.47
Control Delay	44.4	15.6			29.8	5.5	36.0	45.2		48.4		10.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0

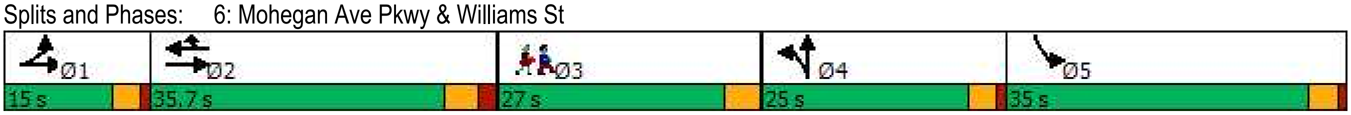
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	20%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	16.0
Pedestrian Calls (#/hr)	18
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	44.4	15.6			29.8	5.5	36.0	45.2		48.4		10.5
LOS	D	B			C	A	D	D		D		B
Approach Delay		17.0			17.4			43.2			18.9	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	3	25			95	0	25	95		8		0
Queue Length 95th (ft)	23	136			315	71	88	#283		40		0
Internal Link Dist (ft)		440			652			552			380	
Turn Bay Length (ft)	210											20
Base Capacity (vph)	228	1039			687	802	456	476		681		148
Starvation Cap Reductn	0	0			0	0	0	0		0		0
Spillback Cap Reductn	0	0			0	0	0	0		0		0
Storage Cap Reductn	0	0			0	0	0	0		0		0
Reduced v/c Ratio	0.04	0.17			0.47	0.42	0.16	0.53		0.03		0.47

Intersection Summary

Area Type: Other
Cycle Length: 137.7
Actuated Cycle Length: 87.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 46.7% 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: 6: Mohegan Ave Pkwy & Williams St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	159	0	0	294	305	65	188	39	18	0	64
Future Volume (vph)	8	159	0	0	294	305	65	188	39	18	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.7	5.7	4.0	4.0		4.0		4.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1703	1827			1881	1615	1787	1848		1805		1615
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (perm)	1703	1827			1881	1615	1787	1848		1805		1615
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	9	175	0	0	323	335	71	207	43	20	0	70
RTOR Reduction (vph)	0	0	0	0	0	219	0	5	0	0	0	70
Lane Group Flow (vph)	9	175	0	0	323	116	71	245	0	20	0	0
Heavy Vehicles (%)	6%	4%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases												
Actuated Green, G (s)	11.7	47.6			31.9	31.9	17.3	17.3		2.4		0.0
Effective Green, g (s)	11.7	47.6			31.9	31.9	17.3	17.3		2.4		0.0
Actuated g/C Ratio	0.13	0.52			0.35	0.35	0.19	0.19		0.03		0.00
Clearance Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	216	945			652	559	336	347		47		0
v/s Ratio Prot	0.01	c0.10			c0.17	0.07	0.04	c0.13		c0.01		
v/s Ratio Perm												
v/c Ratio	0.04	0.19			0.50	0.21	0.21	0.71		0.43		0.00
Uniform Delay, d1	35.2	11.8			23.7	21.2	31.6	35.0		44.1		46.0
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.4	0.4			2.7	0.8	0.3	6.4		6.1		0.0
Delay (s)	35.6	12.3			26.4	22.0	31.9	41.4		50.2		46.0
Level of Service	D	B			C	C	C	D		D		D
Approach Delay (s)		13.4			24.1			39.3			46.9	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	28.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	92.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	82	137	226	200	3	83
Future Volume (vph)	82	137	226	200	3	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916				0.870	
Flt Protected				0.974	0.998	
Satd. Flow (prot)	1727	0	0	1842	1619	0
Flt Permitted				0.974	0.998	
Satd. Flow (perm)	1727	0	0	1842	1619	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1290			520	714	
Travel Time (s)	29.3			11.8	16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	0%	0%	1%	0%	2%
Adj. Flow (vph)	103	171	283	250	4	104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	0	0	533	108	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	137	226	200	3	83
Future Vol, veh/h	82	137	226	200	3	83
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	0	0	1	0	2
Mvmt Flow	103	171	283	250	4	104
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.7	16.6	9
HCM LOS	A	C	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	3%	0%	53%
Vol Thru, %	0%	37%	47%
Vol Right, %	97%	63%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	86	219	426
LT Vol	3	0	226
Through Vol	0	82	200
RT Vol	83	137	0
Lane Flow Rate	108	274	532
Geometry Grp	1	1	1
Degree of Util (X)	0.151	0.335	0.675
Departure Headway (Hd)	5.069	4.411	4.563
Convergence, Y/N	Yes	Yes	Yes
Cap	702	810	788
Service Time	3.137	2.459	2.605
HCM Lane V/C Ratio	0.154	0.338	0.675
HCM Control Delay	9	9.7	16.6
HCM Lane LOS	A	A	C
HCM 95th-tile Q	0.5	1.5	5.3

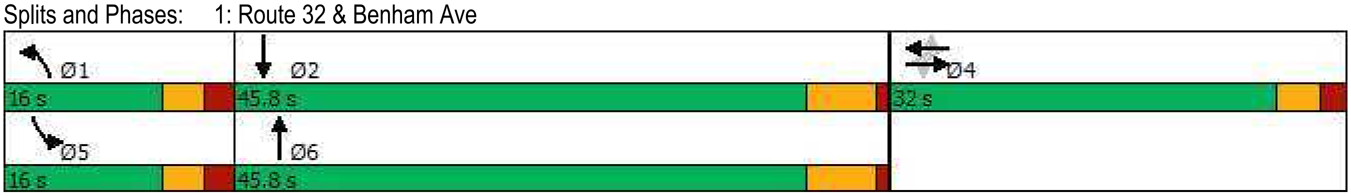
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	2	15	3	4	7	11	1585	14	5	1203	13
Future Volume (vph)	19	2	15	3	4	7	11	1585	14	5	1203	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.945			0.928			0.999			0.998	
Flt Protected		0.974			0.990		0.950			0.950		
Satd. Flow (prot)	0	1727	0	0	1746	0	1805	3536	0	1805	3533	0
Flt Permitted		0.824			0.920		0.950			0.950		
Satd. Flow (perm)	0	1461	0	0	1622	0	1805	3536	0	1805	3533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			8			1			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			729			1819			1853	
Travel Time (s)		12.4			16.6			41.3			42.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	25%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	21	2	16	3	4	8	12	1723	15	5	1308	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	15	0	12	1738	0	5	1322	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		10.0	23.8		10.0	23.8	
Total Split (s)	32.0	32.0		32.0	32.0		16.0	45.8		16.0	45.8	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		17.1%	48.8%		17.1%	48.8%	
Maximum Green (s)	27.0	27.0		27.0	27.0		11.0	40.0		11.0	40.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		7.4			7.4		6.0	54.0		5.8	53.9	
Actuated g/C Ratio		0.11			0.11		0.09	0.81		0.09	0.81	
v/c Ratio		0.22			0.08		0.07	0.61		0.03	0.46	
Control Delay		23.3			21.8		30.3	7.3		30.0	5.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		23.3			21.8		30.3	7.3		30.0	5.4	
LOS		C			C		C	A		C	A	
Approach Delay		23.3			21.8			7.4			5.5	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		10			3		5	146		2	91	
Queue Length 95th (ft)		36			19		20	420		12	263	
Internal Link Dist (ft)		467			649			1739			1773	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)		605			666		299	2868		299	2859	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.06			0.02		0.04	0.61		0.02	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 93.8
Actuated Cycle Length: 66.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 59.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Route 32 & Benham Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	2	15	3	4	7	11	1585	14	5	1203	13
Future Volume (vph)	19	2	15	3	4	7	11	1585	14	5	1203	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.94			0.93		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1746		1805	3535		1805	3534	
Flt Permitted		0.82			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1460			1622		1805	3535		1805	3534	
Peak-hour factor, PHF	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)	21	2	16	3	4	8	12	1723	15	5	1308	14
RTOR Reduction (vph)	0	15	0	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	24	0	0	7	0	12	1738	0	5	1322	0
Heavy Vehicles (%)	0%	25%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		4.3			4.3		1.3	51.5		1.2	51.4	
Effective Green, g (s)		4.3			4.3		1.3	51.5		1.2	51.4	
Actuated g/C Ratio		0.06			0.06		0.02	0.71		0.02	0.71	
Clearance Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		86			95		32	2500		29	2495	
v/s Ratio Prot							c0.01	c0.49		0.00	0.37	
v/s Ratio Perm		c0.02			0.00							
v/c Ratio		0.28			0.08		0.38	0.70		0.17	0.53	
Uniform Delay, d1		32.8			32.4		35.3	6.1		35.3	5.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.8			0.4		7.2	1.6		2.8	0.8	
Delay (s)		34.5			32.7		42.6	7.8		38.1	5.8	
Level of Service		C			C		D	A		D	A	
Approach Delay (s)		34.5			32.7			8.0			6.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	72.8	Sum of lost time (s)	15.8
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	31	12	36	20	12	4	1591	52	11	1165	4
Future Volume (vph)	6	31	12	36	20	12	4	1591	52	11	1165	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		95	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.967			0.977				0.850			
Flt Protected		0.994			0.974		0.950			0.950		
Satd. Flow (prot)	0	1738	0	0	1808	0	1805	3539	1615	1671	3539	0
Flt Permitted		0.962			0.857		0.950			0.950		
Satd. Flow (perm)	0	1682	0	0	1591	0	1805	3539	1615	1671	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8				157			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			769			789			1819	
Travel Time (s)		8.3			17.5			17.9			41.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	21%	0%	0%	0%	0%	2%	0%	8%	2%	0%
Adj. Flow (vph)	7	34	13	40	22	13	4	1748	57	12	1280	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	75	0	4	1748	57	12	1284	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	NA	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	9.5		9.5	9.5		10.0	22.5		10.0	22.5	
Total Split (s)	21.5	21.5		21.5	21.5		16.0	45.8		16.0	45.8	
Total Split (%)	19.0%	19.0%		19.0%	19.0%		14.1%	40.4%		14.1%	40.4%	
Maximum Green (s)	17.0	17.0		17.0	17.0		11.0	40.0		11.0	40.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		8.7			8.7		6.1	47.1	0.0	6.4	47.3	
Actuated g/C Ratio		0.13			0.13		0.09	0.69	0.00	0.09	0.69	
v/c Ratio		0.24			0.36		0.03	0.72	0.36	0.08	0.53	
Control Delay		28.2			33.2		37.2	15.7	6.4	36.5	12.5	
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	

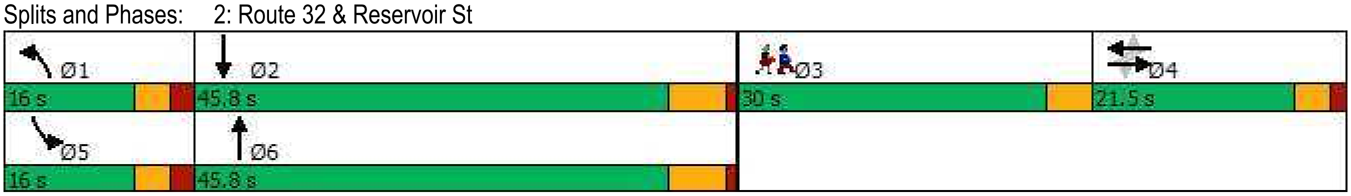
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	26%
Maximum Green (s)	26.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	19.0
Pedestrian Calls (#/hr)	7
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		28.2			33.2		37.2	15.7	6.4	36.5	12.5	
LOS		C			C		D	B	A	D	B	
Approach Delay		28.2			33.2			15.4			12.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		13			22		1	154	0	4	90	
Queue Length 95th (ft)		64			88		14	#963	0	27	#592	
Internal Link Dist (ft)		287			689			709			1739	
Turn Bay Length (ft)							150		95	150		
Base Capacity (vph)		450			424		307	2430	157	284	2439	
Starvation Cap Reductn		0			0		0	0	0	0	0	
Spillback Cap Reductn		0			0		0	0	0	0	0	
Storage Cap Reductn		0			0		0	0	0	0	0	
Reduced v/c Ratio		0.12			0.18		0.01	0.72	0.36	0.04	0.53	

Intersection Summary	
Area Type: Other	
Cycle Length: 113.3	
Actuated Cycle Length: 68.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 63.0%	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: 2: Route 32 & Reservoir St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	31	12	36	20	12	4	1591	52	11	1165	4
Future Volume (vph)	6	31	12	36	20	12	4	1591	52	11	1165	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.8	4.0	5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	
Frt		0.97			0.98		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1739			1807		1805	3539	1615	1671	3538	
Flt Permitted		0.96			0.86		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1684			1591		1805	3539	1615	1671	3538	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	7	34	13	40	22	13	4	1748	57	12	1280	4
RTOR Reduction (vph)	0	11	0	0	7	0	0	0	57	0	0	0
Lane Group Flow (vph)	0	43	0	0	68	0	4	1748	0	12	1284	0
Heavy Vehicles (%)	0%	0%	21%	0%	0%	0%	0%	2%	0%	8%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	NA	Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		7.4			7.4		0.8	45.8	0.0	1.0	46.0	
Effective Green, g (s)		7.4			7.4		0.8	45.8	0.0	1.0	46.0	
Actuated g/C Ratio		0.10			0.10		0.01	0.60	0.00	0.01	0.60	
Clearance Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		162			153		18	2110	0	21	2119	
v/s Ratio Prot							0.00	c0.49		c0.01	0.36	
v/s Ratio Perm		0.03			c0.04							
v/c Ratio		0.27			0.44		0.22	0.83	0.00	0.57	0.61	
Uniform Delay, d1		32.2			32.8		37.7	12.4	38.4	37.7	9.7	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.9			2.0		6.2	3.9	0.0	32.5	1.3	
Delay (s)		33.1			34.8		43.9	16.3	38.4	70.2	11.0	
Level of Service		C			C		D	B	D	E	B	
Approach Delay (s)		33.1			34.8			17.0			11.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	76.8	Sum of lost time (s)	19.3
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

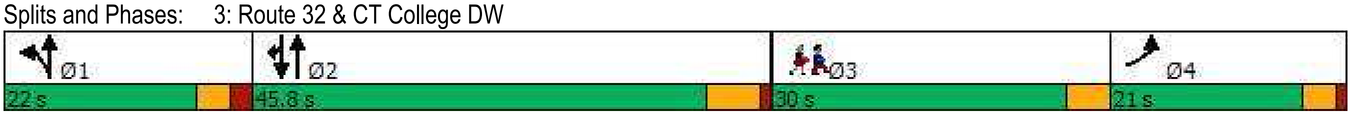
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	41	78	49	1617	1228	36	
Future Volume (vph)	41	78	49	1617	1228	36	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	300			75	
Storage Lanes	1	0	1			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Frt	0.911					0.850	
Flt Protected	0.983		0.950				
Satd. Flow (prot)	1701	0	1787	3539	3539	1615	
Flt Permitted	0.983		0.950				
Satd. Flow (perm)	1701	0	1787	3539	3539	1615	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	68					10	
Link Speed (mph)	30			30	30		
Link Distance (ft)	371			980	789		
Travel Time (s)	8.4			22.3	17.9		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	0%	1%	2%	2%	0%	
Adj. Flow (vph)	46	88	55	1817	1380	40	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	134	0	55	1817	1380	40	
Turn Type	Prot		Prot	NA	NA	Prot	
Protected Phases	4		1	1 2	2	2	3
Permitted Phases							
Detector Phase	4		1	1 2	2	2	
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	9.5		10.0		10.8	10.8	30.0
Total Split (s)	21.0		22.0		45.8	45.8	30.0
Total Split (%)	17.7%		18.5%		38.6%	38.6%	25%
Maximum Green (s)	17.0		17.0		40.0	40.0	26.0
Yellow Time (s)	3.0		3.0		4.8	4.8	4.0
All-Red Time (s)	1.0		2.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.0		5.0		5.8	5.8	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0		3.0	3.0	3.0
Recall Mode	None		None		Max	Max	None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							5
Act Effct Green (s)	9.2		17.4	64.4	41.0	41.0	
Actuated g/C Ratio	0.11		0.20	0.74	0.47	0.47	
v/c Ratio	0.56		0.15	0.70	0.83	0.05	
Control Delay	30.3		34.8	11.7	27.8	14.7	
Queue Delay	0.0		0.0	0.0	0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Delay	30.3		34.8	11.7	27.8	14.7	
LOS	C		C	B	C	B	
Approach Delay	30.3			12.3	27.4		
Approach LOS	C			B	C		
Queue Length 50th (ft)	31		23	158	284	7	
Queue Length 95th (ft)	107		76	#844	#770	40	
Internal Link Dist (ft)	291			900	709		
Turn Bay Length (ft)			300			75	
Base Capacity (vph)	394		357	2612	1663	764	
Starvation Cap Reductn	0		0	0	0	0	
Spillback Cap Reductn	0		0	0	0	0	
Storage Cap Reductn	0		0	0	0	0	
Reduced v/c Ratio	0.34		0.15	0.70	0.83	0.05	

Intersection Summary

Area Type: Other
Cycle Length: 118.8
Actuated Cycle Length: 87.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 59.3% 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: 3: Route 32 & CT College DW



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	41	78	49	1617	1228	36
Future Volume (vph)	41	78	49	1617	1228	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.0	5.0	5.8	5.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.91		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1702		1787	3539	3539	1615
Flt Permitted	0.98		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1702		1787	3539	3539	1615
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	46	88	55	1817	1380	40
RTOR Reduction (vph)	61	0	0	0	0	5
Lane Group Flow (vph)	73	0	55	1817	1380	35
Heavy Vehicles (%)	0%	0%	1%	2%	2%	0%
Turn Type	Prot		Prot	NA	NA	Prot
Protected Phases	4		1	1 2	2	2
Permitted Phases						
Actuated Green, G (s)	9.2		17.4	63.4	41.0	41.0
Effective Green, g (s)	9.2		17.4	63.4	41.0	41.0
Actuated g/C Ratio	0.10		0.19	0.70	0.45	0.45
Clearance Time (s)	4.0		5.0		5.8	5.8
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	173		344	2484	1606	733
v/s Ratio Prot	c0.04		0.03	c0.51	c0.39	0.02
v/s Ratio Perm						
v/c Ratio	0.42		0.16	0.73	0.86	0.05
Uniform Delay, d1	38.1		30.4	8.2	22.1	13.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7		0.2	1.1	6.2	0.1
Delay (s)	39.7		30.6	9.4	28.3	13.9
Level of Service	D		C	A	C	B
Approach Delay (s)	39.7			10.0	27.9	
Approach LOS	D			A	C	

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.3	Sum of lost time (s)	18.8
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

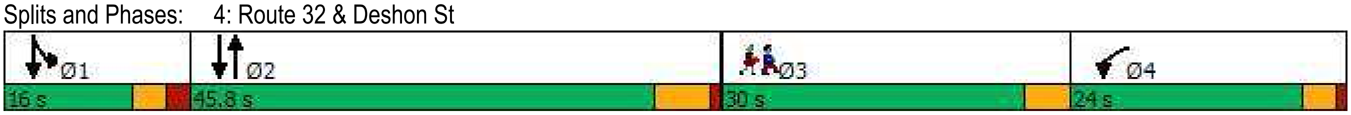
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	59	14	1631	43	18	1273	
Future Volume (vph)	59	14	1631	43	18	1273	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		0	295		
Storage Lanes	1	0		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Frt	0.975		0.996				
Flt Protected	0.961				0.950		
Satd. Flow (prot)	1780	0	3527	0	1805	3539	
Flt Permitted	0.961				0.950		
Satd. Flow (perm)	1780	0	3527	0	1805	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	9		2				
Link Speed (mph)	30		30			30	
Link Distance (ft)	814		813			980	
Travel Time (s)	18.5		18.5			22.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	
Adj. Flow (vph)	69	16	1897	50	21	1480	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	85	0	1947	0	21	1480	
Turn Type	Prot		NA		Prot	NA	
Protected Phases	4		2		1	1 2	3
Permitted Phases						1	
Detector Phase	4		2		1	1 2	
Switch Phase							
Minimum Initial (s)	5.0		15.0		5.0		5.0
Minimum Split (s)	9.5		20.8		10.0		30.0
Total Split (s)	24.0		45.8		16.0		30.0
Total Split (%)	20.7%		39.6%		13.8%		26%
Maximum Green (s)	20.0		40.0		11.0		26.0
Yellow Time (s)	3.0		4.8		3.0		4.0
All-Red Time (s)	1.0		1.0		2.0		0.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	4.0		5.8		5.0		
Lead/Lag	Lag		Lag		Lead		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0		3.0		3.0
Recall Mode	None		Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	8.5		40.3		11.1	58.3	
Actuated g/C Ratio	0.12		0.56		0.15	0.81	
v/c Ratio	0.39		0.99		0.08	0.52	
Control Delay	33.3		37.7		29.1	4.2	
Queue Delay	0.0		0.0		0.0	0.0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Total Delay	33.3		37.7		29.1	4.2	
LOS	C		D		C	A	
Approach Delay	33.3		37.7			4.6	
Approach LOS	C		D			A	
Queue Length 50th (ft)	33		~478		8	107	
Queue Length 95th (ft)	70		#638		27	162	
Internal Link Dist (ft)	734		733			900	
Turn Bay Length (ft)					295		
Base Capacity (vph)	501		1961		276	2851	
Starvation Cap Reductn	0		0		0	0	
Spillback Cap Reductn	0		0		0	0	
Storage Cap Reductn	0		0		0	0	
Reduced v/c Ratio	0.17		0.99		0.08	0.52	

Intersection Summary	
Area Type: Other	
Cycle Length: 115.8	
Actuated Cycle Length: 72.4	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 4: Route 32 & Deshon St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	14	1631	43	18	1273
Future Volume (vph)	59	14	1631	43	18	1273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.8		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.97		1.00		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1779		3527		1805	3539
Flt Permitted	0.96		1.00		0.95	1.00
Satd. Flow (perm)	1779		3527		1805	3539
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	69	16	1897	50	21	1480
RTOR Reduction (vph)	8	0	1	0	0	0
Lane Group Flow (vph)	77	0	1946	0	21	1480
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Turn Type	Prot		NA		Prot	NA
Protected Phases	4		2		1	1 2
Permitted Phases						1
Actuated Green, G (s)	7.1		40.3		11.1	56.4
Effective Green, g (s)	7.1		40.3		11.1	56.4
Actuated g/C Ratio	0.10		0.55		0.15	0.77
Clearance Time (s)	4.0		5.8		5.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	172		1939		273	2723
v/s Ratio Prot	c0.04		c0.55		0.01	c0.42
v/s Ratio Perm						
v/c Ratio	0.45		1.00		0.08	0.54
Uniform Delay, d1	31.2		16.5		26.7	3.3
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	1.8		21.3		0.1	0.2
Delay (s)	33.1		37.8		26.8	3.6
Level of Service	C		D		C	A
Approach Delay (s)	33.1		37.8			3.9
Approach LOS	C		D			A

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	18.8
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	126	28	497	37	0	0
Future Volume (vph)	126	28	497	37	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
Frt	0.976		0.991			
Flt Protected	0.961					
Satd. Flow (prot)	1782	0	1883	0	0	0
Flt Permitted	0.961					
Satd. Flow (perm)	1782	0	1883	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	884		460			193
Travel Time (s)	20.1		10.5			4.4
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	154	34	606	45	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	651	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	126	28	497	37	0	0
Future Volume (Veh/h)	126	28	497	37	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	154	34	606	45	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			460			
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	628	628			651	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	519	519			544	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	67	93			100	
cM capacity (veh/h)	462	498			910	

Direction, Lane #	WB 1	NB 1
Volume Total	188	651
Volume Left	154	0
Volume Right	34	45
cSH	469	1700
Volume to Capacity	0.40	0.38
Queue Length 95th (ft)	48	0
Control Delay (s)	17.7	0.0
Lane LOS	C	
Approach Delay (s)	17.7	0.0
Approach LOS	C	

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	126	28	497	37	0	0
Future Vol, veh/h	126	28	497	37	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	154	34	606	45	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	629	629	0	0
Stage 1	629	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.4	6.2	-	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	449	486	-	-
Stage 1	535	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	449	486	-	-
Mov Cap-2 Maneuver	449	-	-	-
Stage 1	535	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	18.4	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	455
HCM Lane V/C Ratio	-	-	0.413
HCM Control Delay (s)	-	-	18.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	168	0	0	310	321	69	198	41	19	0	68
Future Volume (vph)	9	168	0	0	310	321	69	198	41	19	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	0		0	0		0	0		25
Storage Lanes	1		0	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.974				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1703	1827	0	0	1881	1615	1787	1847	0	1805	0	1615
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	1703	1827	0	0	1881	1615	1787	1847	0	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						353		6				148
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		520			732			632			460	
Travel Time (s)		11.8			16.6			14.4			10.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	4%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	10	185	0	0	341	353	76	218	45	21	0	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	185	0	0	341	353	76	263	0	21	0	75
Turn Type	Prot	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases												
Detector Phase	1	1 2			2	2	4	4		5		
Switch Phase												
Minimum Initial (s)	5.0				15.0	15.0	5.0	5.0		5.0		
Minimum Split (s)	9.0				20.7	20.7	9.5	9.5		9.5		
Total Split (s)	15.0				35.7	35.7	25.0	25.0		35.0		
Total Split (%)	10.9%				25.9%	25.9%	18.2%	18.2%		25.4%		
Maximum Green (s)	11.0				30.0	30.0	21.0	21.0		31.0		
Yellow Time (s)	3.0				3.6	3.6	3.0	3.0		3.0		
All-Red Time (s)	1.0				2.1	2.1	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Lead/Lag	Lead				Lag	Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Recall Mode	Max				Max	Max	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.6	49.4			31.7	31.7	18.4	18.4		6.9		0.0
Actuated g/C Ratio	0.13	0.56			0.36	0.36	0.21	0.21		0.08		0.00
v/c Ratio	0.04	0.18			0.51	0.44	0.20	0.67		0.15		0.51
Control Delay	44.7	15.8			30.8	5.6	35.9	44.7		48.6		11.9
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0

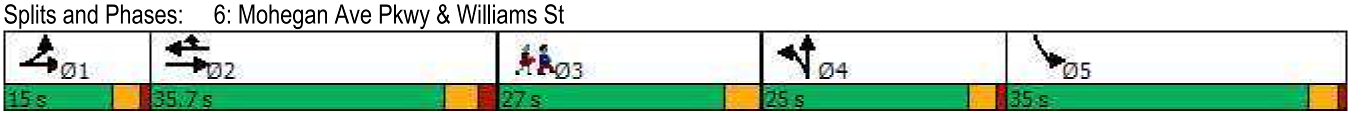
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	20%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	16.0
Pedestrian Calls (#/hr)	18
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	44.7	15.8			30.8	5.6	35.9	44.7		48.6		11.9
LOS	D	B			C	A	D	D		D		B
Approach Delay		17.3			18.0			42.7			19.9	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	4	28			105	0	27	101		9		0
Queue Length 95th (ft)	24	143			336	73	93	#307		41		0
Internal Link Dist (ft)		440			652			552			380	
Turn Bay Length (ft)	210											25
Base Capacity (vph)	224	1021			675	806	449	468		669		148
Starvation Cap Reductn	0	0			0	0	0	0		0		0
Spillback Cap Reductn	0	0			0	0	0	0		0		0
Storage Cap Reductn	0	0			0	0	0	0		0		0
Reduced v/c Ratio	0.04	0.18			0.51	0.44	0.17	0.56		0.03		0.51

Intersection Summary

Area Type: Other
Cycle Length: 137.7
Actuated Cycle Length: 88.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 48.4% 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: 6: Mohegan Ave Pkwy & Williams St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	168	0	0	310	321	69	198	41	19	0	68
Future Volume (vph)	9	168	0	0	310	321	69	198	41	19	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.7	5.7	4.0	4.0		4.0		4.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1703	1827			1881	1615	1787	1848		1805		1615
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (perm)	1703	1827			1881	1615	1787	1848		1805		1615
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	10	185	0	0	341	353	76	218	45	21	0	75
RTOR Reduction (vph)	0	0	0	0	0	233	0	5	0	0	0	75
Lane Group Flow (vph)	10	185	0	0	341	120	76	258	0	21	0	0
Heavy Vehicles (%)	6%	4%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases												
Actuated Green, G (s)	11.6	47.3			31.7	31.7	18.4	18.4		2.5		0.0
Effective Green, g (s)	11.6	47.3			31.7	31.7	18.4	18.4		2.5		0.0
Actuated g/C Ratio	0.12	0.51			0.34	0.34	0.20	0.20		0.03		0.00
Clearance Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	212	929			641	550	353	365		48		0
v/s Ratio Prot	0.01	c0.10			c0.18	0.07	0.04	c0.14		c0.01		
v/s Ratio Perm												
v/c Ratio	0.05	0.20			0.53	0.22	0.22	0.71		0.44		0.00
Uniform Delay, d1	35.8	12.5			24.7	21.8	31.3	34.8		44.6		46.5
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.4	0.5			3.1	0.9	0.3	6.1		6.3		0.0
Delay (s)	36.3	13.0			27.8	22.7	31.6	40.9		50.8		46.5
Level of Service	D	B			C	C	C	D		D		D
Approach Delay (s)		14.2			25.2			38.8			47.4	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	93.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	87	145	238	211	4	88
Future Volume (vph)	87	145	238	211	4	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916				0.871	
Flt Protected				0.974	0.998	
Satd. Flow (prot)	1727	0	0	1842	1621	0
Flt Permitted				0.974	0.998	
Satd. Flow (perm)	1727	0	0	1842	1621	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1290			520	714	
Travel Time (s)	29.3			11.8	16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	0%	0%	1%	0%	2%
Adj. Flow (vph)	109	181	298	264	5	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	290	0	0	562	115	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	87	145	238	211	4	88
Future Volume (vph)	87	145	238	211	4	88
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	109	181	298	264	5	110

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	290	562	115
Volume Left (vph)	0	298	5
Volume Right (vph)	181	0	110
Hadj (s)	-0.36	0.11	-0.53
Departure Headway (s)	4.5	4.7	5.3
Degree Utilization, x	0.36	0.73	0.17
Capacity (veh/h)	756	757	606
Control Delay (s)	10.1	19.1	9.3
Approach Delay (s)	10.1	19.1	9.3
Approach LOS	B	C	A

Intersection Summary			
Delay	15.2		
Level of Service	C		
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	87	145	238	211	4	88
Future Vol, veh/h	87	145	238	211	4	88
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	0	0	1	0	2
Mvmt Flow	109	181	298	264	5	110
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.1	18.6	9.3
HCM LOS	B	C	A

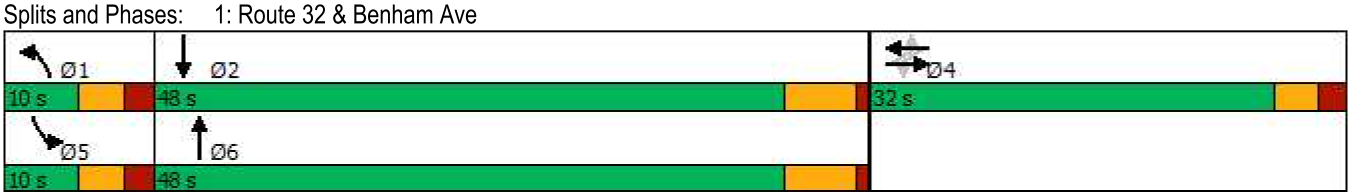
Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	4%	0%	53%
Vol Thru, %	0%	38%	47%
Vol Right, %	96%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	92	232	449
LT Vol	4	0	238
Through Vol	0	87	211
RT Vol	88	145	0
Lane Flow Rate	115	290	561
Geometry Grp	1	1	1
Degree of Util (X)	0.165	0.36	0.718
Departure Headway (Hd)	5.176	4.473	4.608
Convergence, Y/N	Yes	Yes	Yes
Cap	687	800	780
Service Time	3.254	2.529	2.657
HCM Lane V/C Ratio	0.167	0.362	0.719
HCM Control Delay	9.3	10.1	18.6
HCM Lane LOS	A	B	C
HCM 95th-tile Q	0.6	1.6	6.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	2	15	3	4	7	11	1585	14	5	1203	13
Future Volume (vph)	19	2	15	3	4	7	11	1585	14	5	1203	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.945			0.928			0.999			0.998	
Flt Protected		0.974			0.990		0.950			0.950		
Satd. Flow (prot)	0	1727	0	0	1746	0	1805	3536	0	1805	3533	0
Flt Permitted		0.824			0.920		0.950			0.950		
Satd. Flow (perm)	0	1461	0	0	1622	0	1805	3536	0	1805	3533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			8			1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			729			1819			1853	
Travel Time (s)		12.4			16.6			41.3			42.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	25%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	21	2	16	3	4	8	12	1723	15	5	1308	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	15	0	12	1738	0	5	1322	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		10.0	23.8		10.0	23.8	
Total Split (s)	32.0	32.0		32.0	32.0		10.0	48.0		10.0	48.0	
Total Split (%)	35.6%	35.6%		35.6%	35.6%		11.1%	53.3%		11.1%	53.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0		5.0	42.2		5.0	42.2	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		7.4			7.4		5.0	55.9		5.0	55.9	
Actuated g/C Ratio		0.11			0.11		0.07	0.82		0.07	0.82	
v/c Ratio		0.23			0.08		0.09	0.60		0.04	0.46	
Control Delay		23.8			22.1		32.7	6.7		31.6	4.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		23.8			22.1		32.7	6.7		31.6	4.9	
LOS		C			C		C	A		C	A	
Approach Delay		23.8			22.1			6.9			5.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		10			3		5	146		2	91	
Queue Length 95th (ft)		36			19		20	396		12	243	
Internal Link Dist (ft)		467			649			1739			1773	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)		589			648		132	2892		132	2889	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.07			0.02		0.09	0.60		0.04	0.46	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 68.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 59.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Route 32 & Benham Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	2	15	3	4	7	11	1585	14	5	1203	13
Future Volume (vph)	19	2	15	3	4	7	11	1585	14	5	1203	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.94			0.93		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1746		1805	3535		1805	3534	
Flt Permitted		0.82			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1460			1622		1805	3535		1805	3534	
Peak-hour factor, PHF	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)	21	2	16	3	4	8	12	1723	15	5	1308	14
RTOR Reduction (vph)	0	15	0	0	8	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	24	0	0	7	0	12	1738	0	5	1321	0
Heavy Vehicles (%)	0%	25%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		4.4			4.4		1.0	53.4		1.0	53.4	
Effective Green, g (s)		4.4			4.4		1.0	53.4		1.0	53.4	
Actuated g/C Ratio		0.06			0.06		0.01	0.72		0.01	0.72	
Clearance Time (s)		5.0			5.0		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		86			95		24	2530		24	2529	
v/s Ratio Prot							c0.01	c0.49		0.00	0.37	
v/s Ratio Perm		c0.02			0.00							
v/c Ratio		0.28			0.08		0.50	0.69		0.21	0.52	
Uniform Delay, d1		33.6			33.2		36.6	5.9		36.4	4.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.8			0.4		15.4	1.5		4.3	0.8	
Delay (s)		35.3			33.5		52.0	7.5		40.7	5.6	
Level of Service		D			C		D	A		D	A	
Approach Delay (s)		35.3			33.5			7.8			5.7	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	15.8
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	31	12	36	20	12	4	1591	52	11	1165	4
Future Volume (vph)	6	31	12	36	20	12	4	1591	52	11	1165	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		95	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.967			0.977			0.995				
Flt Protected		0.994			0.974		0.950			0.950		
Satd. Flow (prot)	0	1738	0	0	1808	0	1805	3524	0	1671	3539	0
Flt Permitted		0.963			0.880		0.950			0.950		
Satd. Flow (perm)	0	1684	0	0	1634	0	1805	3524	0	1671	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			8			4				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			769			789			1819	
Travel Time (s)		8.3			17.5			17.9			41.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	21%	0%	0%	0%	0%	2%	0%	8%	2%	0%
Adj. Flow (vph)	7	34	13	40	22	13	4	1748	57	12	1280	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	75	0	4	1805	0	12	1284	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.5	9.5		9.5	9.5		10.0	22.5		10.0	22.5	
Total Split (s)	11.0	11.0		11.0	11.0		13.0	46.0		13.0	46.0	
Total Split (%)	11.0%	11.0%		11.0%	11.0%		13.0%	46.0%		13.0%	46.0%	
Maximum Green (s)	6.5	6.5		6.5	6.5		8.0	40.2		8.0	40.2	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.8		3.0	4.8	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.7			6.7		6.0	46.7		6.3	46.8	
Actuated g/C Ratio		0.10			0.10		0.09	0.70		0.10	0.71	
v/c Ratio		0.30			0.44		0.02	0.73		0.08	0.51	
Control Delay		31.7			38.8		34.8	14.5		34.3	10.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	30%
Maximum Green (s)	26.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	19.0
Pedestrian Calls (#/hr)	7
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		31.7			38.8		34.8	14.5		34.3	10.7	
LOS		C			D		C	B		C	B	
Approach Delay		31.7			38.8			14.5			11.0	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		13			22		1	146		4	79	
Queue Length 95th (ft)		66			#113		14	#911		25	#486	
Internal Link Dist (ft)		287			689			709			1739	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		183			175		228	2481		211	2499	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.30			0.43		0.02	0.73		0.06	0.51	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 66.3	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 64.7%	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: 2: Route 32 & Reservoir St

Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	31	12	36	20	12	4	1591	52	11	1165	4
Future Volume (vph)	6	31	12	36	20	12	4	1591	52	11	1165	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.97			0.98		1.00	1.00		1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1739			1807		1805	3525		1671	3538	
Flt Permitted		0.96			0.88		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1685			1633		1805	3525		1671	3538	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	7	34	13	40	22	13	4	1748	57	12	1280	4
RTOR Reduction (vph)	0	11	0	0	7	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	43	0	0	68	0	4	1803	0	12	1284	0
Heavy Vehicles (%)	0%	0%	21%	0%	0%	0%	0%	2%	0%	8%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Actuated Green, G (s)		5.4			5.4		0.9	45.5		1.0	45.6	
Effective Green, g (s)		5.4			5.4		0.9	45.5		1.0	45.6	
Actuated g/C Ratio		0.07			0.07		0.01	0.61		0.01	0.61	
Clearance Time (s)		4.5			4.5		5.0	5.8		5.0	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		121			118		21	2147		22	2159	
v/s Ratio Prot							0.00	c0.51		c0.01	0.36	
v/s Ratio Perm		0.03			c0.04							
v/c Ratio		0.35			0.57		0.19	0.84		0.55	0.59	
Uniform Delay, d1		33.0			33.5		36.5	11.7		36.6	8.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.8			6.6		4.4	4.2		24.9	1.2	
Delay (s)		34.8			40.1		40.9	15.8		61.5	10.1	
Level of Service		C			D		D	B		E	B	
Approach Delay (s)		34.8			40.1			15.9			10.6	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	19.3
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

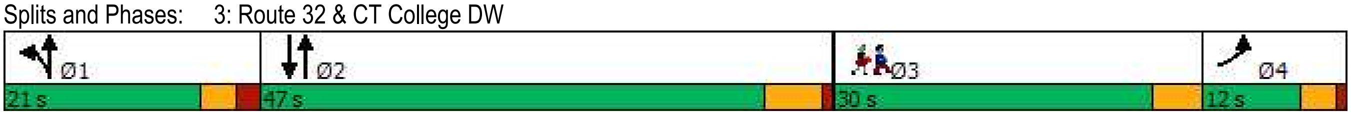
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	41	78	49	1617	1228	36	
Future Volume (vph)	41	78	49	1617	1228	36	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	120			75	
Storage Lanes	1	0	1			0	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt	0.911				0.996		
Flt Protected	0.983		0.950				
Satd. Flow (prot)	1701	0	1787	3539	3527	0	
Flt Permitted	0.983		0.950				
Satd. Flow (perm)	1701	0	1787	3539	3527	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	68				3		
Link Speed (mph)	30			30	30		
Link Distance (ft)	371			980	789		
Travel Time (s)	8.4			22.3	17.9		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	0%	1%	2%	2%	0%	
Adj. Flow (vph)	46	88	55	1817	1380	40	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	134	0	55	1817	1420	0	
Turn Type	Prot		Prot	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases							
Detector Phase	4		1	1 2	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0		5.0
Minimum Split (s)	9.5		10.0		10.8		30.0
Total Split (s)	12.0		21.0		47.0		30.0
Total Split (%)	10.9%		19.1%		42.7%		27%
Maximum Green (s)	8.0		16.0		41.2		26.0
Yellow Time (s)	3.0		3.0		4.8		4.0
All-Red Time (s)	1.0		2.0		1.0		0.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	4.0		5.0		5.8		
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0		3.0		3.0
Recall Mode	None		None		Max		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							5
Act Effct Green (s)	7.6		16.3	64.1	41.9		
Actuated g/C Ratio	0.09		0.19	0.75	0.49		
v/c Ratio	0.63		0.16	0.69	0.82		
Control Delay	35.9		34.0	10.0	25.6		
Queue Delay	0.0		0.0	0.0	0.0		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Delay	35.9		34.0	10.0	25.6		
LOS	D		C	B	C		
Approach Delay	35.9			10.7	25.6		
Approach LOS	D			B	C		
Queue Length 50th (ft)	31		23	150	284		
Queue Length 95th (ft)	#133		72	668	#715		
Internal Link Dist (ft)	291			900	709		
Turn Bay Length (ft)			120				
Base Capacity (vph)	223		340	2652	1730		
Starvation Cap Reductn	0		0	0	0		
Spillback Cap Reductn	0		0	0	0		
Storage Cap Reductn	0		0	0	0		
Reduced v/c Ratio	0.60		0.16	0.69	0.82		

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 85.5
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 59.3% 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: 3: Route 32 & CT College DW



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	41	78	49	1617	1228	36
Future Volume (vph)	41	78	49	1617	1228	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.0	5.0	5.8	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.91		1.00	1.00	1.00	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1702		1787	3539	3526	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1702		1787	3539	3526	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	46	88	55	1817	1380	40
RTOR Reduction (vph)	62	0	0	0	2	0
Lane Group Flow (vph)	72	0	55	1817	1418	0
Heavy Vehicles (%)	0%	0%	1%	2%	2%	0%
Turn Type	Prot		Prot	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases						
Actuated Green, G (s)	7.6		16.3	63.2	41.9	
Effective Green, g (s)	7.6		16.3	63.2	41.9	
Actuated g/C Ratio	0.09		0.18	0.71	0.47	
Clearance Time (s)	4.0		5.0		5.8	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	145		328	2524	1667	
v/s Ratio Prot	c0.04		0.03	c0.51	c0.40	
v/s Ratio Perm						
v/c Ratio	0.50		0.17	0.72	0.85	
Uniform Delay, d1	38.7		30.4	7.5	20.6	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	2.7		0.2	1.0	5.7	
Delay (s)	41.3		30.7	8.5	26.3	
Level of Service	D		C	A	C	
Approach Delay (s)	41.3			9.1	26.3	
Approach LOS	D			A	C	

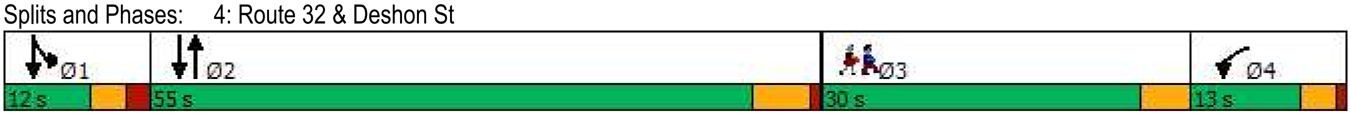
Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	88.6	Sum of lost time (s)	18.8
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	59	14	1631	43	18	1273	
Future Volume (vph)	59	14	1631	43	18	1273	
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	1.00	0.95	
Frt	0.975		0.996				
Flt Protected	0.961				0.950		
Satd. Flow (prot)	1780	0	3527	0	1805	3539	
Flt Permitted	0.961				0.950		
Satd. Flow (perm)	1780	0	3527	0	1805	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	8		3				
Link Speed (mph)	30		30			30	
Link Distance (ft)	814		813			980	
Travel Time (s)	18.5		18.5			22.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	
Adj. Flow (vph)	69	16	1897	50	21	1480	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	85	0	1947	0	21	1480	
Turn Type	Prot		NA		Prot	NA	
Protected Phases	4		2		1	1 2	3
Permitted Phases						1	
Detector Phase	4		2		1	1 2	
Switch Phase							
Minimum Initial (s)	5.0		15.0		5.0		5.0
Minimum Split (s)	9.5		20.8		10.0		30.0
Total Split (s)	13.0		55.0		12.0		30.0
Total Split (%)	11.8%		50.0%		10.9%		27%
Maximum Green (s)	9.0		49.2		7.0		26.0
Yellow Time (s)	3.0		4.8		3.0		4.0
All-Red Time (s)	1.0		1.0		2.0		0.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	4.0		5.8		5.0		
Lead/Lag	Lag		Lag		Lead		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0		3.0		3.0
Recall Mode	None		Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	8.0		49.4		7.0	63.5	
Actuated g/C Ratio	0.10		0.64		0.09	0.82	
v/c Ratio	0.45		0.86		0.13	0.51	
Control Delay	38.5		17.5		35.7	3.7	
Queue Delay	0.0		0.0		0.0	0.0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3
Total Delay	38.5		17.5		35.7	3.7	
LOS	D		B		D	A	
Approach Delay	38.5		17.5			4.1	
Approach LOS	D		B			A	
Queue Length 50th (ft)	36		390		10	110	
Queue Length 95th (ft)	76		465		30	134	
Internal Link Dist (ft)	734		733			900	
Turn Bay Length (ft)					100		
Base Capacity (vph)	215		2263		164	2913	
Starvation Cap Reductn	0		0		0	0	
Spillback Cap Reductn	0		0		0	0	
Storage Cap Reductn	0		0		0	0	
Reduced v/c Ratio	0.40		0.86		0.13	0.51	

Intersection Summary	
Area Type: Other	
Cycle Length: 110	
Actuated Cycle Length: 77.1	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Route 32 & Deshon St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	14	1631	43	18	1273
Future Volume (vph)	59	14	1631	43	18	1273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.8		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.97		1.00		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1779		3527		1805	3539
Flt Permitted	0.96		1.00		0.95	1.00
Satd. Flow (perm)	1779		3527		1805	3539
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	69	16	1897	50	21	1480
RTOR Reduction (vph)	7	0	1	0	0	0
Lane Group Flow (vph)	78	0	1946	0	21	1480
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Turn Type	Prot		NA		Prot	NA
Protected Phases	4		2		1	1 2
Permitted Phases						1
Actuated Green, G (s)	6.7		49.4		7.0	61.4
Effective Green, g (s)	6.7		49.4		7.0	61.4
Actuated g/C Ratio	0.09		0.63		0.09	0.79
Clearance Time (s)	4.0		5.8		5.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	153		2236		162	2789
v/s Ratio Prot	c0.04		c0.55		0.01	c0.42
v/s Ratio Perm						
v/c Ratio	0.51		0.87		0.13	0.53
Uniform Delay, d1	34.0		11.6		32.6	3.0
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	2.6		5.0		0.4	0.2
Delay (s)	36.7		16.6		33.0	3.2
Level of Service	D		B		C	A
Approach Delay (s)	36.7		16.6			3.6
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	77.9	Sum of lost time (s)	18.8
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	126	28	497	37	0	0
Future Volume (vph)	126	28	497	37	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
Frt	0.976		0.991			
Flt Protected	0.961					
Satd. Flow (prot)	1782	0	1883	0	0	0
Flt Permitted	0.961					
Satd. Flow (perm)	1782	0	1883	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	884		460			193
Travel Time (s)	20.1		10.5			4.4
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	154	34	606	45	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	651	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	126	28	497	37	0	0
Future Volume (Veh/h)	126	28	497	37	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	154	34	606	45	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			460			
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	628	628			651	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	519	519			544	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	67	93			100	
cM capacity (veh/h)	462	498			910	

Direction, Lane #	WB 1	NB 1
Volume Total	188	651
Volume Left	154	0
Volume Right	34	45
cSH	469	1700
Volume to Capacity	0.40	0.38
Queue Length 95th (ft)	48	0
Control Delay (s)	17.7	0.0
Lane LOS	C	
Approach Delay (s)	17.7	0.0
Approach LOS	C	

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	4.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	126	28	497	37	0	0
Future Vol, veh/h	126	28	497	37	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	154	34	606	45	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	629	629	0	0
Stage 1	629	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.4	6.2	-	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	449	486	-	-
Stage 1	535	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	449	486	-	-
Mov Cap-2 Maneuver	449	-	-	-
Stage 1	535	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	18.4	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	455
HCM Lane V/C Ratio	-	-	0.413
HCM Control Delay (s)	-	-	18.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	168	0	0	310	321	69	198	41	19	0	68
Future Volume (vph)	9	168	0	0	310	321	69	198	41	19	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	0		0	0		0	0		25
Storage Lanes	1		0	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.974				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1703	1827	0	0	1881	1615	1787	1847	0	1805	0	1615
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	1703	1827	0	0	1881	1615	1787	1847	0	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						353		6				148
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		520			732			632			460	
Travel Time (s)		11.8			16.6			14.4			10.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	4%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	10	185	0	0	341	353	76	218	45	21	0	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	185	0	0	341	353	76	263	0	21	0	75
Turn Type	Prot	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases												
Detector Phase	1	1 2			2	2	4	4		5		
Switch Phase												
Minimum Initial (s)	5.0				15.0	15.0	5.0	5.0		5.0		
Minimum Split (s)	9.0				20.7	20.7	9.5	9.5		9.5		
Total Split (s)	15.0				35.7	35.7	25.0	25.0		35.0		
Total Split (%)	10.9%				25.9%	25.9%	18.2%	18.2%		25.4%		
Maximum Green (s)	11.0				30.0	30.0	21.0	21.0		31.0		
Yellow Time (s)	3.0				3.6	3.6	3.0	3.0		3.0		
All-Red Time (s)	1.0				2.1	2.1	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Lead/Lag	Lead				Lag	Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Recall Mode	Max				Max	Max	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.6	49.4			31.7	31.7	18.4	18.4		6.9		0.0
Actuated g/C Ratio	0.13	0.56			0.36	0.36	0.21	0.21		0.08		0.00
v/c Ratio	0.04	0.18			0.51	0.44	0.20	0.67		0.15		0.51
Control Delay	44.7	15.8			30.8	5.6	35.9	44.7		48.6		11.9
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0

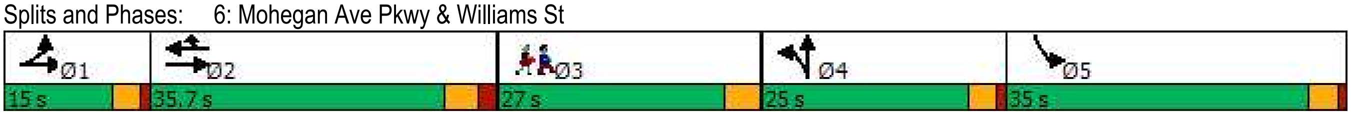
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	20%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	16.0
Pedestrian Calls (#/hr)	18
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	44.7	15.8			30.8	5.6	35.9	44.7		48.6		11.9
LOS	D	B			C	A	D	D		D		B
Approach Delay		17.3			18.0			42.7			19.9	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	4	28			105	0	27	101		9		0
Queue Length 95th (ft)	24	143			336	73	93	#307		41		0
Internal Link Dist (ft)		440			652			552			380	
Turn Bay Length (ft)	210											25
Base Capacity (vph)	224	1021			675	806	449	468		669		148
Starvation Cap Reductn	0	0			0	0	0	0		0		0
Spillback Cap Reductn	0	0			0	0	0	0		0		0
Storage Cap Reductn	0	0			0	0	0	0		0		0
Reduced v/c Ratio	0.04	0.18			0.51	0.44	0.17	0.56		0.03		0.51

Intersection Summary

Area Type: Other
Cycle Length: 137.7
Actuated Cycle Length: 88.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 48.4% 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: 6: Mohegan Ave Pkwy & Williams St



Lane Group	Ø3
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	168	0	0	310	321	69	198	41	19	0	68
Future Volume (vph)	9	168	0	0	310	321	69	198	41	19	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.7	5.7	4.0	4.0		4.0		4.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1703	1827			1881	1615	1787	1848		1805		1615
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (perm)	1703	1827			1881	1615	1787	1848		1805		1615
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	10	185	0	0	341	353	76	218	45	21	0	75
RTOR Reduction (vph)	0	0	0	0	0	233	0	5	0	0	0	75
Lane Group Flow (vph)	10	185	0	0	341	120	76	258	0	21	0	0
Heavy Vehicles (%)	6%	4%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA	Prot	Split	NA		Prot		custom
Protected Phases	1	1 2			2	2	4	4		5		
Permitted Phases												
Actuated Green, G (s)	11.6	47.3			31.7	31.7	18.4	18.4		2.5		0.0
Effective Green, g (s)	11.6	47.3			31.7	31.7	18.4	18.4		2.5		0.0
Actuated g/C Ratio	0.12	0.51			0.34	0.34	0.20	0.20		0.03		0.00
Clearance Time (s)	4.0				5.7	5.7	4.0	4.0		4.0		
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	212	929			641	550	353	365		48		0
v/s Ratio Prot	0.01	c0.10			c0.18	0.07	0.04	c0.14		c0.01		
v/s Ratio Perm												
v/c Ratio	0.05	0.20			0.53	0.22	0.22	0.71		0.44		0.00
Uniform Delay, d1	35.8	12.5			24.7	21.8	31.3	34.8		44.6		46.5
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.4	0.5			3.1	0.9	0.3	6.1		6.3		0.0
Delay (s)	36.3	13.0			27.8	22.7	31.6	40.9		50.8		46.5
Level of Service	D	B			C	C	C	D		D		D
Approach Delay (s)		14.2			25.2			38.8			47.4	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	93.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	87	145	238	211	4	88
Future Volume (vph)	87	145	238	211	4	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916				0.871	
Flt Protected				0.974	0.998	
Satd. Flow (prot)	1727	0	0	1842	1621	0
Flt Permitted				0.974	0.998	
Satd. Flow (perm)	1727	0	0	1842	1621	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1290			520	714	
Travel Time (s)	29.3			11.8	16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	0%	0%	1%	0%	2%
Adj. Flow (vph)	109	181	298	264	5	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	290	0	0	562	115	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	87	145	238	211	4	88
Future Volume (vph)	87	145	238	211	4	88
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	109	181	298	264	5	110

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	290	562	115
Volume Left (vph)	0	298	5
Volume Right (vph)	181	0	110
Hadj (s)	-0.36	0.11	-0.53
Departure Headway (s)	4.5	4.7	5.3
Degree Utilization, x	0.36	0.73	0.17
Capacity (veh/h)	756	757	606
Control Delay (s)	10.1	19.1	9.3
Approach Delay (s)	10.1	19.1	9.3
Approach LOS	B	C	A

Intersection Summary			
Delay	15.2		
Level of Service	C		
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	87	145	238	211	4	88
Future Vol, veh/h	87	145	238	211	4	88
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	0	0	1	0	2
Mvmt Flow	109	181	298	264	5	110
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.1	18.6	9.3
HCM LOS	B	C	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	4%	0%	53%
Vol Thru, %	0%	38%	47%
Vol Right, %	96%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	92	232	449
LT Vol	4	0	238
Through Vol	0	87	211
RT Vol	88	145	0
Lane Flow Rate	115	290	561
Geometry Grp	1	1	1
Degree of Util (X)	0.165	0.36	0.718
Departure Headway (Hd)	5.176	4.473	4.608
Convergence, Y/N	Yes	Yes	Yes
Cap	687	800	780
Service Time	3.254	2.529	2.657
HCM Lane V/C Ratio	0.167	0.362	0.719
HCM Control Delay	9.3	10.1	18.6
HCM Lane LOS	A	B	C
HCM 95th-tile Q	0.6	1.6	6.2

Appendix G

Turning Movement Count (TMC) Data
Automatic Traffic Recorder (ATR) Data

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

Route 32 at Benham Avenue
New London, Connecticut

File Name : 22873
Site Code : 22873
Start Date : 4/27/2022
Page No : 1

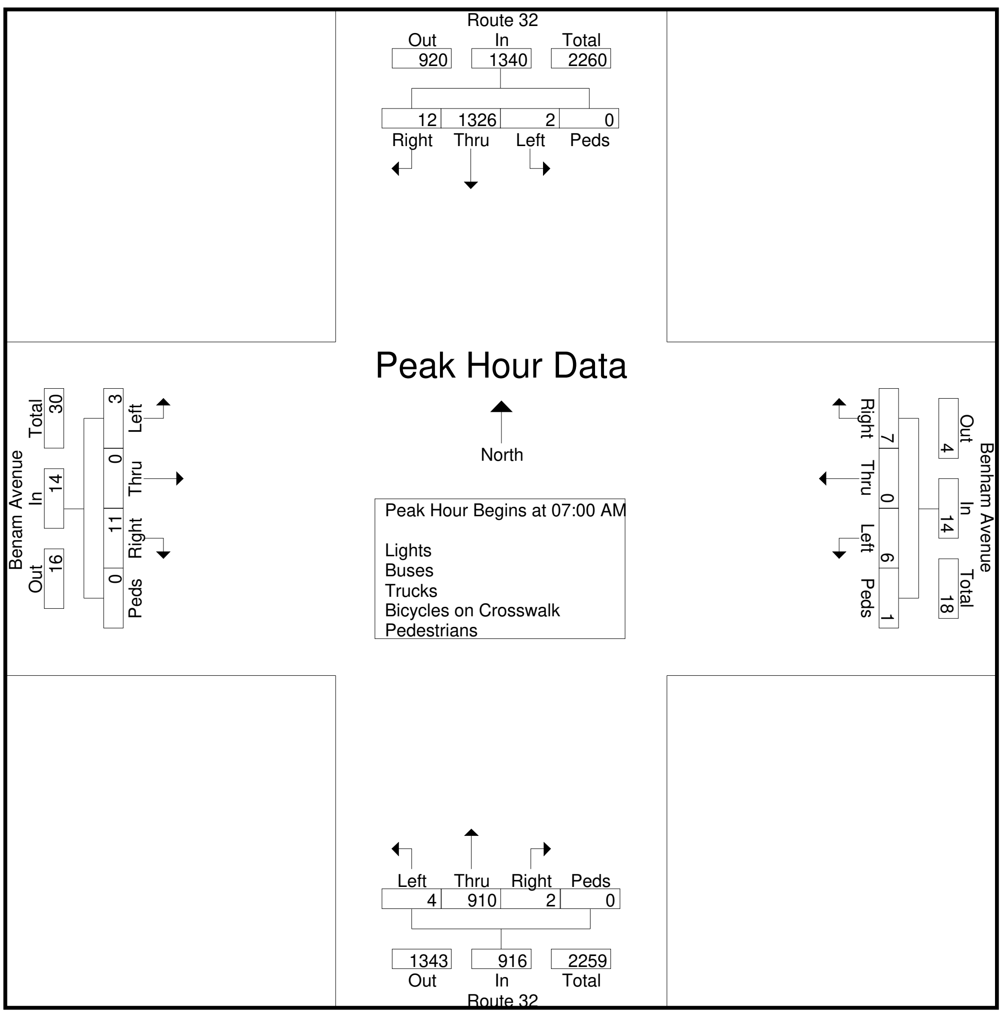
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 32 From North					Benham Avenue From East					Route 32 From South					Benam Avenue From West					
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
07:00 AM	0	292	0	0	292	3	0	3	1	7	0	205	0	0	205	2	0	3	0	5	509
07:15 AM	1	339	0	0	340	1	0	1	0	2	0	248	2	0	250	2	0	0	0	2	594
07:30 AM	4	332	0	0	336	2	0	1	0	3	2	236	0	0	238	3	0	0	0	3	580
07:45 AM	7	363	2	0	372	1	0	1	0	2	0	221	2	0	223	4	0	0	0	4	601
Total	12	1326	2	0	1340	7	0	6	1	14	2	910	4	0	916	11	0	3	0	14	2284
08:00 AM	2	282	3	0	287	1	0	1	0	2	3	175	4	0	182	3	0	0	0	3	474
08:15 AM	6	343	0	0	349	2	0	2	0	4	2	185	2	0	189	2	1	1	0	4	546
08:30 AM	5	298	0	0	303	0	0	7	0	7	1	213	5	0	219	7	0	2	0	9	538
08:45 AM	5	280	1	0	286	0	0	1	0	1	0	172	4	0	176	1	0	1	0	2	465
Total	18	1203	4	0	1225	3	0	11	0	14	6	745	15	0	766	13	1	4	0	18	2023
Grand Total	30	2529	6	0	2565	10	0	17	1	28	8	1655	19	0	1682	24	1	7	0	32	4307
Apprch %	1.2	98.6	0.2	0		35.7	0	60.7	3.6		0.5	98.4	1.1	0		75	3.1	21.9	0		
Total %	0.7	58.7	0.1	0	59.6	0.2	0	0.4	0	0.7	0.2	38.4	0.4	0	39.1	0.6	0	0.2	0	0.7	
Lights	29	2439										1585									
% Lights	96.7	96.4	83.3	0	96.4	70	0	94.1	0	82.1	87.5	95.8	89.5	0	95.7	100	100	85.7	0	96.9	96
Buses	1	14	1	0	16	3	0	0	0	3	0	24	0	0	24	0	0	1	0	1	44
% Buses	3.3	0.6	16.7	0	0.6	30	0	0	0	10.7	0	1.5	0	0	1.4	0	0	14.3	0	3.1	1
Trucks	0	76	0	0	76	0	0	1	0	1	1	46	2	0	49	0	0	0	0	0	126
% Trucks	0	3	0	0	3	0	0	5.9	0	3.6	12.5	2.8	10.5	0	2.9	0	0	0	0	0	2.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	3.6	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 22873
Site Code : 22873
Start Date : 4/27/2022
Page No : 2

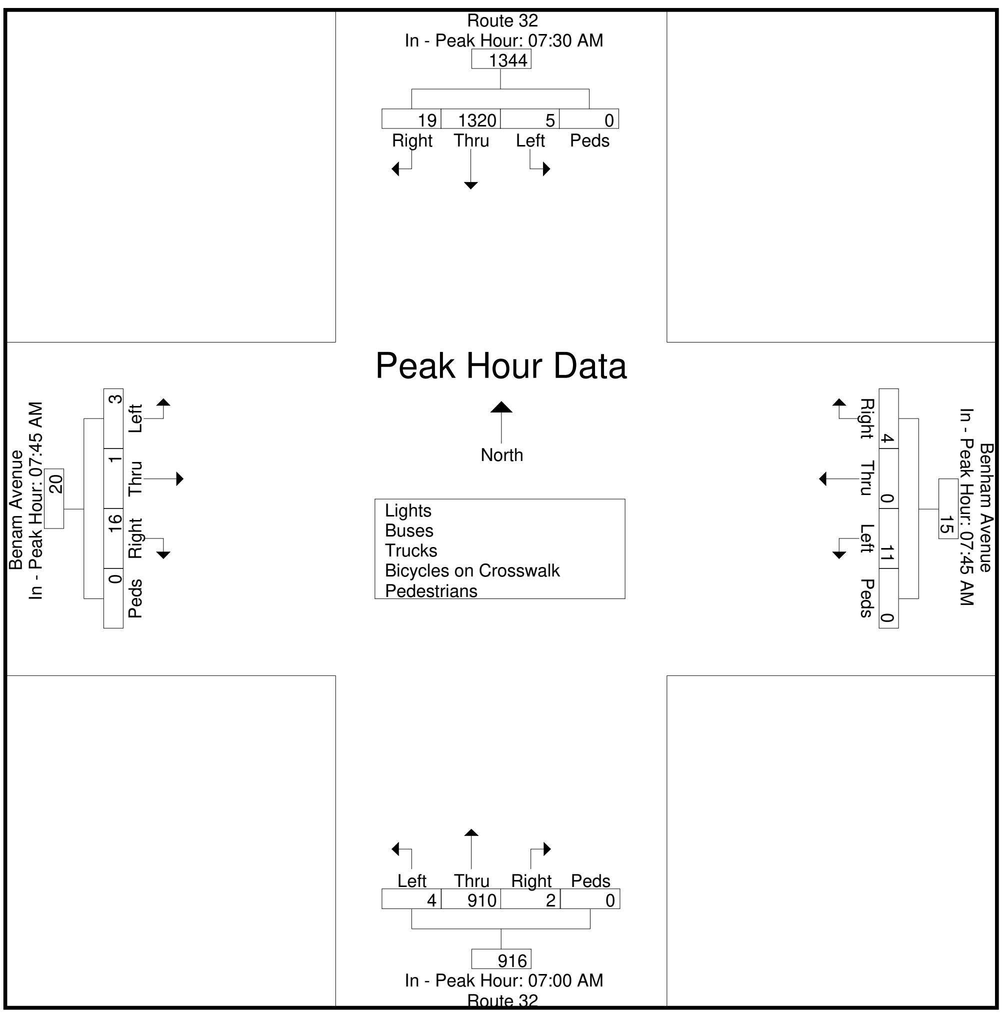
	Route 32 From North					Benham Avenue From East					Route 32 From South					Benam Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	292	0	0	292	3	0	3	1	7	0	205	0	0	205	2	0	3	0	5	509
07:15 AM	1	339	0	0	340	1	0	1	0	2	0	248	2	0	250	2	0	0	0	2	594
07:30 AM	4	332	0	0	336	2	0	1	0	3	2	236	0	0	238	3	0	0	0	3	580
07:45 AM	7	363	2	0	372	1	0	1	0	2	0	221	2	0	223	4	0	0	0	4	601
Total Volume	12	1326	2	0	1340	7	0	6	1	14	2	910	4	0	916	11	0	3	0	14	2284
% App. Total	0.9	99	0.1	0		50	0	42.9	7.1		0.2	99.3	0.4	0		78.6	0	21.4	0		
PHF	.429	.913	.250	.000	.901	.583	.000	.500	.250	.500	.250	.917	.500	.000	.916	.688	.000	.250	.000	.700	.950



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

File Name : 22873
Site Code : 22873
Start Date : 4/27/2022
Page No : 3

	Route 32 From North					Benham Avenue From East					Route 32 From South					Benam Avenue From West					
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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:45 AM					07:00 AM					07:45 AM					
+0 mins.	4	332	0	0	336	1	0	1	0	2	0	205	0	0	205	4	0	0	0	4	
+15 mins.	7	363	2	0	372	1	0	1	0	2	0	248	2	0	250	3	0	0	0	3	
+30 mins.	2	282	3	0	287	2	0	2	0	4	2	236	0	0	238	2	1	1	0	4	
+45 mins.	6	343	0	0	349	0	0	7	0	7	0	221	2	0	223	7	0	2	0	9	
Total Volume	19	1320	5	0	1344	4	0	11	0	15	2	910	4	0	916	16	1	3	0	20	
% App. Total	1.4	98.2	0.4	0		26.7	0	73.3	0		0.2	99.3	0.4	0		80	5	15	0		
PHF	.679	.909	.417	.000	.903	.500	.000	.393	.000	.536	.250	.917	.500	.000	.916	.571	.250	.375	.000	.556	



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

Mohegan Ave Pkwy at Benham Ave
New London, Connecticut

File Name : 22874
Site Code : 22874
Start Date : 4/27/2022
Page No : 1

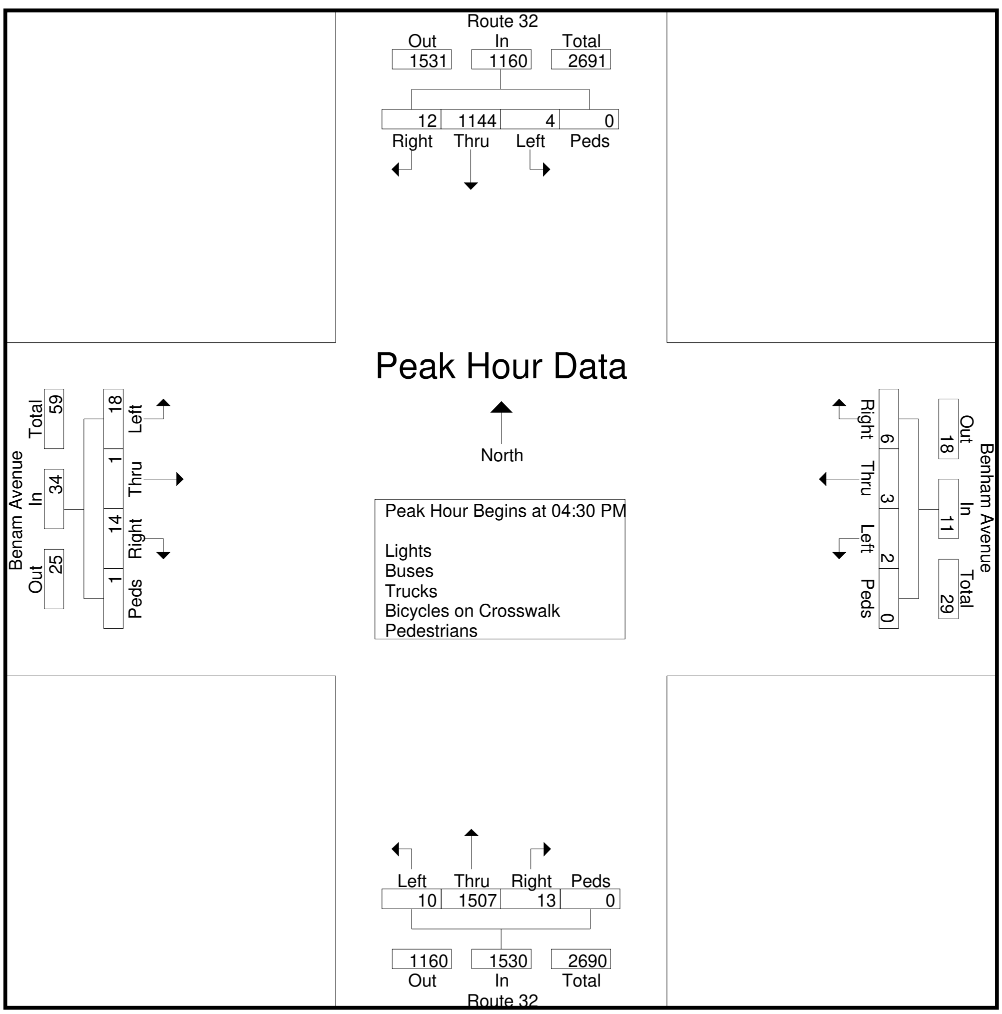
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 32 From North					Benham Avenue From East					Route 32 From South					Benam Avenue From West					
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	3	162	2	0	167	1	1	4	0	6	0	440	0	0	440	4	3	2	0	9	622
04:15 PM	4	194	2	0	200	0	1	0	0	1	5	362	3	0	370	1	0	4	0	5	576
04:30 PM	4	184	1	0	189	2	1	2	0	5	5	428	3	0	436	3	1	3	1	8	638
04:45 PM	3	270	1	0	274	1	0	0	0	1	4	371	0	0	375	6	0	4	0	10	660
Total	14	810	6	0	830	4	3	6	0	13	14	1601	6	0	1621	14	4	13	1	32	2496
05:00 PM	2	372	2	0	376	2	1	0	0	3	2	351	4	0	357	4	0	6	0	10	746
05:15 PM	3	318	0	0	321	1	1	0	0	2	2	357	3	0	362	1	0	5	0	6	691
05:30 PM	0	179	2	0	181	1	0	1	0	2	1	270	3	0	274	3	0	1	0	4	461
05:45 PM	3	230	0	0	233	1	0	4	0	5	3	264	0	0	267	4	0	3	0	7	512
Total	8	1099	4	0	1111	5	2	5	0	12	8	1242	10	0	1260	12	0	15	0	27	2410
Grand Total	22	1909	10	0	1941	9	5	11	0	25	22	2843	16	0	2881	26	4	28	1	59	4906
Apprch %	1.1	98.4	0.5	0		36	20	44	0		0.8	98.7	0.6	0		44.1	6.8	47.5	1.7		
Total %	0.4	38.9	0.2	0	39.6	0.2	0.1	0.2	0	0.5	0.4	57.9	0.3	0	58.7	0.5	0.1	0.6	0	1.2	
Lights	22	1878										2793									
% Lights	100	98.4	100	0	98.4	100	100	100	0	100	100	98.2	100	0	98.3	100	75	100	0	96.6	98.3
Buses	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	15
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.2	0	25	0	0	1.7	0.3
Trucks	0	22	0	0	22	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	67
% Trucks	0	1.2	0	0	1.1	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	1.4
Bicycles on Crosswalk % Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.7	0

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

File Name : 22874
Site Code : 22874
Start Date : 4/27/2022
Page No : 2

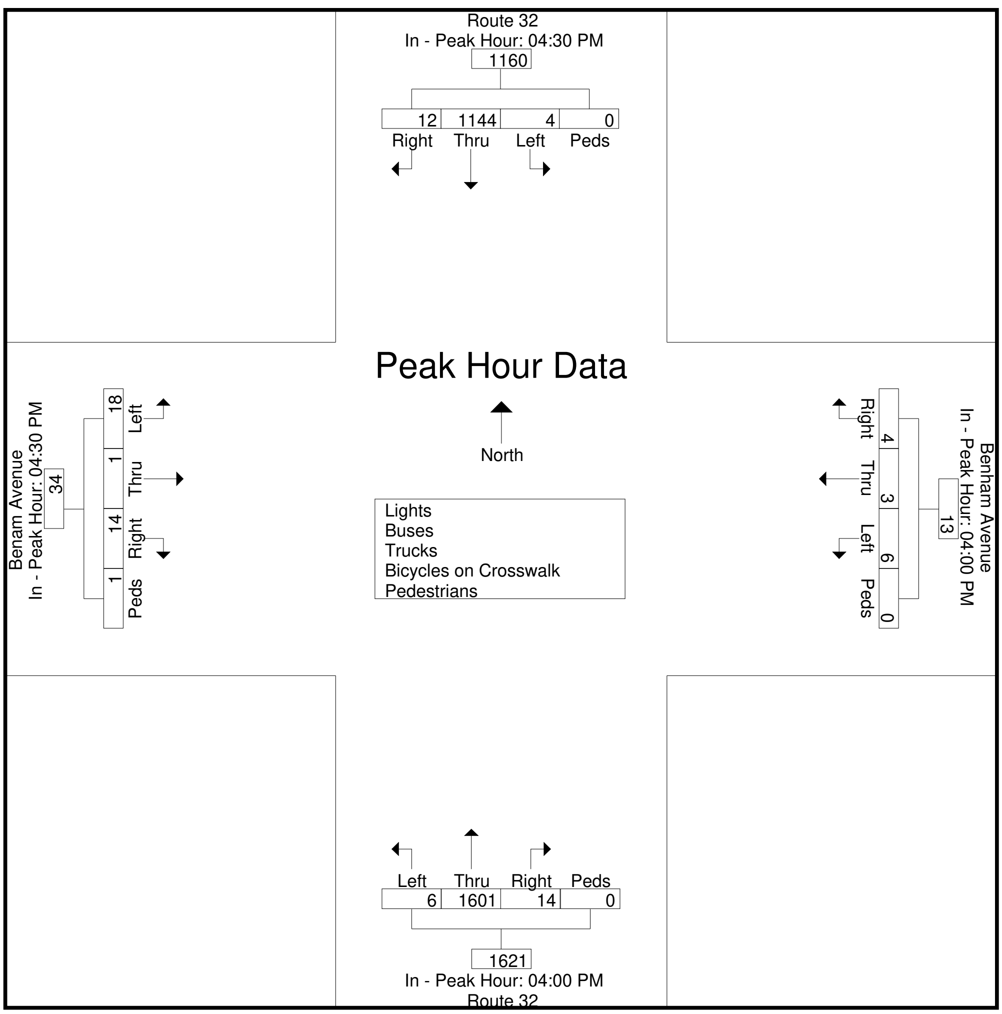
	Route 32 From North					Benham Avenue From East					Route 32 From South					Benam Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	184	1	0	189	2	1	2	0	5	5	428	3	0	436	3	1	3	1	8	638
04:45 PM	3	270	1	0	274	1	0	0	0	1	4	371	0	0	375	6	0	4	0	10	660
05:00 PM	2	372	2	0	376	2	1	0	0	3	2	351	4	0	357	4	0	6	0	10	746
05:15 PM	3	318	0	0	321	1	1	0	0	2	2	357	3	0	362	1	0	5	0	6	691
Total Volume	12	1144	4	0	1160	6	3	2	0	11	13	1507	10	0	1530	14	1	18	1	34	2735
% App. Total	1	98.6	0.3	0		54.5	27.3	18.2	0		0.8	98.5	0.7	0		41.2	2.9	52.9	2.9		
PHF	.750	.769	.500	.000	.771	.750	.750	.250	.000	.550	.650	.880	.625	.000	.877	.583	.250	.750	.250	.850	.917



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

File Name : 22874
Site Code : 22874
Start Date : 4/27/2022
Page No : 3

	Route 32 From North					Benham Avenue From East					Route 32 From South					Benam Avenue From West					
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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:00 PM					04:30 PM					
+0 mins.	4	184	1	0	189	1	1	4	0	6	0	440	0	0	440	3	1	3	1	8	
+15 mins.	3	270	1	0	274	0	1	0	0	1	5	362	3	0	370	6	0	4	0	10	
+30 mins.	2	372	2	0	376	2	1	2	0	5	5	428	3	0	436	4	0	6	0	10	
+45 mins.	3	318	0	0	321	1	0	0	0	1	4	371	0	0	375	1	0	5	0	6	
Total Volume	12	1144	4	0	1160	4	3	6	0	13	14	1601	6	0	1621	14	1	18	1	34	
% App. Total	1	98.6	0.3	0		30.8	23.1	46.2	0		0.9	98.8	0.4	0		41.2	2.9	52.9	2.9		
PHF	.750	.769	.500	.000	.771	.500	.750	.375	.000	.542	.700	.910	.500	.000	.921	.583	.250	.750	.250	.850	



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

Mohegan Avery Pkwy at Reservoir/Winchest
New London, Connecticut

File Name : 22865
Site Code : 22865
Start Date : 4/27/2022
Page No : 1

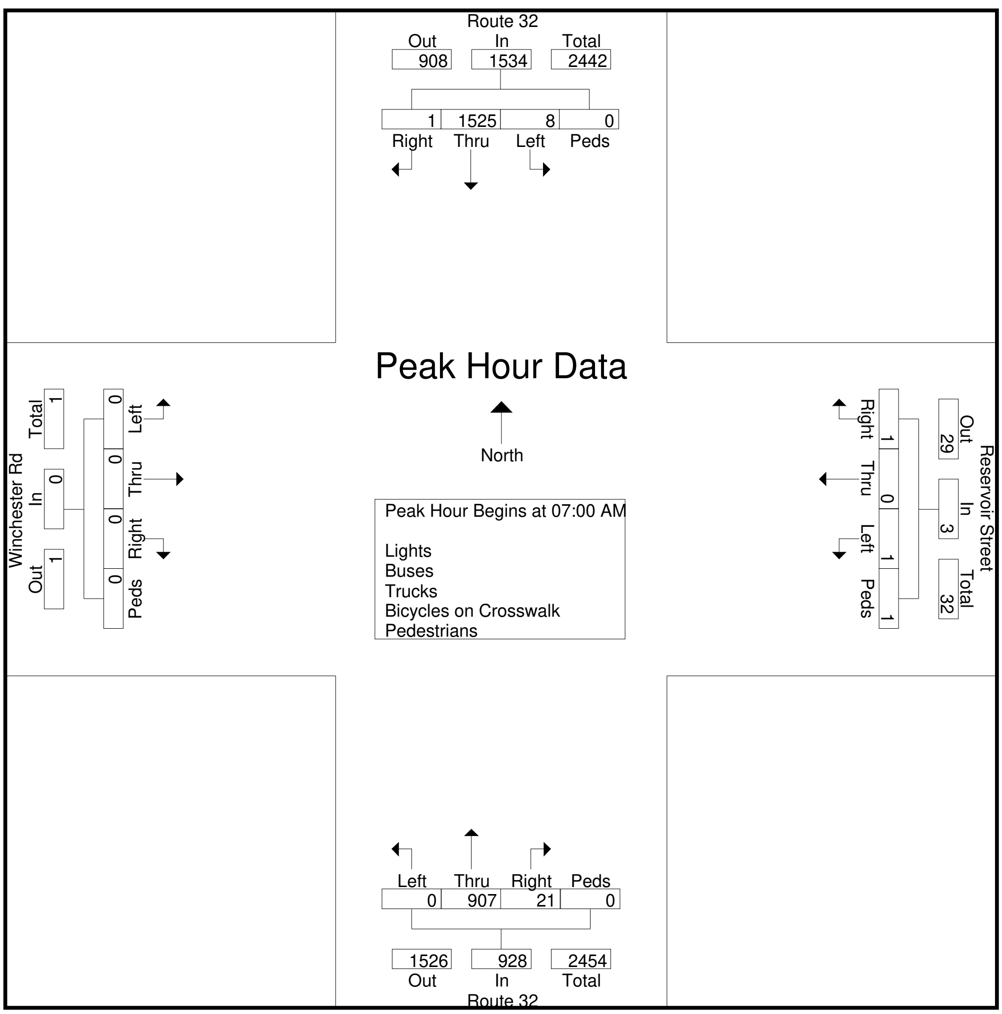
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 32 From North					Reservoir Street From East					Route 32 From South					Winchester Rd From West					
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
07:00 AM	0	322	0	0	322	0	0	0	1	1	2	204	0	0	206	0	0	0	0	0	529
07:15 AM	0	368	1	0	369	1	0	0	0	1	1	242	0	0	243	0	0	0	0	0	613
07:30 AM	1	372	3	0	376	0	0	1	0	1	4	245	0	0	249	0	0	0	0	0	626
07:45 AM	0	463	4	0	467	0	0	0	0	0	14	216	0	0	230	0	0	0	0	0	697
Total	1	1525	8	0	1534	1	0	1	1	3	21	907	0	0	928	0	0	0	0	0	2465
08:00 AM	0	284	3	0	287	1	0	4	0	5	3	193	0	0	196	0	0	0	0	0	488
08:15 AM	0	323	1	0	324	1	0	2	1	4	4	174	0	0	178	0	0	0	0	0	506
08:30 AM	0	347	2	0	349	1	0	0	0	1	9	233	0	0	242	0	0	0	0	0	592
08:45 AM	0	298	0	0	298	2	0	8	0	10	11	172	0	0	183	0	0	0	0	0	491
Total	0	1252	6	0	1258	5	0	14	1	20	27	772	0	0	799	0	0	0	0	0	2077
Grand Total	1	2777	14	0	2792	6	0	15	2	23	48	1679	0	0	1727	0	0	0	0	0	4542
Apprch %	0	99.5	0.5	0		26.1	0	65.2	8.7		2.8	97.2	0	0		0	0	0	0		
Total %	0	61.1	0.3	0	61.5	0.1	0	0.3	0	0.5	1.1	37	0	0	38	0	0	0	0	0	
Lights	1	2684										1603									
% Lights	100	96.7	100	0	96.7	100	0	100	0	91.3	95.8	95.5	0	0	95.5	0	0	0	0	0	96.2
Buses	0	13	0	0	13	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	38
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	1.5	0	0	1.4	0	0	0	0	0	0.8
Trucks	0	80	0	0	80	0	0	0	0	0	2	51	0	0	53	0	0	0	0	0	133
% Trucks	0	2.9	0	0	2.9	0	0	0	0	0	4.2	3	0	0	3.1	0	0	0	0	0	2.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	100	8.7	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 22865
Site Code : 22865
Start Date : 4/27/2022
Page No : 2

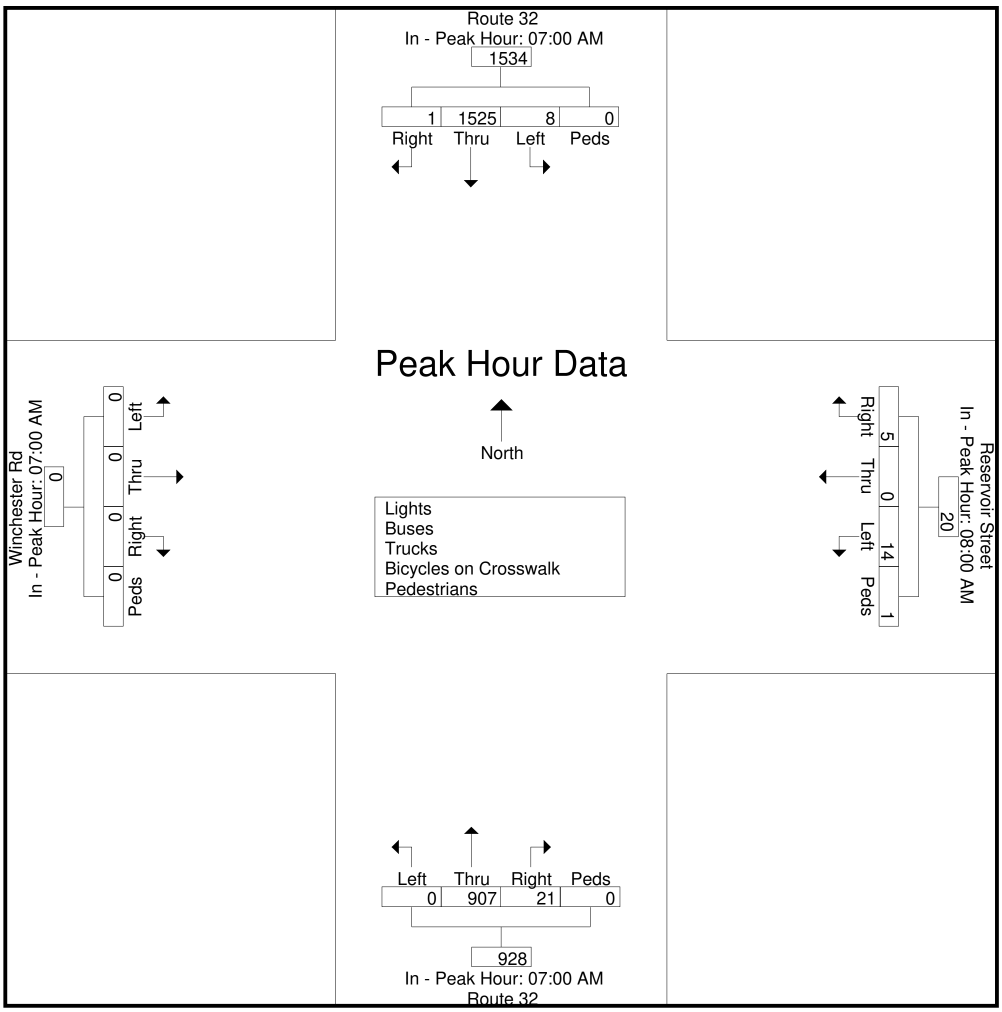
	Route 32 From North					Reservoir Street From East					Route 32 From South					Winchester Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	322	0	0	322	0	0	0	1	1	2	204	0	0	206	0	0	0	0	0	529
07:15 AM	0	368	1	0	369	1	0	0	0	1	1	242	0	0	243	0	0	0	0	0	613
07:30 AM	1	372	3	0	376	0	0	1	0	1	4	245	0	0	249	0	0	0	0	0	626
07:45 AM	0	463	4	0	467	0	0	0	0	0	14	216	0	0	230	0	0	0	0	0	697
Total Volume	1	1525	8	0	1534	1	0	1	1	3	21	907	0	0	928	0	0	0	0	0	2465
% App. Total	0.1	99.4	0.5	0		33.3	0	33.3	33.3		2.3	97.7	0	0		0	0	0	0		
PHF	.250	.823	.500	.000	.821	.250	.000	.250	.250	.750	.375	.926	.000	.000	.932	.000	.000	.000	.000	.000	.884



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

File Name : 22865
Site Code : 22865
Start Date : 4/27/2022
Page No : 3

	Route 32 From North					Reservoir Street From East					Route 32 From South					Winchester Rd From West					
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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					08:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	322	0	0	322	1	0	4	0	5	2	204	0	0	206	0	0	0	0	0	
+15 mins.	0	368	1	0	369	1	0	2	1	4	1	242	0	0	243	0	0	0	0	0	
+30 mins.	1	372	3	0	376	1	0	0	0	1	4	245	0	0	249	0	0	0	0	0	
+45 mins.	0	463	4	0	467	2	0	8	0	10	14	216	0	0	230	0	0	0	0	0	
Total Volume	1	1525	8	0	1534	5	0	14	1	20	21	907	0	0	928	0	0	0	0	0	
% App. Total	0.1	99.4	0.5	0		25	0	70	5		2.3	97.7	0	0		0	0	0	0		
PHF	.250	.823	.500	.000	.821	.625	.000	.438	.250	.500	.375	.926	.000	.000	.932	.000	.000	.000	.000	.000	



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

Mohegan Ave Pkwy at Reservoir/Winchester
New London, Connecticut

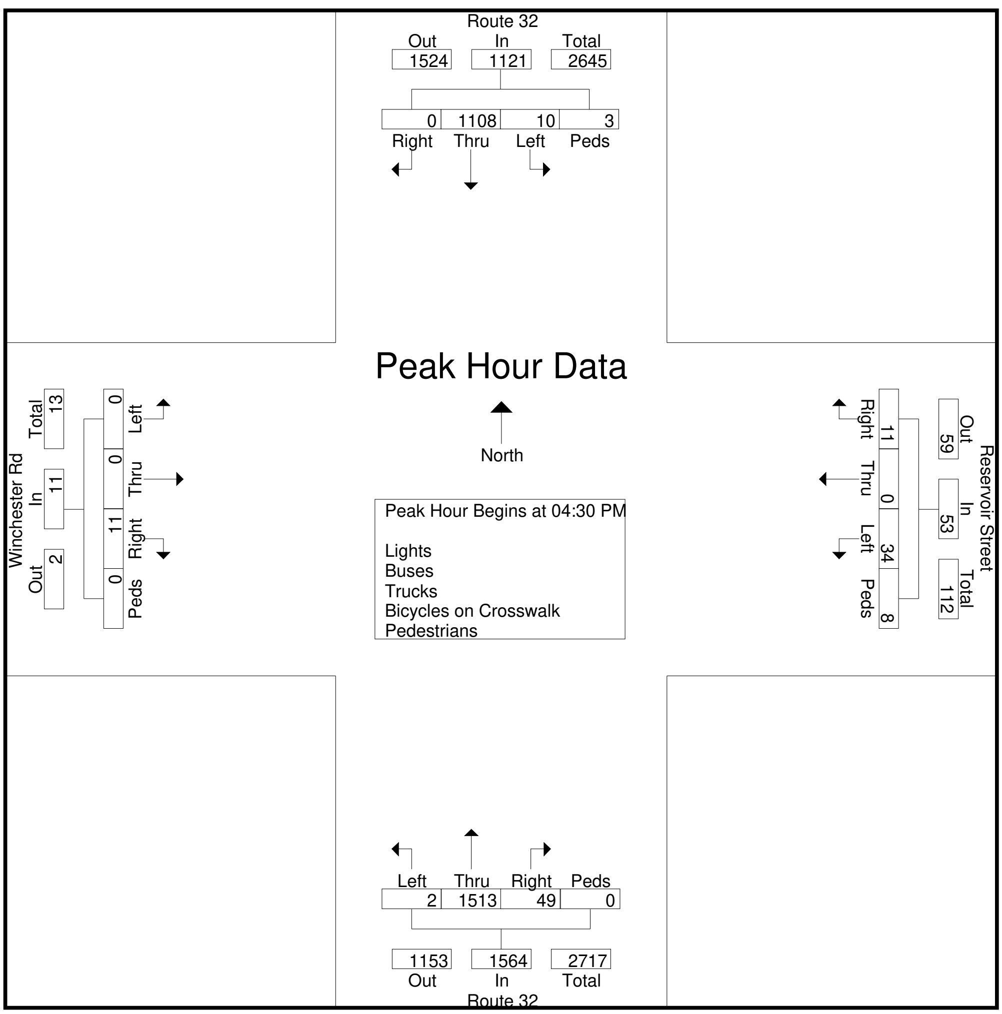
File Name : 22866
Site Code : 22866
Start Date : 4/27/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 32 From North					Reservoir Street From East					Route 32 From South					Winchester Rd From West					
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	145	1	0	146	15	0	3	1	19	14	430	0	0	444	3	0	0	0	3	612
04:15 PM	0	202	2	0	204	2	0	6	0	8	22	355	1	0	378	1	0	0	0	1	591
04:30 PM	0	192	1	0	193	3	0	14	0	17	9	446	2	0	457	0	0	0	0	0	667
04:45 PM	0	232	3	1	236	2	0	8	5	15	11	373	0	0	384	4	0	0	0	4	639
Total	0	771	7	1	779	22	0	31	6	59	56	1604	3	0	1663	8	0	0	0	8	2509
05:00 PM	0	365	2	2	369	1	0	7	3	11	16	355	0	0	371	4	0	0	0	4	755
05:15 PM	0	319	4	0	323	5	0	5	0	10	13	339	0	0	352	3	0	0	0	3	688
05:30 PM	0	212	0	0	212	2	0	8	0	10	15	296	0	0	311	3	0	0	0	3	536
05:45 PM	0	216	0	0	216	1	0	18	0	19	21	262	0	0	283	1	0	0	0	1	519
Total	0	1112	6	2	1120	9	0	38	3	50	65	1252	0	0	1317	11	0	0	0	11	2498
Grand Total	0	1883	13	3	1899	31	0	69	9	109	121	2856	3	0	2980	19	0	0	0	19	5007
Apprch %	0	99.2	0.7	0.2		28.4	0	63.3	8.3		4.1	95.8	0.1	0		100	0	0	0		
Total %	0	37.6	0.3	0.1	37.9	0.6	0	1.4	0.2	2.2	2.4	57	0.1	0	59.5	0.4	0	0	0	0.4	
Lights	0	1851										2808									
% Lights	0	98.3	92.3	0	98.1	100	0	100	0	91.7	100	98.3	100	0	98.4	78.9	0	0	0	78.9	98.1
Buses	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	16
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	10.5	0	0	0	10.5	0.3
Trucks	0	24	1	0	25	0	0	0	0	0	0	42	0	0	42	2	0	0	0	2	69
% Trucks	0	1.3	7.7	0	1.3	0	0	0	0	0	0	1.5	0	0	1.4	10.5	0	0	0	10.5	1.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	3	3	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	12
% Pedestrians	0	0	0	100	0.2	0	0	0	100	8.3	0	0	0	0	0	0	0	0	0	0	0.2

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

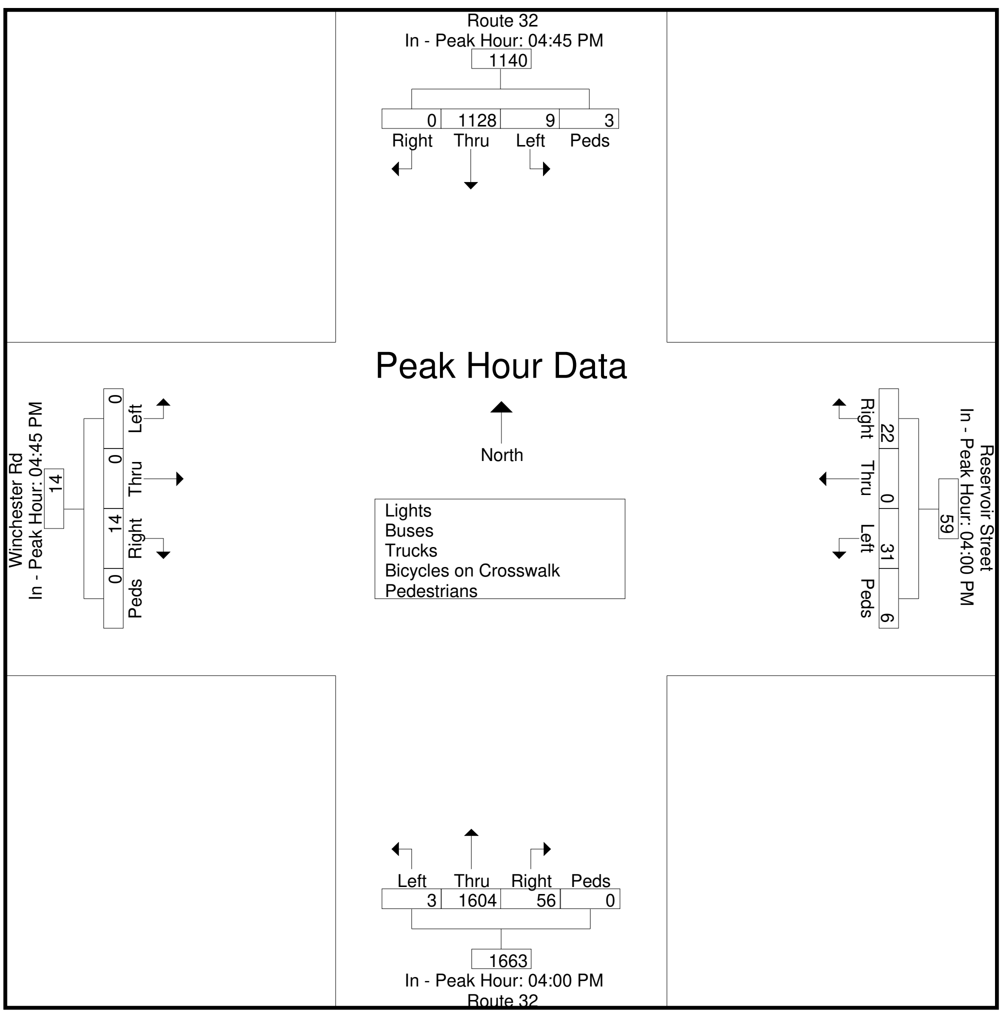
	Route 32 From North					Reservoir Street From East					Route 32 From South					Winchester Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	192	1	0	193	3	0	14	0	17	9	446	2	0	457	0	0	0	0	0	667
04:45 PM	0	232	3	1	236	2	0	8	5	15	11	373	0	0	384	4	0	0	0	4	639
05:00 PM	0	365	2	2	369	1	0	7	3	11	16	355	0	0	371	4	0	0	0	4	755
05:15 PM	0	319	4	0	323	5	0	5	0	10	13	339	0	0	352	3	0	0	0	3	688
Total Volume	0	1108	10	3	1121	11	0	34	8	53	49	1513	2	0	1564	11	0	0	0	11	2749
% App. Total	0	98.8	0.9	0.3		20.8	0	64.2	15.1		3.1	96.7	0.1	0		100	0	0	0		
PHF	.000	.759	.625	.375	.759	.550	.000	.607	.400	.779	.766	.848	.250	.000	.856	.688	.000	.000	.000	.688	.910



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

File Name : 22866
Site Code : 22866
Start Date : 4/27/2022
Page No : 3

	Route 32 From North					Reservoir Street From East					Route 32 From South					Winchester Rd From West					
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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:00 PM					04:00 PM					04:45 PM					
+0 mins.	0	232	3	1	236	15	0	3	1	19	14	430	0	0	444	4	0	0	0	4	
+15 mins.	0	365	2	2	369	2	0	6	0	8	22	355	1	0	378	4	0	0	0	4	
+30 mins.	0	319	4	0	323	3	0	14	0	17	9	446	2	0	457	3	0	0	0	3	
+45 mins.	0	212	0	0	212	2	0	8	5	15	11	373	0	0	384	3	0	0	0	3	
Total Volume	0	1128	9	3	1140	22	0	31	6	59	56	1604	3	0	1663	14	0	0	0	14	
% App. Total	0	98.9	0.8	0.3		37.3	0	52.5	10.2		3.4	96.5	0.2	0		100	0	0	0		
PHF	.000	.773	.563	.375	.772	.367	.000	.554	.300	.776	.636	.899	.375	.000	.910	.875	.000	.000	.000	.875	



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

Mohegan Ave Pkwy at Connecticut College
New London, Connecticut

File Name : 22863
Site Code : 22863
Start Date : 4/27/2022
Page No : 1

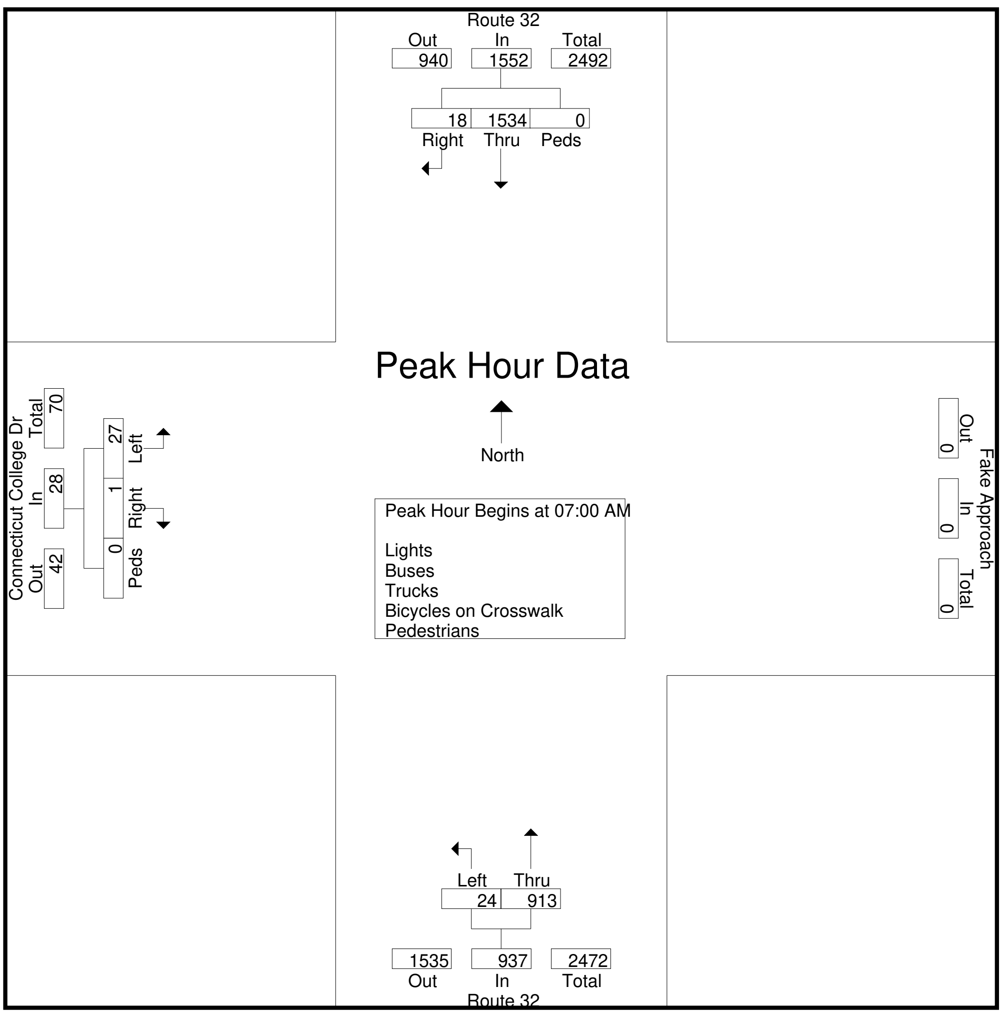
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 32 From North				Route 32 From South			Connecticut College Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	2	320	0	322	219	4	223	0	0	0	0	545
07:15 AM	5	379	0	384	237	2	239	0	3	0	3	626
07:30 AM	7	376	0	383	239	5	244	0	9	0	9	636
07:45 AM	4	459	0	463	218	13	231	1	15	0	16	710
Total	18	1534	0	1552	913	24	937	1	27	0	28	2517
08:00 AM	3	283	0	286	191	8	199	5	1	0	6	491
08:15 AM	9	322	0	331	187	23	210	4	2	0	6	547
08:30 AM	6	331	2	339	230	20	250	4	3	0	7	596
08:45 AM	13	287	7	307	175	21	196	7	8	0	15	518
Total	31	1223	9	1263	783	72	855	20	14	0	34	2152
Grand Total	49	2757	9	2815	1696	96	1792	21	41	0	62	4669
Apprch %	1.7	97.9	0.3		94.6	5.4		33.9	66.1	0		
Total %	1	59	0.2	60.3	36.3	2.1	38.4	0.4	0.9	0	1.3	
Lights	49	2666	0	2715	1623	94	1717	19	38	0	57	4489
% Lights	100	96.7	0	96.4	95.7	97.9	95.8	90.5	92.7	0	91.9	96.1
Buses	0	12	0	12	24	0	24	0	0	0	0	36
% Buses	0	0.4	0	0.4	1.4	0	1.3	0	0	0	0	0.8
Trucks	0	79	0	79	49	2	51	2	3	0	5	135
% Trucks	0	2.9	0	2.8	2.9	2.1	2.8	9.5	7.3	0	8.1	2.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	9	9	0	0	0	0	0	0	0	9
% Pedestrians	0	0	100	0.3	0	0	0	0	0	0	0	0.2

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

File Name : 22863
Site Code : 22863
Start Date : 4/27/2022
Page No : 2

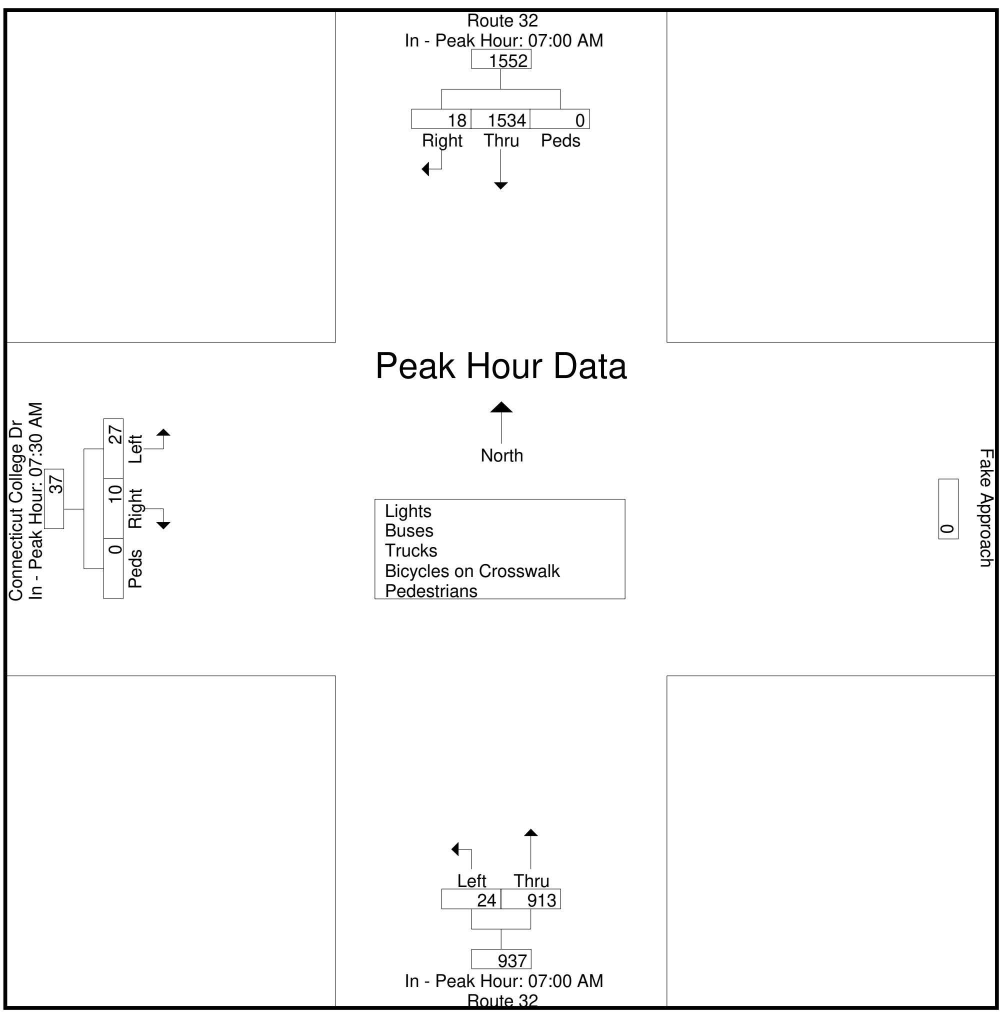
	Route 32 From North				Route 32 From South			Connecticut College Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:00 AM												
07:00 AM	2	320	0	322	219	4	223	0	0	0	0	545
07:15 AM	5	379	0	384	237	2	239	0	3	0	3	626
07:30 AM	7	376	0	383	239	5	244	0	9	0	9	636
07:45 AM	4	459	0	463	218	13	231	1	15	0	16	710
Total Volume	18	1534	0	1552	913	24	937	1	27	0	28	2517
% App. Total	1.2	98.8	0		97.4	2.6		3.6	96.4	0		
PHF	.643	.836	.000	.838	.955	.462	.960	.250	.450	.000	.438	.886



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

File Name : 22863
Site Code : 22863
Start Date : 4/27/2022
Page No : 3

	Route 32 From North				Route 32 From South			Connecticut College Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM				07:00 AM			07:30 AM				
+0 mins.	2	320	0	322	219	4	223	0	9	0	9	
+15 mins.	5	379	0	384	237	2	239	1	15	0	16	
+30 mins.	7	376	0	383	239	5	244	5	1	0	6	
+45 mins.	4	459	0	463	218	13	231	4	2	0	6	
Total Volume	18	1534	0	1552	913	24	937	10	27	0	37	
% App. Total	1.2	98.8	0		97.4	2.6		27	73	0		
PHF	.643	.836	.000	.838	.955	.462	.960	.500	.450	.000	.578	



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

Mohegan Ave Pkwy at Connecticut College
New London, Connecticut

File Name : 22864
Site Code : 22864
Start Date : 4/27/2022
Page No : 1

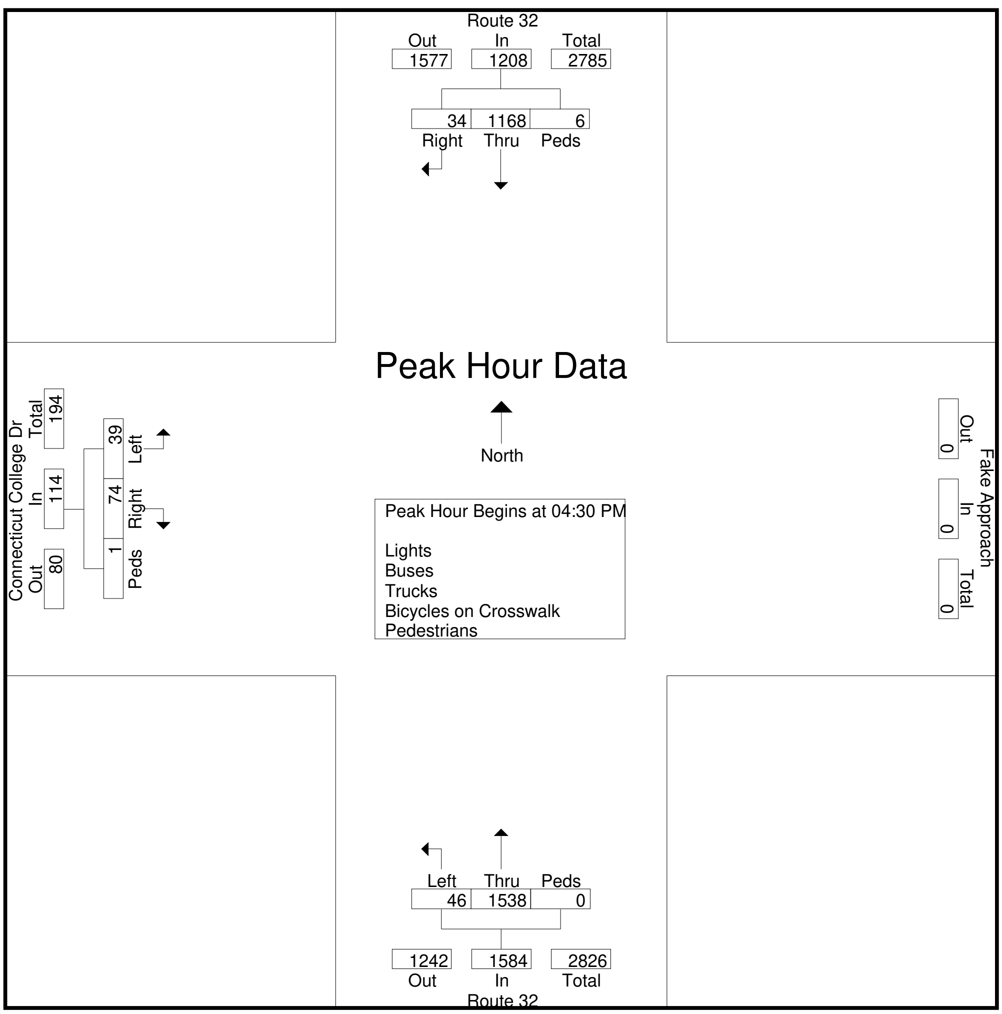
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 32 From North				Route 32 From South				Connecticut College Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	4	164	2	170	452	11	0	463	6	14	1	21	654
04:15 PM	4	196	1	201	356	11	0	367	20	19	0	39	607
04:30 PM	12	210	1	223	460	11	0	471	11	11	0	22	716
04:45 PM	9	251	1	261	356	11	0	367	15	8	1	24	652
Total	29	821	5	855	1624	44	0	1668	52	52	2	106	2629
05:00 PM	8	376	0	384	377	16	0	393	26	11	0	37	814
05:15 PM	5	331	4	340	345	8	0	353	22	9	0	31	724
05:30 PM	7	196	2	205	293	11	0	304	7	10	0	17	526
05:45 PM	19	237	0	256	263	14	0	277	8	12	0	20	553
Total	39	1140	6	1185	1278	49	0	1327	63	42	0	105	2617
Grand Total	68	1961	11	2040	2902	93	0	2995	115	94	2	211	5246
Apprch %	3.3	96.1	0.5		96.9	3.1	0		54.5	44.5	0.9		
Total %	1.3	37.4	0.2	38.9	55.3	1.8	0	57.1	2.2	1.8	0	4	
Lights	68	1927	0	1995	2853	92	0	2945	115	94	0	209	5149
% Lights	100	98.3	0	97.8	98.3	98.9	0	98.3	100	100	0	99.1	98.2
Buses	0	10	0	10	5	0	0	5	0	0	0	0	15
% Buses	0	0.5	0	0.5	0.2	0	0	0.2	0	0	0	0	0.3
Trucks	0	24	0	24	44	1	0	45	0	0	0	0	69
% Trucks	0	1.2	0	1.2	1.5	1.1	0	1.5	0	0	0	0	1.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	11	11	0	0	0	0	0	0	2	2	13
% Pedestrians	0	0	100	0.5	0	0	0	0	0	0	100	0.9	0.2

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

File Name : 22864
Site Code : 22864
Start Date : 4/27/2022
Page No : 2

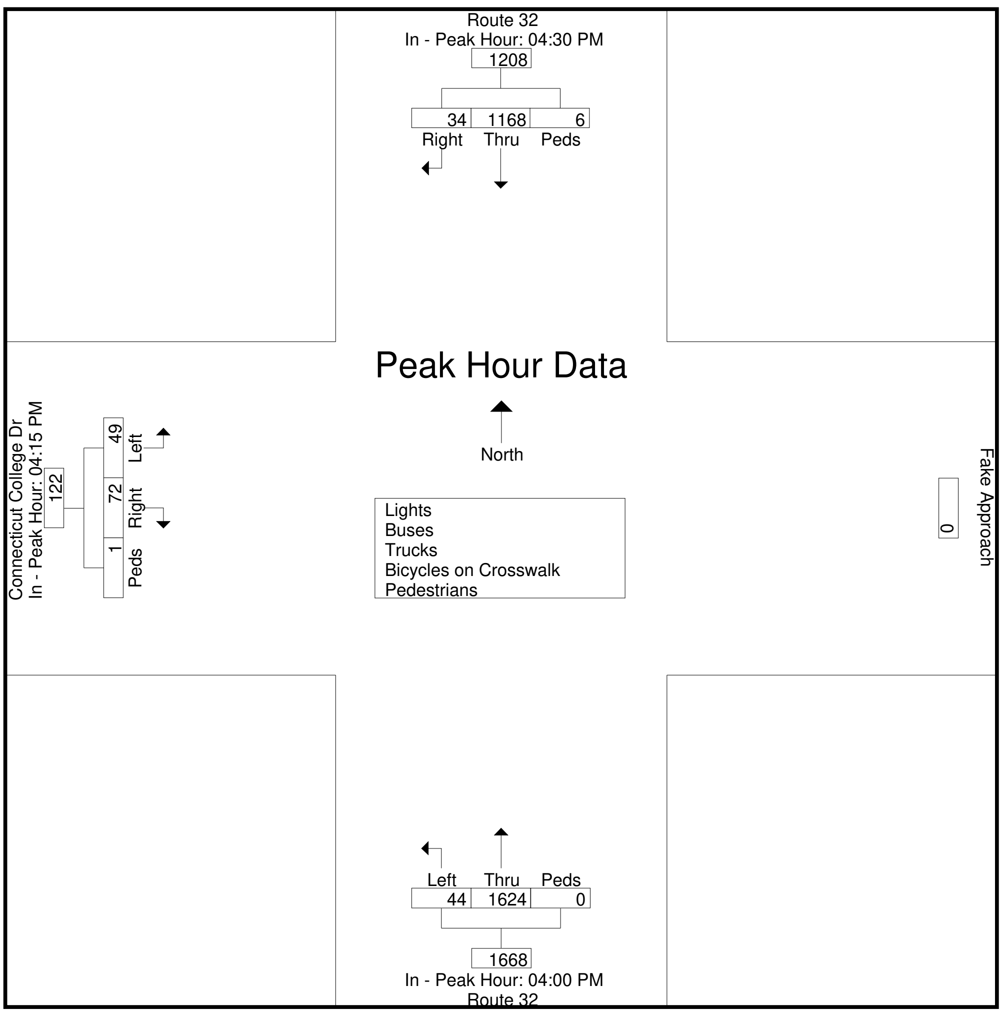
	Route 32 From North				Route 32 From South				Connecticut College Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	12	210	1	223	460	11	0	471	11	11	0	22	716
04:45 PM	9	251	1	261	356	11	0	367	15	8	1	24	652
05:00 PM	8	376	0	384	377	16	0	393	26	11	0	37	814
05:15 PM	5	331	4	340	345	8	0	353	22	9	0	31	724
Total Volume	34	1168	6	1208	1538	46	0	1584	74	39	1	114	2906
% App. Total	2.8	96.7	0.5		97.1	2.9	0		64.9	34.2	0.9		
PHF	.708	.777	.375	.786	.836	.719	.000	.841	.712	.886	.250	.770	.893



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

File Name : 22864
Site Code : 22864
Start Date : 4/27/2022
Page No : 3

	Route 32 From North				Route 32 From South				Connecticut College Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM				04:00 PM				04:15 PM				
+0 mins.	12	210	1	223	452	11	0	463	20	19	0	39	
+15 mins.	9	251	1	261	356	11	0	367	11	11	0	22	
+30 mins.	8	376	0	384	460	11	0	471	15	8	1	24	
+45 mins.	5	331	4	340	356	11	0	367	26	11	0	37	
Total Volume	34	1168	6	1208	1624	44	0	1668	72	49	1	122	
% App. Total	2.8	96.7	0.5		97.4	2.6	0		59	40.2	0.8		
PHF	.708	.777	.375	.786	.883	1.000	.000	.885	.692	.645	.250	.782	



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

Route 32 at Deshon Street
New London, Connecticut

File Name : 22861
Site Code : 22861
Start Date : 4/27/2022
Page No : 1

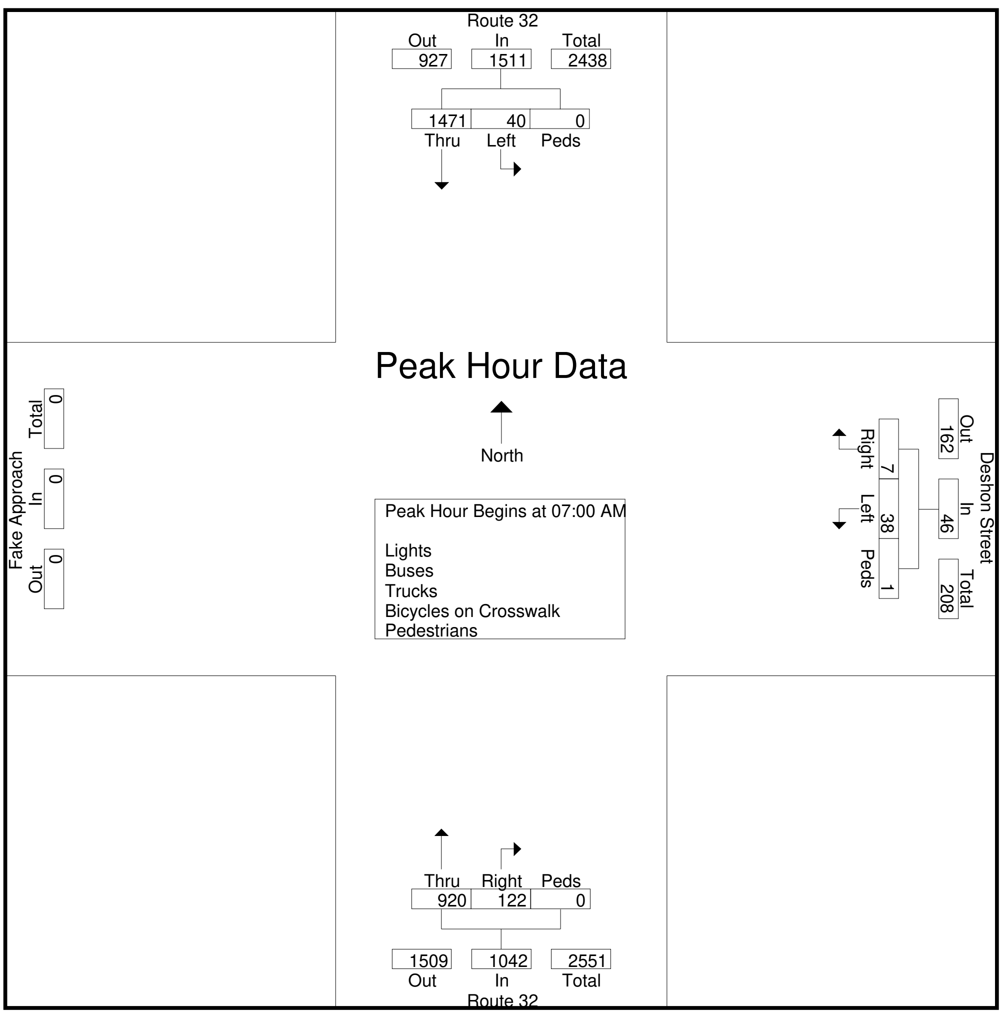
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 32 From North				Deshon Street From East				Route 32 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	297	11	0	308	0	8	1	9	26	217	0	243	560
07:15 AM	381	5	0	386	1	7	0	8	19	240	0	259	653
07:30 AM	381	10	0	391	3	11	0	14	31	239	0	270	675
07:45 AM	412	14	0	426	3	12	0	15	46	224	0	270	711
Total	1471	40	0	1511	7	38	1	46	122	920	0	1042	2599
08:00 AM	293	7	0	300	5	13	0	18	32	189	0	221	539
08:15 AM	319	12	0	331	5	10	0	15	28	215	0	243	589
08:30 AM	316	9	0	325	2	7	0	9	31	240	1	272	606
08:45 AM	275	11	0	286	11	13	0	24	37	186	1	224	534
Total	1203	39	0	1242	23	43	0	66	128	830	2	960	2268
Grand Total	2674	79	0	2753	30	81	1	112	250	1750	2	2002	4867
Apprch %	97.1	2.9	0		26.8	72.3	0.9		12.5	87.4	0.1		
Total %	54.9	1.6	0	56.6	0.6	1.7	0	2.3	5.1	36	0	41.1	
Lights	2579	77	0	2656	28	79	0	107	241	1679	0	1920	4683
% Lights	96.4	97.5	0	96.5	93.3	97.5	0	95.5	96.4	95.9	0	95.9	96.2
Buses	14	0	0	14	0	2	0	2	2	24	0	26	42
% Buses	0.5	0	0	0.5	0	2.5	0	1.8	0.8	1.4	0	1.3	0.9
Trucks	81	2	0	83	2	0	0	2	7	47	0	54	139
% Trucks	3	2.5	0	3	6.7	0	0	1.8	2.8	2.7	0	2.7	2.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	1	0	0	2	2	3
% Pedestrians	0	0	0	0	0	0	100	0.9	0	0	100	0.1	0.1

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

File Name : 22861
Site Code : 22861
Start Date : 4/27/2022
Page No : 2

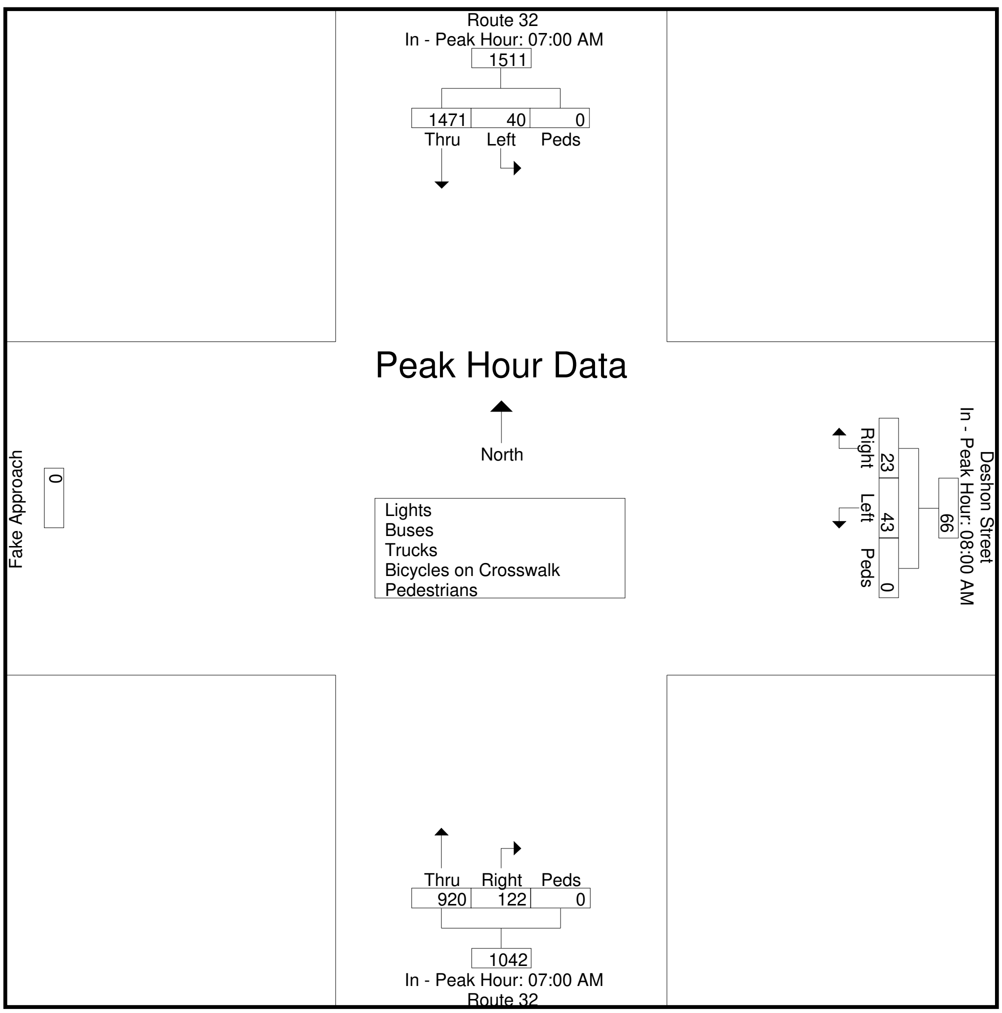
	Route 32 From North				Deshon Street From East				Route 32 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	297	11	0	308	0	8	1	9	26	217	0	243	560
07:15 AM	381	5	0	386	1	7	0	8	19	240	0	259	653
07:30 AM	381	10	0	391	3	11	0	14	31	239	0	270	675
07:45 AM	412	14	0	426	3	12	0	15	46	224	0	270	711
Total Volume	1471	40	0	1511	7	38	1	46	122	920	0	1042	2599
% App. Total	97.4	2.6	0		15.2	82.6	2.2		11.7	88.3	0		
PHF	.893	.714	.000	.887	.583	.792	.250	.767	.663	.958	.000	.965	.914



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

File Name : 22861
Site Code : 22861
Start Date : 4/27/2022
Page No : 3

	Route 32 From North				Deshon Street From East				Route 32 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				08:00 AM				07:00 AM				
+0 mins.	297	11	0	308	5	13	0	18	26	217	0	243	
+15 mins.	381	5	0	386	5	10	0	15	19	240	0	259	
+30 mins.	381	10	0	391	2	7	0	9	31	239	0	270	
+45 mins.	412	14	0	426	11	13	0	24	46	224	0	270	
Total Volume	1471	40	0	1511	23	43	0	66	122	920	0	1042	
% App. Total	97.4	2.6	0		34.8	65.2	0		11.7	88.3	0		
PHF	.893	.714	.000	.887	.523	.827	.000	.688	.663	.958	.000	.965	



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

Route 32 at Deshon Street
New London, Connecticut

File Name : 22862
Site Code : 22862
Start Date : 4/27/2022
Page No : 1

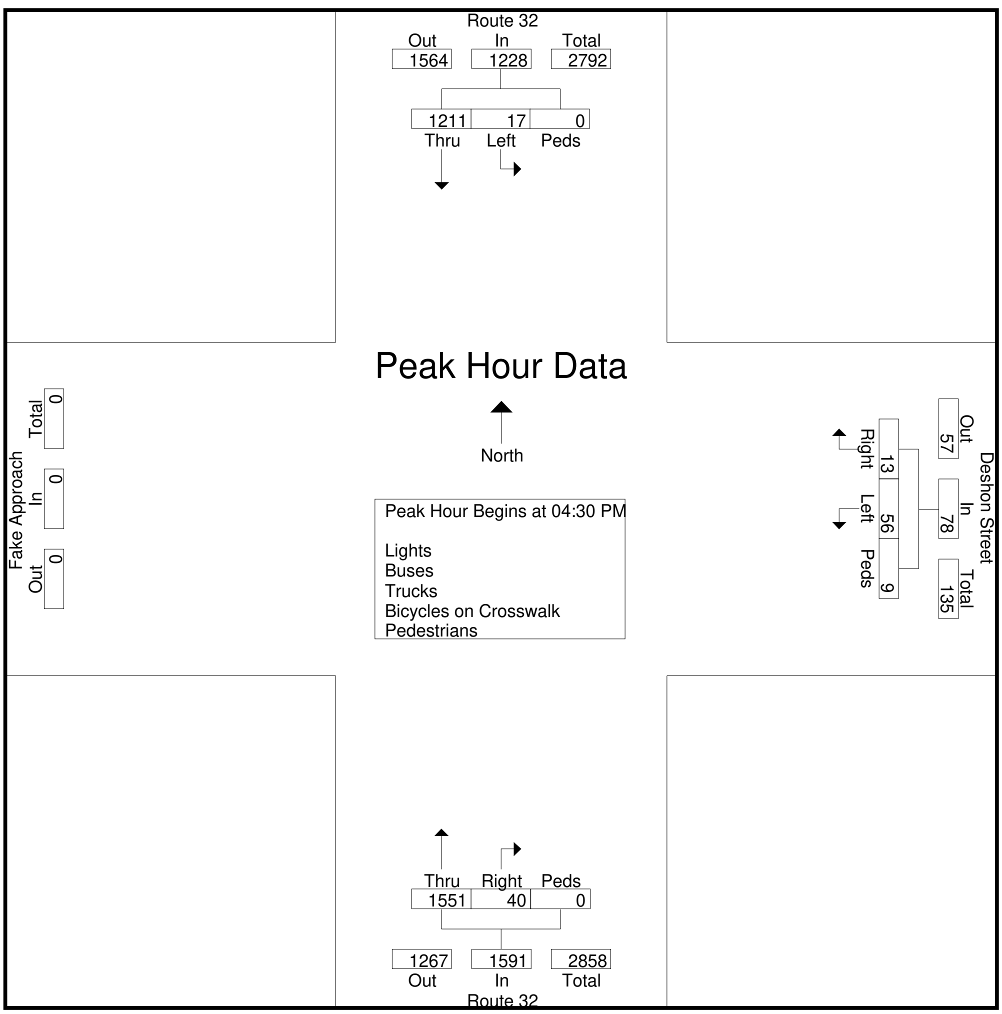
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 32 From North				Deshon Street From East				Route 32 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	170	1	0	171	10	36	2	48	13	437	0	450	669
04:15 PM	221	4	0	225	4	21	0	25	12	373	0	385	635
04:30 PM	202	4	0	206	6	22	3	31	11	444	0	455	692
04:45 PM	262	1	0	263	4	12	4	20	4	368	0	372	655
Total	855	10	0	865	24	91	9	124	40	1622	0	1662	2651
05:00 PM	403	7	0	410	3	17	0	20	13	394	0	407	837
05:15 PM	344	5	0	349	0	5	2	7	12	345	0	357	713
05:30 PM	197	2	0	199	5	4	0	9	11	299	0	310	518
05:45 PM	243	4	0	247	1	2	0	3	9	267	0	276	526
Total	1187	18	0	1205	9	28	2	39	45	1305	0	1350	2594
Grand Total	2042	28	0	2070	33	119	11	163	85	2927	0	3012	5245
Apprch %	98.6	1.4	0		20.2	73	6.7		2.8	97.2	0		
Total %	38.9	0.5	0	39.5	0.6	2.3	0.2	3.1	1.6	55.8	0	57.4	
Lights	2008	28	0	2036	33	119	0	152	85	2877	0	2962	5150
% Lights	98.3	100	0	98.4	100	100	0	93.3	100	98.3	0	98.3	98.2
Buses	9	0	0	9	0	0	0	0	0	6	0	6	15
% Buses	0.4	0	0	0.4	0	0	0	0	0	0.2	0	0.2	0.3
Trucks	25	0	0	25	0	0	0	0	0	44	0	44	69
% Trucks	1.2	0	0	1.2	0	0	0	0	0	1.5	0	1.5	1.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	11	11	0	0	0	0	11
% Pedestrians	0	0	0	0	0	0	100	6.7	0	0	0	0	0.2

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

File Name : 22862
Site Code : 22862
Start Date : 4/27/2022
Page No : 2

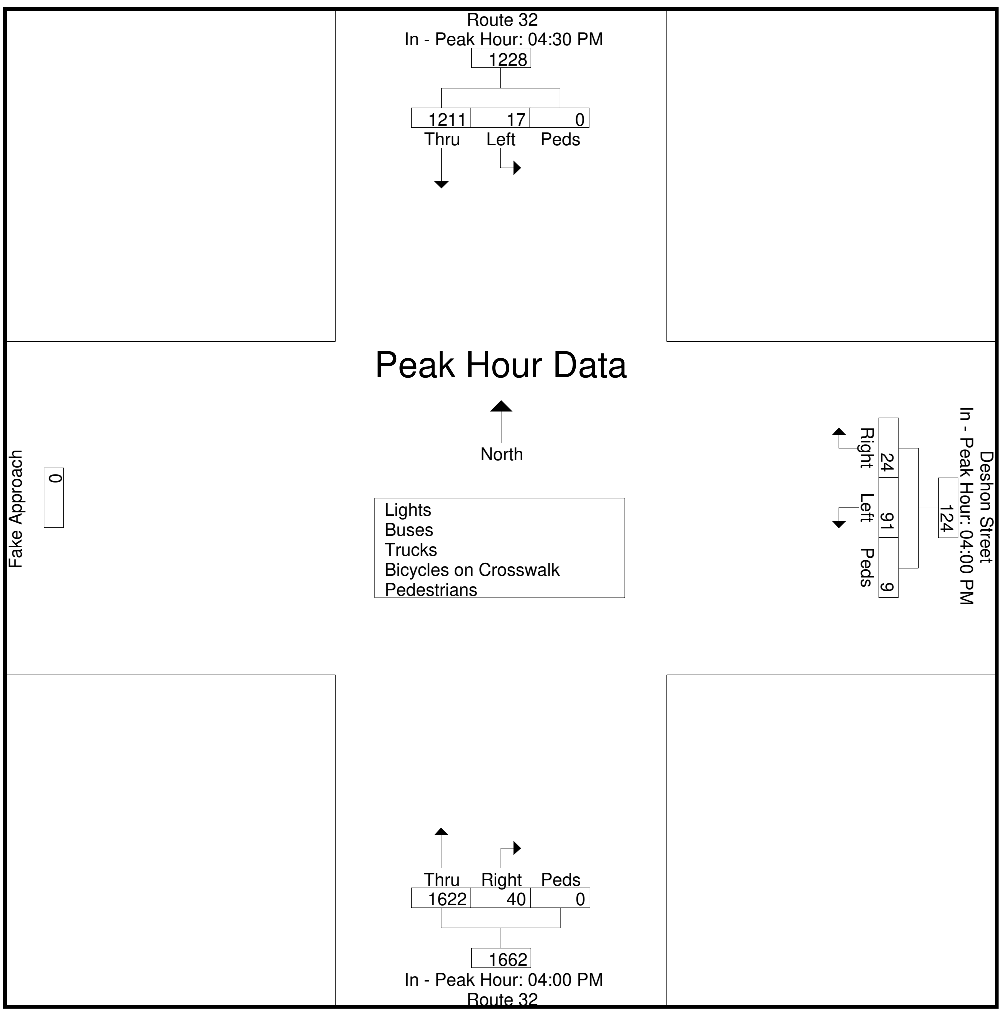
	Route 32 From North				Deshon Street From East				Route 32 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	202	4	0	206	6	22	3	31	11	444	0	455	692
04:45 PM	262	1	0	263	4	12	4	20	4	368	0	372	655
05:00 PM	403	7	0	410	3	17	0	20	13	394	0	407	837
05:15 PM	344	5	0	349	0	5	2	7	12	345	0	357	713
Total Volume	1211	17	0	1228	13	56	9	78	40	1551	0	1591	2897
% App. Total	98.6	1.4	0		16.7	71.8	11.5		2.5	97.5	0		
PHF	.751	.607	.000	.749	.542	.636	.563	.629	.769	.873	.000	.874	.865



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

File Name : 22862
Site Code : 22862
Start Date : 4/27/2022
Page No : 3

	Route 32 From North				Deshon Street From East				Route 32 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM				04:00 PM				04:00 PM				
+0 mins.	202	4	0	206	10	36	2	48	13	437	0	450	
+15 mins.	262	1	0	263	4	21	0	25	12	373	0	385	
+30 mins.	403	7	0	410	6	22	3	31	11	444	0	455	
+45 mins.	344	5	0	349	4	12	4	20	4	368	0	372	
Total Volume	1211	17	0	1228	24	91	9	124	40	1622	0	1662	
% App. Total	98.6	1.4	0		19.4	73.4	7.3		2.4	97.6	0		
PHF	.751	.607	.000	.749	.600	.632	.563	.646	.769	.913	.000	.913	



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

Mohegan Ave at Tampa
New London, Connecticut

File Name : 22859
Site Code : 22859
Start Date : 4/27/2022
Page No : 1

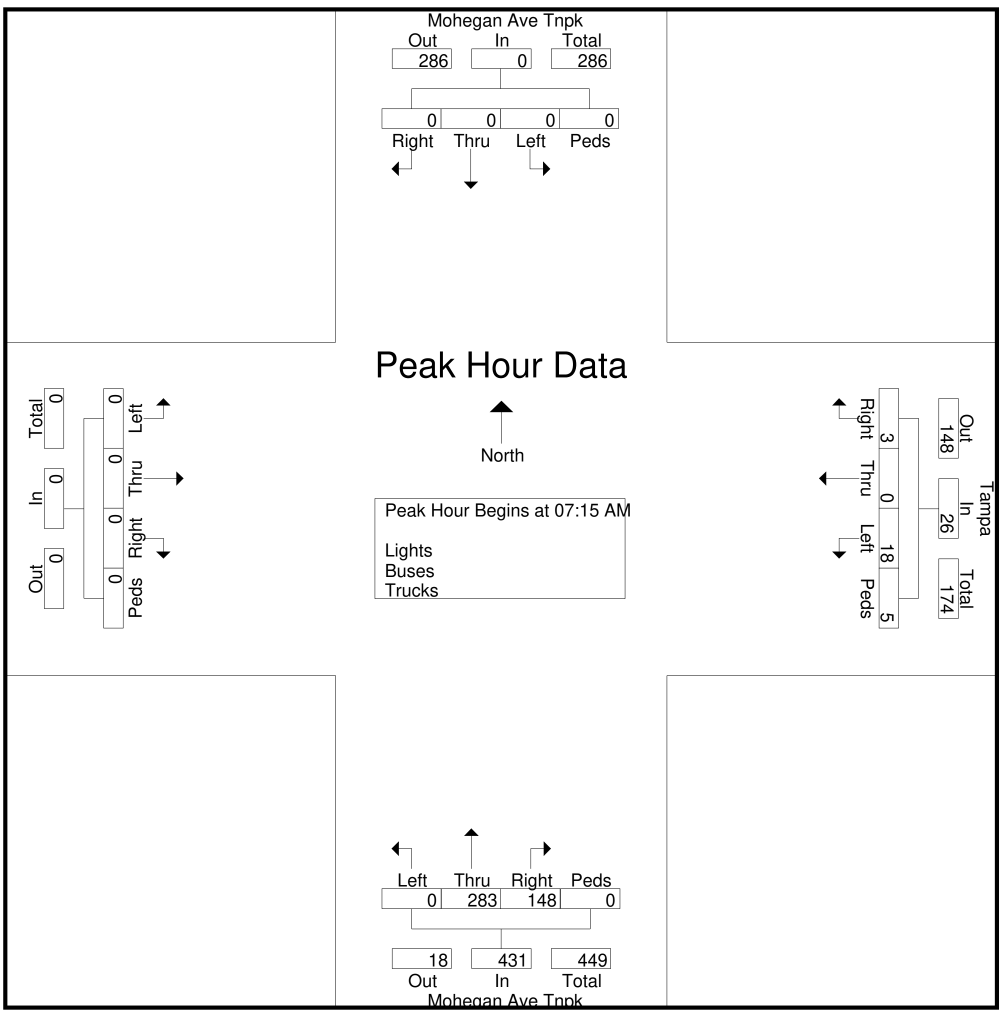
Groups Printed- Lights - Buses - Trucks

	Mohegan Ave Tnpk From North					Tampa From East					Mohegan Ave Tnpk From South					From West					
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
07:00 AM	0	0	0	0	0	2	0	5	1	8	33	56	0	0	89	0	0	0	0	0	97
07:15 AM	0	0	0	0	0	1	0	4	4	9	47	64	0	0	111	0	0	0	0	0	120
07:30 AM	0	0	0	0	0	0	0	6	0	6	38	73	0	0	111	0	0	0	0	0	117
07:45 AM	0	0	0	0	0	1	0	5	1	7	30	85	0	0	115	0	0	0	0	0	122
Total	0	0	0	0	0	4	0	20	6	30	148	278	0	0	426	0	0	0	0	0	456
08:00 AM	0	0	0	0	0	1	0	3	0	4	33	61	0	0	94	0	0	0	0	0	98
08:15 AM	0	0	0	0	0	2	0	4	0	6	29	67	0	0	96	0	0	0	0	0	102
08:30 AM	0	0	0	0	0	0	0	8	2	10	25	92	0	0	117	0	0	0	0	0	127
08:45 AM	0	0	0	0	0	1	0	7	1	9	26	84	0	0	110	0	0	0	0	0	119
Total	0	0	0	0	0	4	0	22	3	29	113	304	0	0	417	0	0	0	0	0	446
Grand Total	0	0	0	0	0	8	0	42	9	59	261	582	0	0	843	0	0	0	0	0	902
Apprch %	0	0	0	0		13.6	0	71.2	15.3		31	69	0	0		0	0	0	0		
Total %	0	0	0	0	0	0.9	0	4.7	1	6.5	28.9	64.5	0	0	93.5	0	0	0	0	0	
Lights	0	0	0	0	0	8	0	42	9	59	261	563	0	0	824	0	0	0	0	0	883
% Lights	0	0	0	0	0	100	0	100	100	100	100	96.7	0	0	97.7	0	0	0	0	0	97.9
Buses	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	12
% Buses	0	0	0	0	0	0	0	0	0	0	0	2.1	0	0	1.4	0	0	0	0	0	1.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0	0.8	0	0	0	0	0	0.8

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

File Name : 22859
Site Code : 22859
Start Date : 4/27/2022
Page No : 2

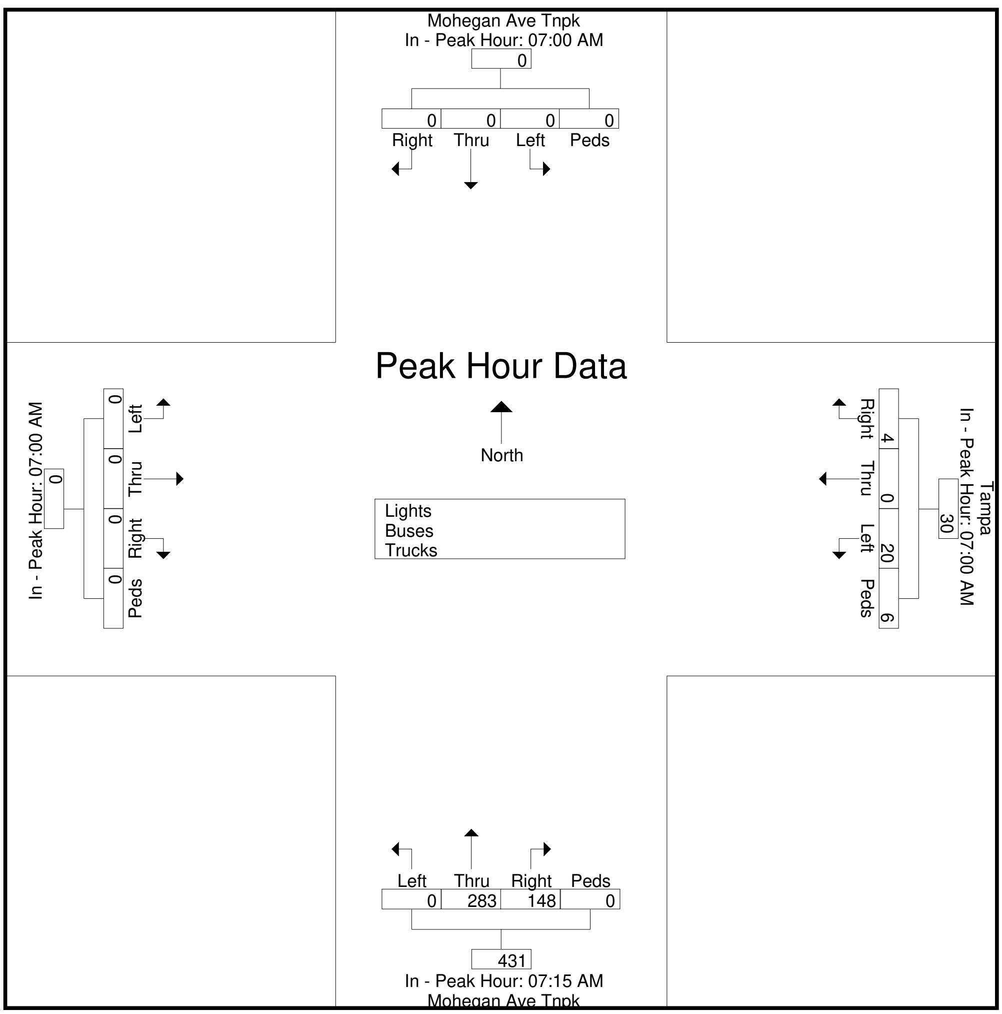
	Mohegan Ave Tnpk From North					Tampa From East					Mohegan Ave Tnpk From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	1	0	4	4	9	47	64	0	0	111	0	0	0	0	0	120
07:30 AM	0	0	0	0	0	0	0	6	0	6	38	73	0	0	111	0	0	0	0	0	117
07:45 AM	0	0	0	0	0	1	0	5	1	7	30	85	0	0	115	0	0	0	0	0	122
08:00 AM	0	0	0	0	0	1	0	3	0	4	33	61	0	0	94	0	0	0	0	0	98
Total Volume	0	0	0	0	0	3	0	18	5	26	148	283	0	0	431	0	0	0	0	0	457
% App. Total	0	0	0	0		11.5	0	69.2	19.2		34.3	65.7	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.313	.722	.787	.832	.000	.000	.937	.000	.000	.000	.000	.000	.936



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

File Name : 22859
Site Code : 22859
Start Date : 4/27/2022
Page No : 3

	Mohegan Ave Tnpk From North					Tampa From East					Mohegan Ave Tnpk From South					From West					
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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:15 AM					07:00 AM					
+0 mins.	0	0	0	0	0	2	0	5	1	8	47	64	0	0	111	0	0	0	0	0	
+15 mins.	0	0	0	0	0	1	0	4	4	9	38	73	0	0	111	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	6	0	6	30	85	0	0	115	0	0	0	0	0	
+45 mins.	0	0	0	0	0	1	0	5	1	7	33	61	0	0	94	0	0	0	0	0	
Total Volume	0	0	0	0	0	4	0	20	6	30	148	283	0	0	431	0	0	0	0	0	
% App. Total	0	0	0	0		13.3	0	66.7	20		34.3	65.7	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.833	.375	.833	.787	.832	.000	.000	.937	.000	.000	.000	.000	.000	



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

Mohegan Ave Tnpk at Tampa
New London, Connecticut

File Name : 22860
Site Code : 22860
Start Date : 4/27/2022
Page No : 1

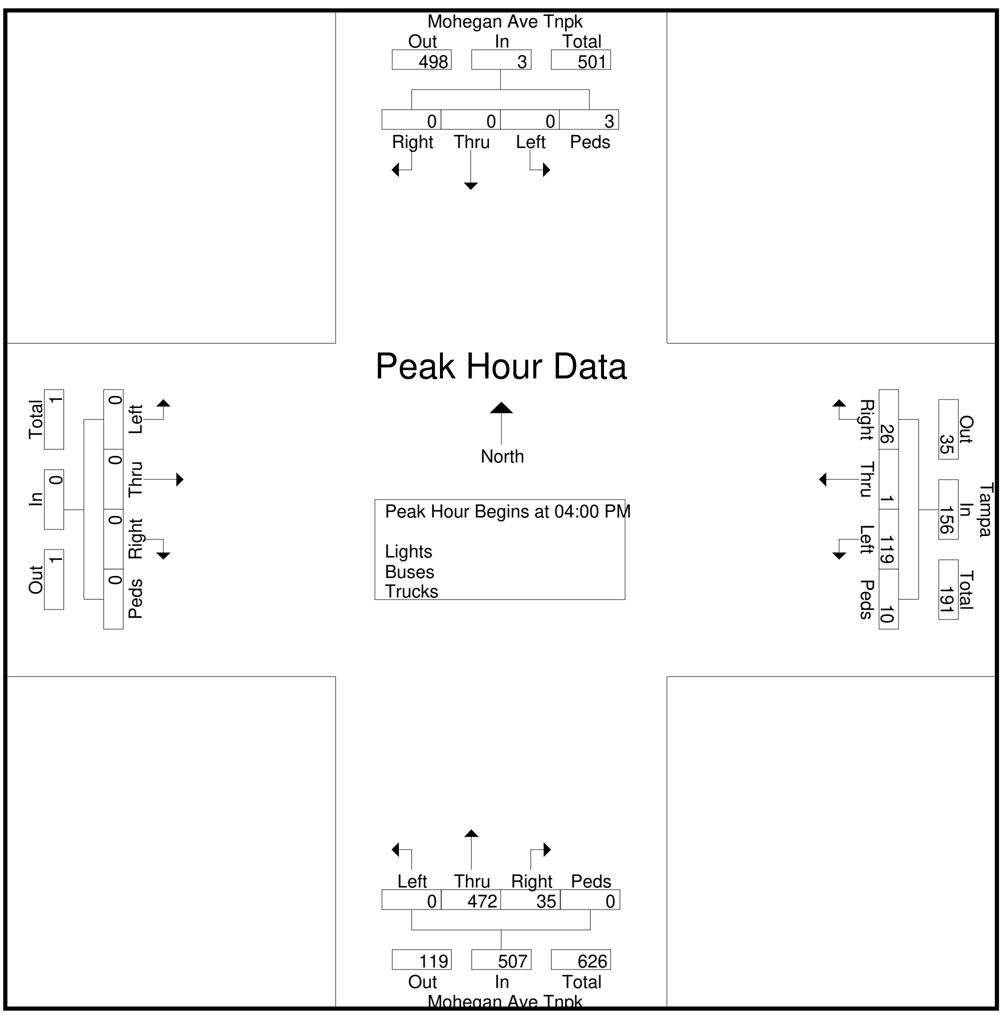
Groups Printed- Lights - Buses - Trucks

	Mohegan Ave Tnpk From North					Tampa From East					Mohegan Ave Tnpk From South					From West					
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	12	0	55	2	69	13	121	0	0	134	0	0	0	0	0	203
04:15 PM	0	0	0	0	0	6	0	26	2	34	9	117	0	0	126	0	0	0	0	0	160
04:30 PM	0	0	0	2	2	3	1	29	3	36	5	133	0	0	138	0	0	0	0	0	176
04:45 PM	0	0	0	1	1	5	0	9	3	17	8	101	0	0	109	0	0	0	0	0	127
Total	0	0	0	3	3	26	1	119	10	156	35	472	0	0	507	0	0	0	0	0	666
05:00 PM	0	0	0	1	1	8	0	18	1	27	9	118	0	0	127	0	0	0	0	0	155
05:15 PM	0	0	0	0	0	3	0	21	3	27	14	106	0	0	120	0	0	0	0	0	147
05:30 PM	0	0	0	0	0	3	0	22	1	26	12	108	0	0	120	0	0	0	0	0	146
05:45 PM	0	0	0	0	0	2	0	17	0	19	4	72	0	0	76	0	0	0	0	0	95
Total	0	0	0	1	1	16	0	78	5	99	39	404	0	0	443	0	0	0	0	0	543
Grand Total	0	0	0	4	4	42	1	197	15	255	74	876	0	0	950	0	0	0	0	0	1209
Apprch %	0	0	0	100		16.5	0.4	77.3	5.9		7.8	92.2	0	0		0	0	0	0		
Total %	0	0	0	0.3	0.3	3.5	0.1	16.3	1.2	21.1	6.1	72.5	0	0	78.6	0	0	0	0	0	
Lights	0	0	0	4	4	42	1	197	15	255	73	874	0	0	947	0	0	0	0	0	1206
% Lights	0	0	0	100	100	100	100	100	100	100	98.6	99.8	0	0	99.7	0	0	0	0	0	99.8
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	1.4	0.1	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1

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

File Name : 22860
Site Code : 22860
Start Date : 4/27/2022
Page No : 2

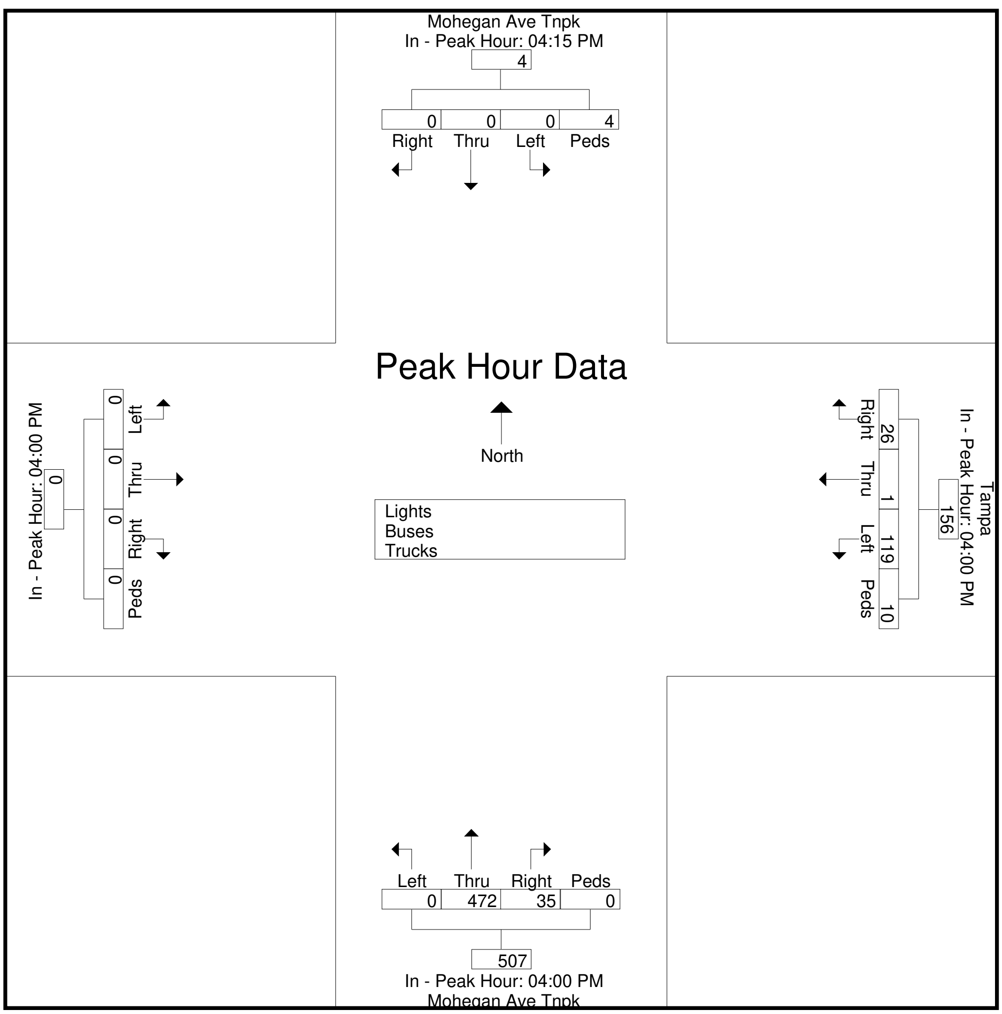
	Mohegan Ave Tnpk From North					Tampa From East					Mohegan Ave Tnpk From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	12	0	55	2	69	13	121	0	0	134	0	0	0	0	0	203
04:15 PM	0	0	0	0	0	6	0	26	2	34	9	117	0	0	126	0	0	0	0	0	160
04:30 PM	0	0	0	2	2	3	1	29	3	36	5	133	0	0	138	0	0	0	0	0	176
04:45 PM	0	0	0	1	1	5	0	9	3	17	8	101	0	0	109	0	0	0	0	0	127
Total Volume	0	0	0	3	3	26	1	119	10	156	35	472	0	0	507	0	0	0	0	0	666
% App. Total	0	0	0	100		16.7	0.6	76.3	6.4		6.9	93.1	0	0		0	0	0	0		
PHF	.000	.000	.000	.375	.375	.542	.250	.541	.833	.565	.673	.887	.000	.000	.918	.000	.000	.000	.000	.000	.820



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

File Name : 22860
Site Code : 22860
Start Date : 4/27/2022
Page No : 3

	Mohegan Ave Tnpk From North					Tampa From East					Mohegan Ave Tnpk From South					From West					
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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:00 PM					04:00 PM					04:00 PM					
+0 mins.	0	0	0	0	0	12	0	55	2	69	13	121	0	0	134	0	0	0	0	0	
+15 mins.	0	0	0	2	2	6	0	26	2	34	9	117	0	0	126	0	0	0	0	0	
+30 mins.	0	0	0	1	1	3	1	29	3	36	5	133	0	0	138	0	0	0	0	0	
+45 mins.	0	0	0	1	1	5	0	9	3	17	8	101	0	0	109	0	0	0	0	0	
Total Volume	0	0	0	4	4	26	1	119	10	156	35	472	0	0	507	0	0	0	0	0	
% App. Total	0	0	0	100		16.7	0.6	76.3	6.4		6.9	93.1	0	0		0	0	0	0		
PHF	.000	.000	.000	.500	.500	.542	.250	.541	.833	.565	.673	.887	.000	.000	.918	.000	.000	.000	.000	.000	



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

Williams Street at Mohegan Ave Pkwy
New London, Connecticut

File Name : 22857
Site Code : 22857
Start Date : 4/27/2022
Page No : 1

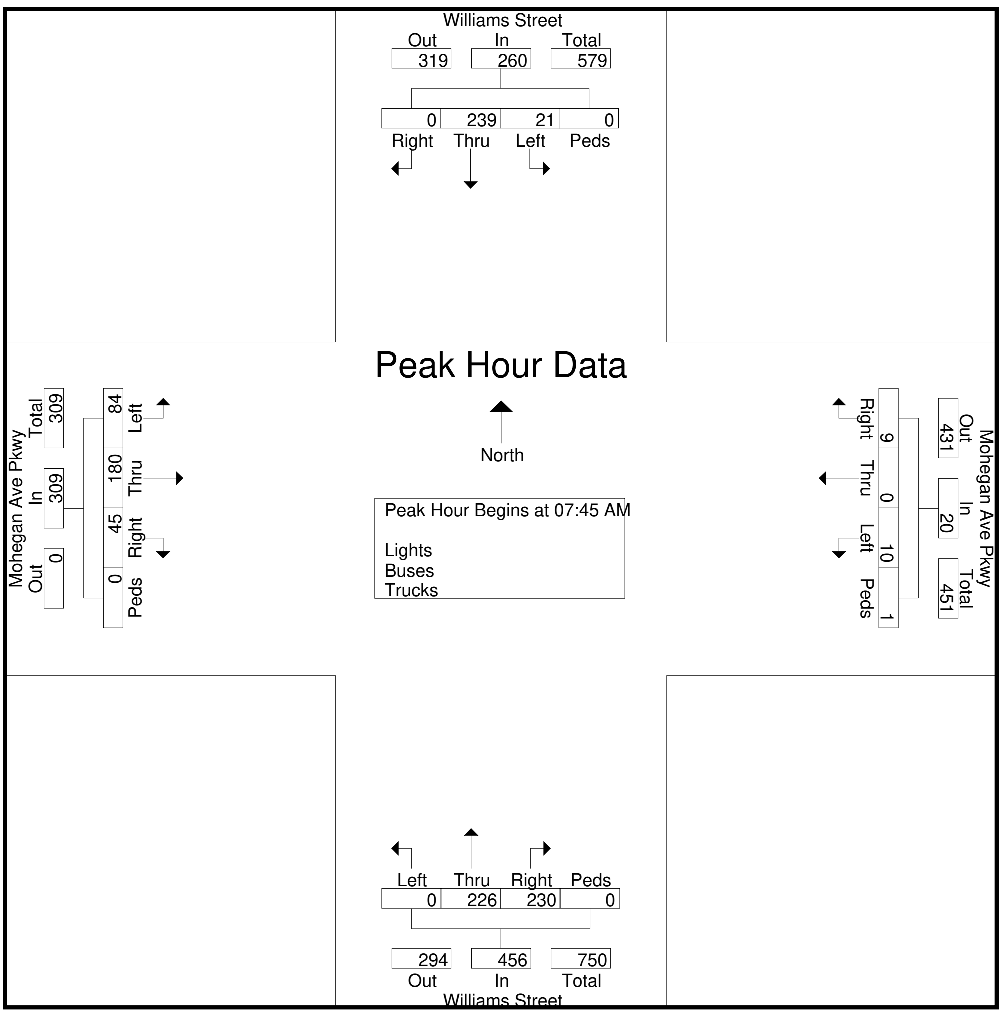
Groups Printed- Lights - Buses - Trucks

	Williams Street From North					Mohegan Ave Pkwy From East					Williams Street From South					Mohegan Ave Pkwy From West					
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
07:00 AM	0	32	7	0	39	4	0	1	0	5	39	24	0	0	63	6	50	4	0	60	167
07:15 AM	0	29	8	0	37	3	0	1	0	4	51	27	0	0	78	3	43	11	3	60	179
07:30 AM	0	51	4	0	55	5	0	1	0	6	62	36	0	0	98	6	46	34	2	88	247
07:45 AM	0	60	5	0	65	2	0	3	0	5	61	56	0	0	117	10	54	41	0	105	292
Total	0	172	24	0	196	14	0	6	0	20	213	143	0	0	356	25	193	90	5	313	885
08:00 AM	0	54	7	0	61	2	0	1	1	4	50	43	0	0	93	11	44	12	0	67	225
08:15 AM	0	64	5	0	69	2	0	2	0	4	47	64	0	0	111	13	41	15	0	69	253
08:30 AM	0	61	4	0	65	3	0	4	0	7	72	63	0	0	135	11	41	16	0	68	275
08:45 AM	0	36	3	0	39	5	0	2	0	7	65	59	0	1	125	9	46	9	0	64	235
Total	0	215	19	0	234	12	0	9	1	22	234	229	0	1	464	44	172	52	0	268	988
Grand Total	0	387	43	0	430	26	0	15	1	42	447	372	0	1	820	69	365	142	5	581	1873
Apprch %	0	90	10	0		61.9	0	35.7	2.4		54.5	45.4	0	0.1		11.9	62.8	24.4	0.9		
Total %	0	20.7	2.3	0	23	1.4	0	0.8	0.1	2.2	23.9	19.9	0	0.1	43.8	3.7	19.5	7.6	0.3	31	
Lights	0	381	42	0	423	26	0	15	1	42	437	360	0	1	798	62	357	140	5	564	1827
% Lights	0	98.4	97.7	0	98.4	100	0	100	100	100	97.8	96.8	0	100	97.3	89.9	97.8	98.6	100	97.1	97.5
Buses	0	5	1	0	6	0	0	0	0	0	7	11	0	0	18	6	4	2	0	12	36
% Buses	0	1.3	2.3	0	1.4	0	0	0	0	0	1.6	3	0	0	2.2	8.7	1.1	1.4	0	2.1	1.9
Trucks	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	1	4	0	0	5	10
% Trucks	0	0.3	0	0	0.2	0	0	0	0	0	0.7	0.3	0	0	0.5	1.4	1.1	0	0	0.9	0.5

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

File Name : 22857
Site Code : 22857
Start Date : 4/27/2022
Page No : 2

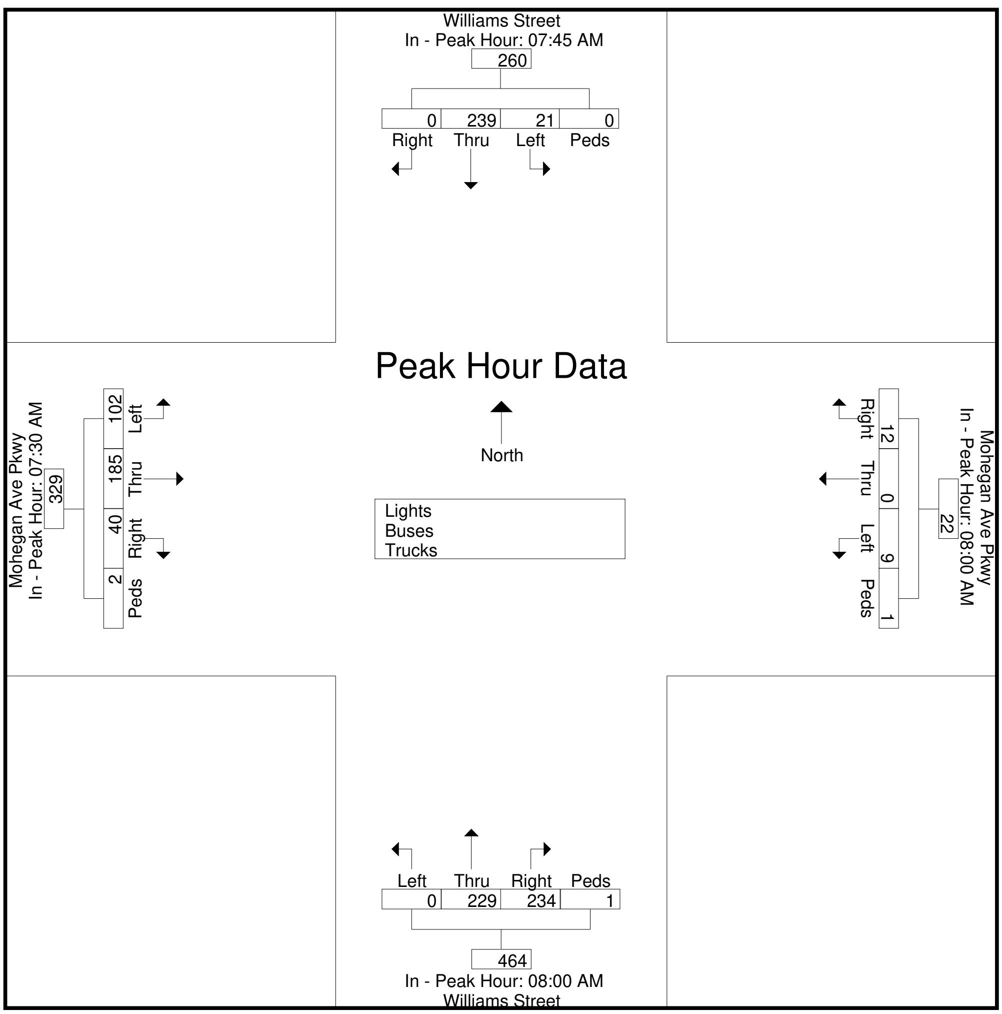
	Williams Street From North					Mohegan Ave Pkwy From East					Williams Street From South					Mohegan Ave Pkwy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	60	5	0	65	2	0	3	0	5	61	56	0	0	117	10	54	41	0	105	292
08:00 AM	0	54	7	0	61	2	0	1	1	4	50	43	0	0	93	11	44	12	0	67	225
08:15 AM	0	64	5	0	69	2	0	2	0	4	47	64	0	0	111	13	41	15	0	69	253
08:30 AM	0	61	4	0	65	3	0	4	0	7	72	63	0	0	135	11	41	16	0	68	275
Total Volume	0	239	21	0	260	9	0	10	1	20	230	226	0	0	456	45	180	84	0	309	1045
% App. Total	0	91.9	8.1	0		45	0	50	5		50.4	49.6	0	0		14.6	58.3	27.2	0		
PHF	.000	.934	.750	.000	.942	.750	.000	.625	.250	.714	.799	.883	.000	.000	.844	.865	.833	.512	.000	.736	.895



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

File Name : 22857
Site Code : 22857
Start Date : 4/27/2022
Page No : 3

	Williams Street From North					Mohegan Ave Pkwy From East					Williams Street From South					Mohegan Ave Pkwy From West					
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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					08:00 AM					08:00 AM					07:30 AM					
+0 mins.	0	60	5	0	65	2	0	1	1	4	50	43	0	0	93	6	46	34	2	88	
+15 mins.	0	54	7	0	61	2	0	2	0	4	47	64	0	0	111	10	54	41	0	105	
+30 mins.	0	64	5	0	69	3	0	4	0	7	72	63	0	0	135	11	44	12	0	67	
+45 mins.	0	61	4	0	65	5	0	2	0	7	65	59	0	1	125	13	41	15	0	69	
Total Volume	0	239	21	0	260	12	0	9	1	22	234	229	0	1	464	40	185	102	2	329	
% App. Total	0	91.9	8.1	0		54.5	0	40.9	4.5		50.4	49.4	0	0.2		12.2	56.2	31	0.6		
PHF	.000	.934	.750	.000	.942	.600	.000	.563	.250	.786	.813	.895	.000	.250	.859	.769	.856	.622	.250	.783	



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

Williams Street at Mohegan Ave Pkwy
New London, Connecticut

File Name : 22858
Site Code : 22858
Start Date : 4/27/2022
Page No : 1

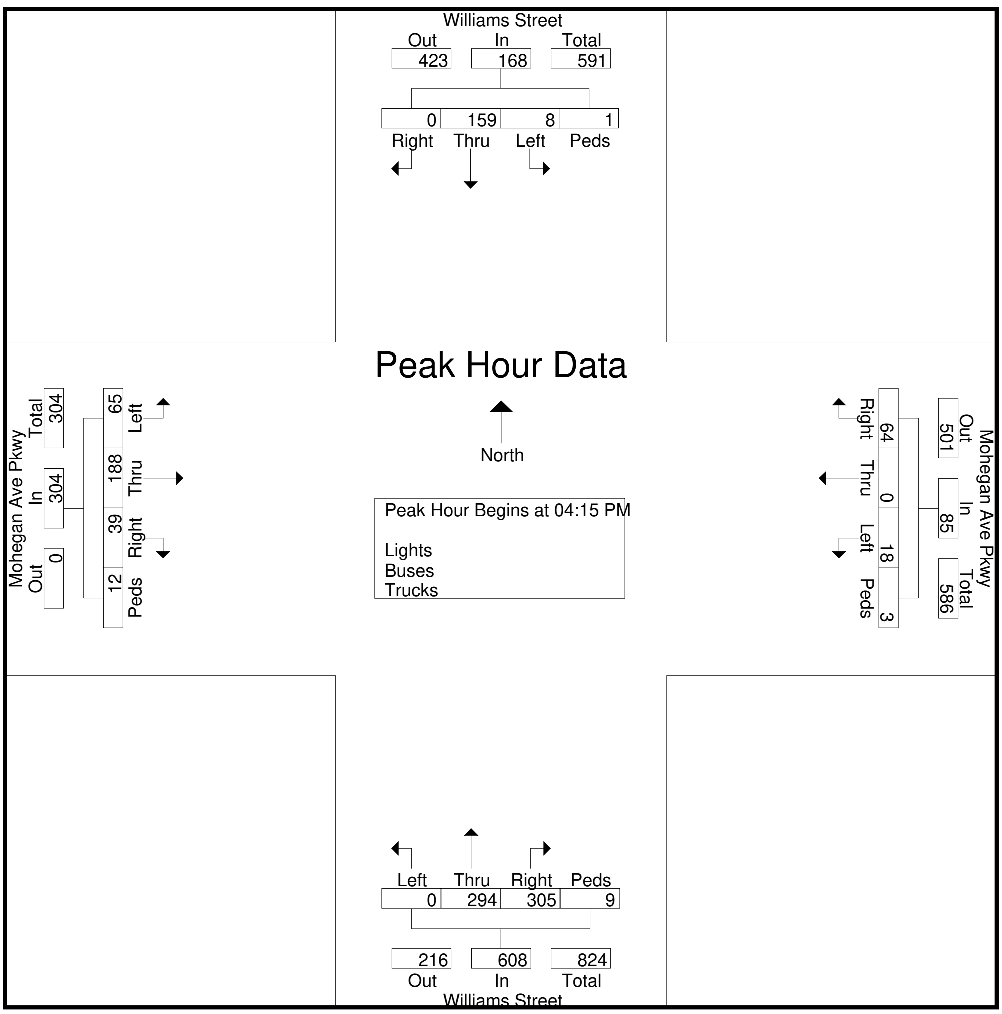
Groups Printed- Lights - Buses - Trucks

	Williams Street From North					Mohegan Ave Pkwy From East					Williams Street From South					Mohegan Ave Pkwy From West					
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	30	1	0	31	40	0	14	2	56	90	80	0	0	170	12	38	12	1	63	320
04:15 PM	0	25	0	0	25	21	0	6	0	27	84	78	0	2	164	9	44	14	0	67	283
04:30 PM	0	38	1	0	39	24	0	5	1	30	85	71	0	0	156	8	52	16	0	76	301
04:45 PM	0	33	2	1	36	7	0	1	0	8	61	69	0	6	136	8	47	24	1	80	260
Total	0	126	4	1	131	92	0	26	3	121	320	298	0	8	626	37	181	66	2	286	1164
05:00 PM	0	63	5	0	68	12	0	6	2	20	75	76	0	1	152	14	45	11	11	81	321
05:15 PM	0	42	2	0	44	14	0	7	2	23	67	34	0	0	101	8	56	6	0	70	238
05:30 PM	0	19	5	0	24	18	0	4	1	23	68	49	0	0	117	4	50	11	0	65	229
05:45 PM	0	27	4	0	31	12	1	3	0	16	43	26	0	0	69	9	24	5	0	38	154
Total	0	151	16	0	167	56	1	20	5	82	253	185	0	1	439	35	175	33	11	254	942
Grand Total	0	277	20	1	298	148	1	46	8	203	573	483	0	9	1065	72	356	99	13	540	2106
Apprch %	0	93	6.7	0.3		72.9	0.5	22.7	3.9		53.8	45.4	0	0.8		13.3	65.9	18.3	2.4		
Total %	0	13.2	0.9	0	14.2	7	0	2.2	0.4	9.6	27.2	22.9	0	0.4	50.6	3.4	16.9	4.7	0.6	25.6	
Lights	0	274	19	1	294	148	1	46	8	203	572	478	0	9	1059	71	355	98	13	537	2093
% Lights	0	98.9	95	100	98.7	100	100	100	100	100	99.8	99	0	100	99.4	98.6	99.7	99	100	99.4	99.4
Buses	0	3	1	0	4	0	0	0	0	0	1	5	0	0	6	1	0	1	0	2	12
% Buses	0	1.1	5	0	1.3	0	0	0	0	0	0.2	1	0	0	0.6	1.4	0	1	0	0.4	0.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0

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

File Name : 22858
Site Code : 22858
Start Date : 4/27/2022
Page No : 2

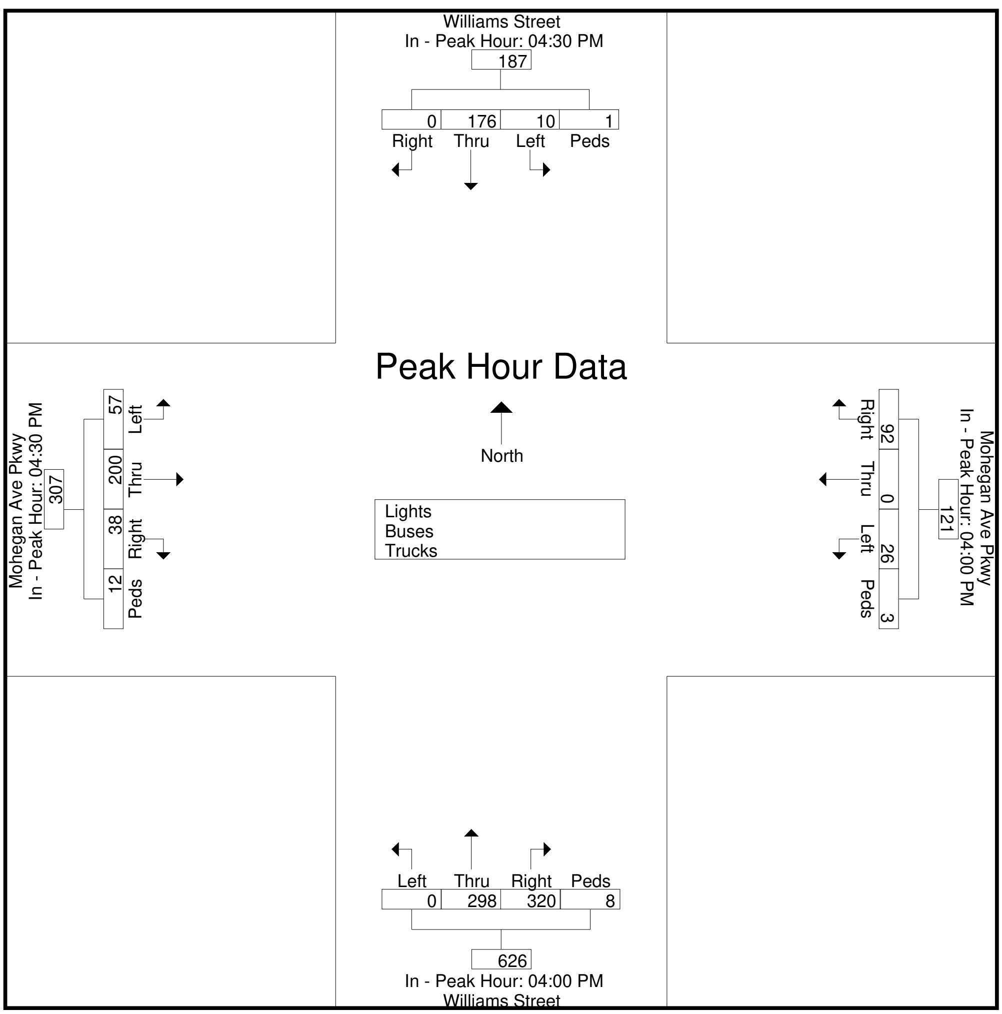
	Williams Street From North					Mohegan Ave Pkwy From East					Williams Street From South					Mohegan Ave Pkwy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	25	0	0	25	21	0	6	0	27	84	78	0	2	164	9	44	14	0	67	283
04:30 PM	0	38	1	0	39	24	0	5	1	30	85	71	0	0	156	8	52	16	0	76	301
04:45 PM	0	33	2	1	36	7	0	1	0	8	61	69	0	6	136	8	47	24	1	80	260
05:00 PM	0	63	5	0	68	12	0	6	2	20	75	76	0	1	152	14	45	11	11	81	321
Total Volume	0	159	8	1	168	64	0	18	3	85	305	294	0	9	608	39	188	65	12	304	1165
% App. Total	0	94.6	4.8	0.6		75.3	0	21.2	3.5		50.2	48.4	0	1.5		12.8	61.8	21.4	3.9		
PHF	.000	.631	.400	.250	.618	.667	.000	.750	.375	.708	.897	.942	.000	.375	.927	.696	.904	.677	.273	.938	.907



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

File Name : 22858
Site Code : 22858
Start Date : 4/27/2022
Page No : 3

	Williams Street From North					Mohegan Ave Pkwy From East					Williams Street From South					Mohegan Ave Pkwy From West					
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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:00 PM					04:30 PM					
+0 mins.	0	38	1	0	39	40	0	14	2	56	90	80	0	0	170	8	52	16	0	76	
+15 mins.	0	33	2	1	36	21	0	6	0	27	84	78	0	2	164	8	47	24	1	80	
+30 mins.	0	63	5	0	68	24	0	5	1	30	85	71	0	0	156	14	45	11	11	81	
+45 mins.	0	42	2	0	44	7	0	1	0	8	61	69	0	6	136	8	56	6	0	70	
Total Volume	0	176	10	1	187	92	0	26	3	121	320	298	0	8	626	38	200	57	12	307	
% App. Total	0	94.1	5.3	0.5		76	0	21.5	2.5		51.1	47.6	0	1.3		12.4	65.1	18.6	3.9		
PHF	.000	.698	.500	.250	.688	.575	.000	.464	.375	.540	.889	.931	.000	.333	.921	.679	.893	.594	.273	.948	



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

Williams Street at Biggs Street
New London, Connecticut

File Name : 22855
Site Code : 22855
Start Date : 4/27/2022
Page No : 1

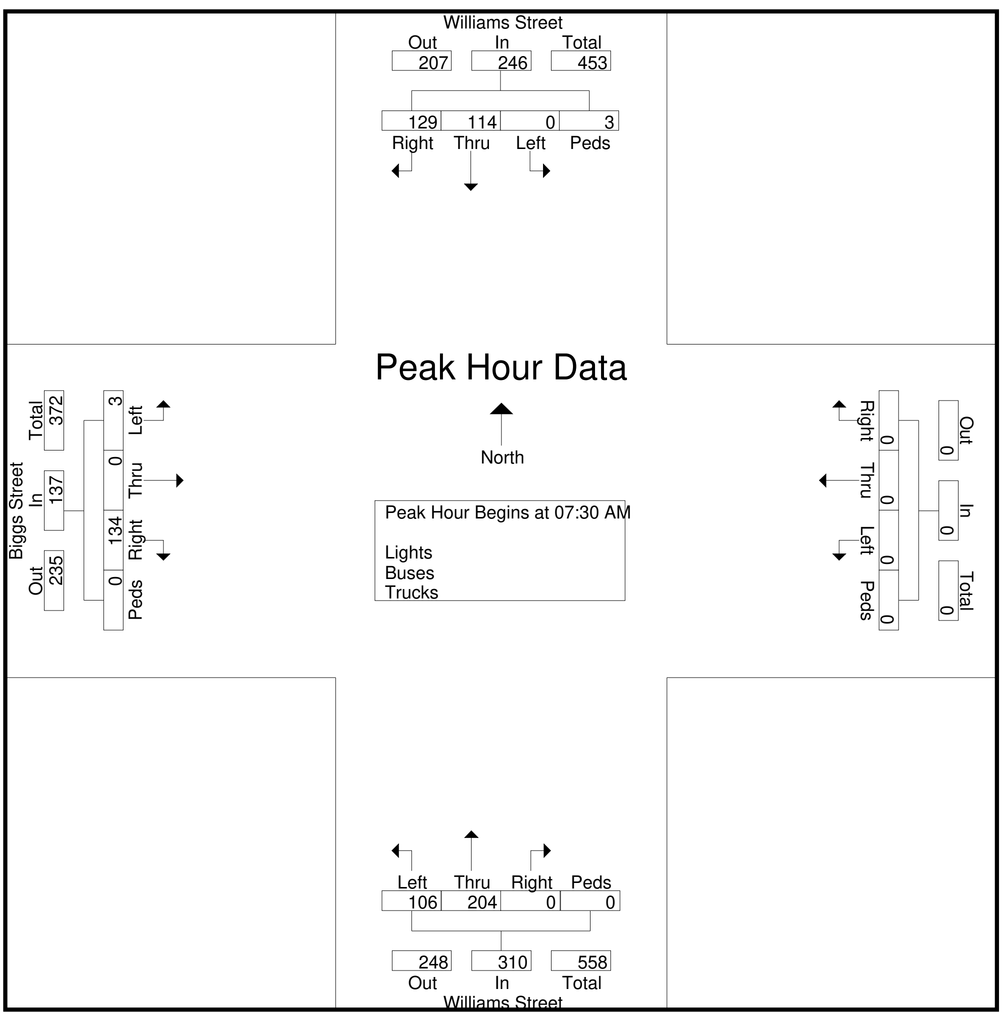
Groups Printed- Lights - Buses - Trucks

	Williams Street From North					From East					Williams Street From South					Biggs Street From West					
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
07:00 AM	11	18	0	0	29	0	0	0	0	0	0	13	19	0	32	14	0	0	3	17	78
07:15 AM	5	15	0	0	20	0	0	0	0	0	0	25	16	0	41	23	0	0	3	26	87
07:30 AM	44	26	0	0	70	0	0	0	0	0	0	55	25	0	80	33	0	2	0	35	185
07:45 AM	36	31	0	1	68	0	0	0	0	0	0	74	21	0	95	27	0	0	0	27	190
Total	96	90	0	1	187	0	0	0	0	0	0	167	81	0	248	97	0	2	6	105	540
08:00 AM	23	28	0	2	53	0	0	0	0	0	0	37	19	0	56	36	0	1	0	37	146
08:15 AM	26	29	0	0	55	0	0	0	0	0	0	38	41	0	79	38	0	0	0	38	172
08:30 AM	24	35	0	0	59	0	0	0	0	0	0	41	44	0	85	26	0	0	0	26	170
08:45 AM	27	23	0	0	50	0	0	0	0	0	0	32	42	0	74	18	0	1	0	19	143
Total	100	115	0	2	217	0	0	0	0	0	0	148	146	0	294	118	0	2	0	120	631
Grand Total	196	205	0	3	404	0	0	0	0	0	0	315	227	0	542	215	0	4	6	225	1171
Apprch %	48.5	50.7	0	0.7		0	0	0	0		0	58.1	41.9	0		95.6	0	1.8	2.7		
Total %	16.7	17.5	0	0.3	34.5	0	0	0	0	0	0	26.9	19.4	0	46.3	18.4	0	0.3	0.5	19.2	
Lights	194	201	0	3	398	0	0	0	0	0	0	308	219	0	527	213	0	4	6	223	1148
% Lights	99	98	0	100	98.5	0	0	0	0	0	0	97.8	96.5	0	97.2	99.1	0	100	100	99.1	98
Buses	2	3	0	0	5	0	0	0	0	0	0	6	8	0	14	2	0	0	0	2	21
% Buses	1	1.5	0	0	1.2	0	0	0	0	0	0	1.9	3.5	0	2.6	0.9	0	0	0	0.9	1.8
Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Trucks	0	0.5	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.2

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

File Name : 22855
Site Code : 22855
Start Date : 4/27/2022
Page No : 2

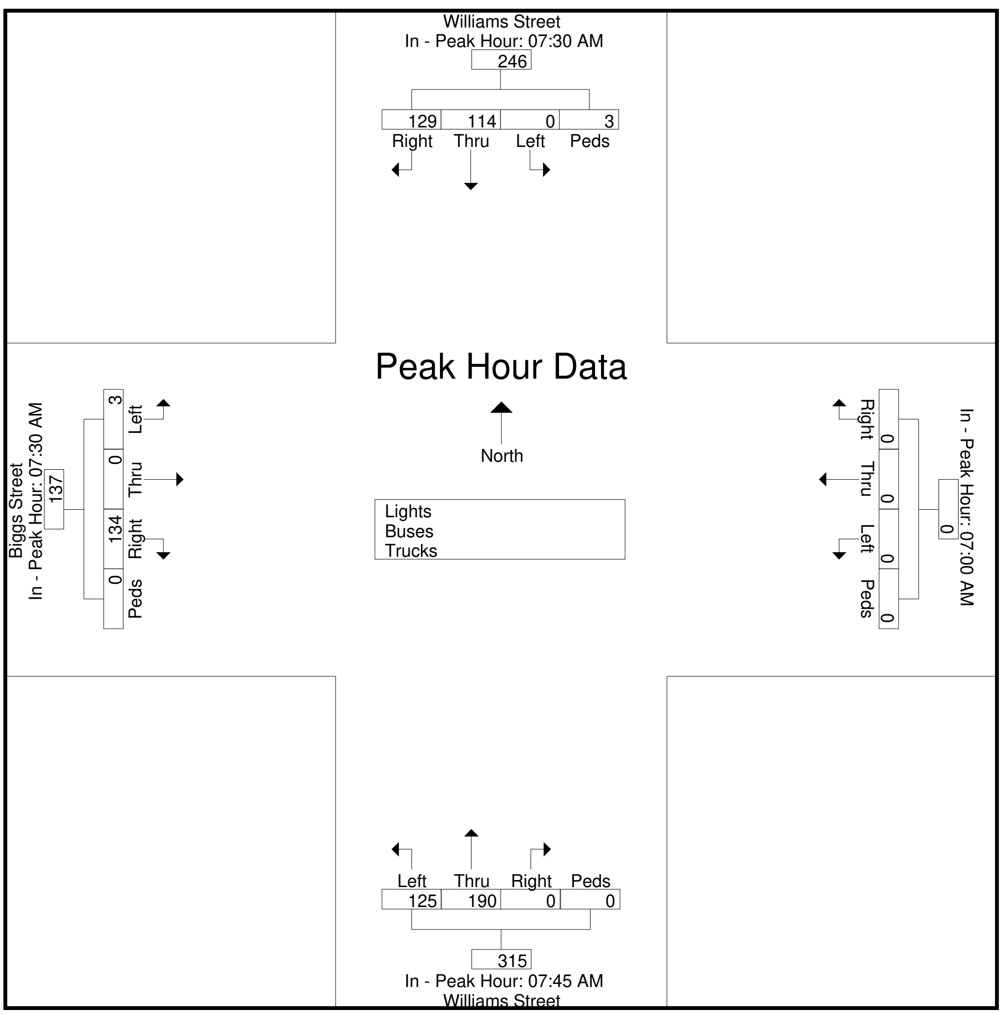
	Williams Street From North					From East					Williams Street From South					Biggs Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	44	26	0	0	70	0	0	0	0	0	0	55	25	0	80	33	0	2	0	35	185
07:45 AM	36	31	0	1	68	0	0	0	0	0	0	74	21	0	95	27	0	0	0	27	190
08:00 AM	23	28	0	2	53	0	0	0	0	0	0	37	19	0	56	36	0	1	0	37	146
08:15 AM	26	29	0	0	55	0	0	0	0	0	0	38	41	0	79	38	0	0	0	38	172
Total Volume	129	114	0	3	246	0	0	0	0	0	0	204	106	0	310	134	0	3	0	137	693
% App. Total	52.4	46.3	0	1.2		0	0	0	0		0	65.8	34.2	0		97.8	0	2.2	0		
PHF	.733	.919	.000	.375	.879	.000	.000	.000	.000	.000	.000	.689	.646	.000	.816	.882	.000	.375	.000	.901	.912



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

File Name : 22855
Site Code : 22855
Start Date : 4/27/2022
Page No : 3

	Williams Street From North					From East					Williams Street From South					Biggs Street From West					
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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:00 AM					07:45 AM					07:30 AM					
+0 mins.	44	26	0	0	70	0	0	0	0	0	0	74	21	0	95	33	0	2	0	35	
+15 mins.	36	31	0	1	68	0	0	0	0	0	0	37	19	0	56	27	0	0	0	27	
+30 mins.	23	28	0	2	53	0	0	0	0	0	0	38	41	0	79	36	0	1	0	37	
+45 mins.	26	29	0	0	55	0	0	0	0	0	0	41	44	0	85	38	0	0	0	38	
Total Volume	129	114	0	3	246	0	0	0	0	0	0	190	125	0	315	134	0	3	0	137	
% App. Total	52.4	46.3	0	1.2		0	0	0	0		0	60.3	39.7	0		97.8	0	2.2	0		
PHF	.733	.919	.000	.375	.879	.000	.000	.000	.000	.000	.000	.642	.710	.000	.829	.882	.000	.375	.000	.901	



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

Williams Street at Biggs Street
New London, Connecticut

File Name : 22856
Site Code : 22856
Start Date : 4/27/2022
Page No : 1

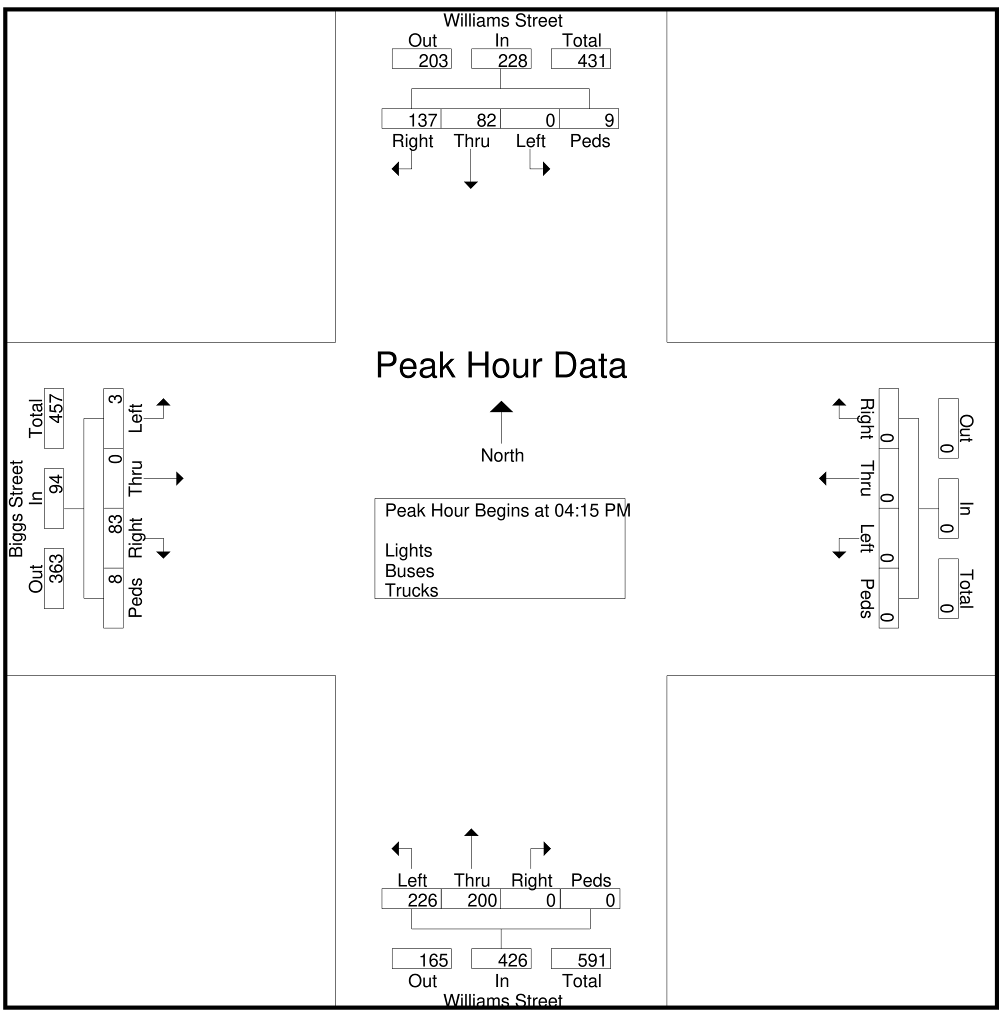
Groups Printed- Lights - Buses - Trucks

	Williams Street From North					From East					Williams Street From South					Biggs Street From West					
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	33	11	0	2	46	0	0	0	0	0	0	54	82	0	136	17	0	0	1	18	200
04:15 PM	30	12	0	1	43	0	0	0	0	0	0	57	57	0	114	13	0	0	0	13	170
04:30 PM	32	23	0	4	59	0	0	0	0	0	0	42	67	0	109	15	0	1	0	16	184
04:45 PM	25	17	0	1	43	0	0	0	0	0	0	56	43	0	99	16	0	2	0	18	160
Total	120	63	0	8	191	0	0	0	0	0	0	209	249	0	458	61	0	3	1	65	714
05:00 PM	50	30	0	3	83	0	0	0	0	0	0	45	59	0	104	39	0	0	8	47	234
05:15 PM	37	16	0	1	54	0	0	0	0	0	0	23	22	0	45	24	0	0	1	25	124
05:30 PM	29	12	0	1	42	0	0	0	0	0	0	34	41	0	75	11	0	0	0	11	128
05:45 PM	13	18	0	0	31	0	0	0	0	0	0	16	31	0	47	14	0	0	0	14	92
Total	129	76	0	5	210	0	0	0	0	0	0	118	153	0	271	88	0	0	9	97	578
Grand Total	249	139	0	13	401	0	0	0	0	0	0	327	402	0	729	149	0	3	10	162	1292
Apprch %	62.1	34.7	0	3.2		0	0	0	0		0	44.9	55.1	0		92	0	1.9	6.2		
Total %	19.3	10.8	0	1	31	0	0	0	0	0	0	25.3	31.1	0	56.4	11.5	0	0.2	0.8	12.5	
Lights	249	136	0	13	398	0	0	0	0	0	0	324	401	0	725	146	0	3	10	159	1282
% Lights	100	97.8	0	100	99.3	0	0	0	0	0	0	99.1	99.8	0	99.5	98	0	100	100	98.1	99.2
Buses	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	9
% Buses	0	2.2	0	0	0.7	0	0	0	0	0	0	0.9	0.2	0	0.5	1.3	0	0	0	1.2	0.7
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0	0.6	0.1

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

File Name : 22856
Site Code : 22856
Start Date : 4/27/2022
Page No : 2

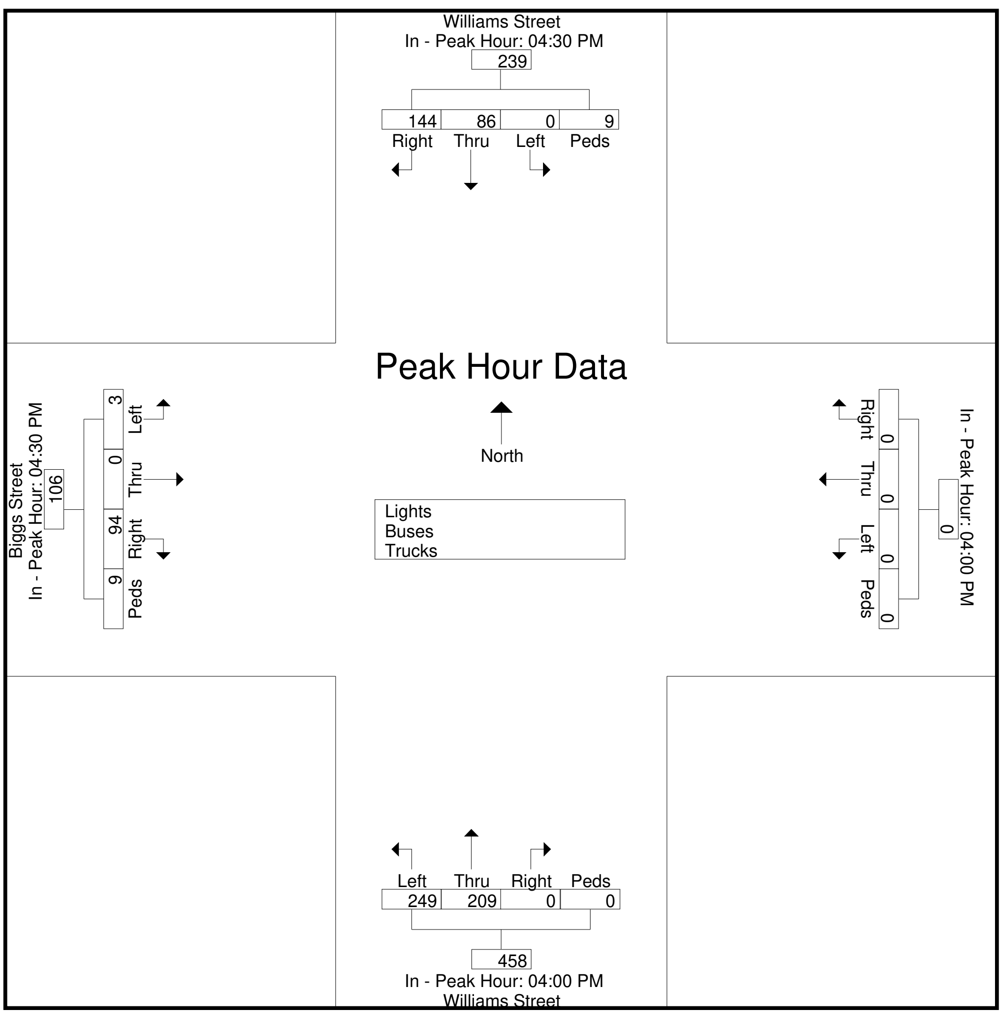
	Williams Street From North					From East					Williams Street From South					Biggs Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	30	12	0	1	43	0	0	0	0	0	0	57	57	0	114	13	0	0	0	13	170
04:30 PM	32	23	0	4	59	0	0	0	0	0	0	42	67	0	109	15	0	1	0	16	184
04:45 PM	25	17	0	1	43	0	0	0	0	0	0	56	43	0	99	16	0	2	0	18	160
05:00 PM	50	30	0	3	83	0	0	0	0	0	0	45	59	0	104	39	0	0	8	47	234
Total Volume	137	82	0	9	228	0	0	0	0	0	0	200	226	0	426	83	0	3	8	94	748
% App. Total	60.1	36	0	3.9		0	0	0	0		0	46.9	53.1	0		88.3	0	3.2	8.5		
PHF	.685	.683	.000	.563	.687	.000	.000	.000	.000	.000	.000	.877	.843	.000	.934	.532	.000	.375	.250	.500	.799



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

File Name : 22856
Site Code : 22856
Start Date : 4/27/2022
Page No : 3

	Williams Street From North					From East					Williams Street From South					Biggs Street From West					
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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:00 PM					04:30 PM					
+0 mins.	32	23	0	4	59	0	0	0	0	0	0	54	82	0	136	15	0	1	0	16	
+15 mins.	25	17	0	1	43	0	0	0	0	0	0	57	57	0	114	16	0	2	0	18	
+30 mins.	50	30	0	3	83	0	0	0	0	0	0	42	67	0	109	39	0	0	8	47	
+45 mins.	37	16	0	1	54	0	0	0	0	0	0	56	43	0	99	24	0	0	1	25	
Total Volume	144	86	0	9	239	0	0	0	0	0	0	209	249	0	458	94	0	3	9	106	
% App. Total	60.3	36	0	3.8		0	0	0	0		0	45.6	54.4	0		88.7	0	2.8	8.5		
PHF	.720	.717	.000	.563	.720	.000	.000	.000	.000	.000	.000	.917	.759	.000	.842	.603	.000	.375	.281	.564	



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

Walking Bridge
New London, Connecticut

File Name : 22868
Site Code : 22868
Start Date : 4/30/2022
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
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
*** BREAK ***																					
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 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	1	0	0	1	0	0	0	0	0	3
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
09:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
10:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
11:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
11:30 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	20
12:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	19
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
*** BREAK ***																					
Total	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
02:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	12
Total	0	17	0	0	17	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	20
03:00 PM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
03:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
03:45 PM	0	14	0	0	14	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	16
Total	0	29	0	0	29	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	46
04:00 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
04:30 PM	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	19
04:45 PM	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	24
Total	0	37	0	0	37	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	58

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

File Name : 22868
Site Code : 22868
Start Date : 4/30/2022
Page No : 2

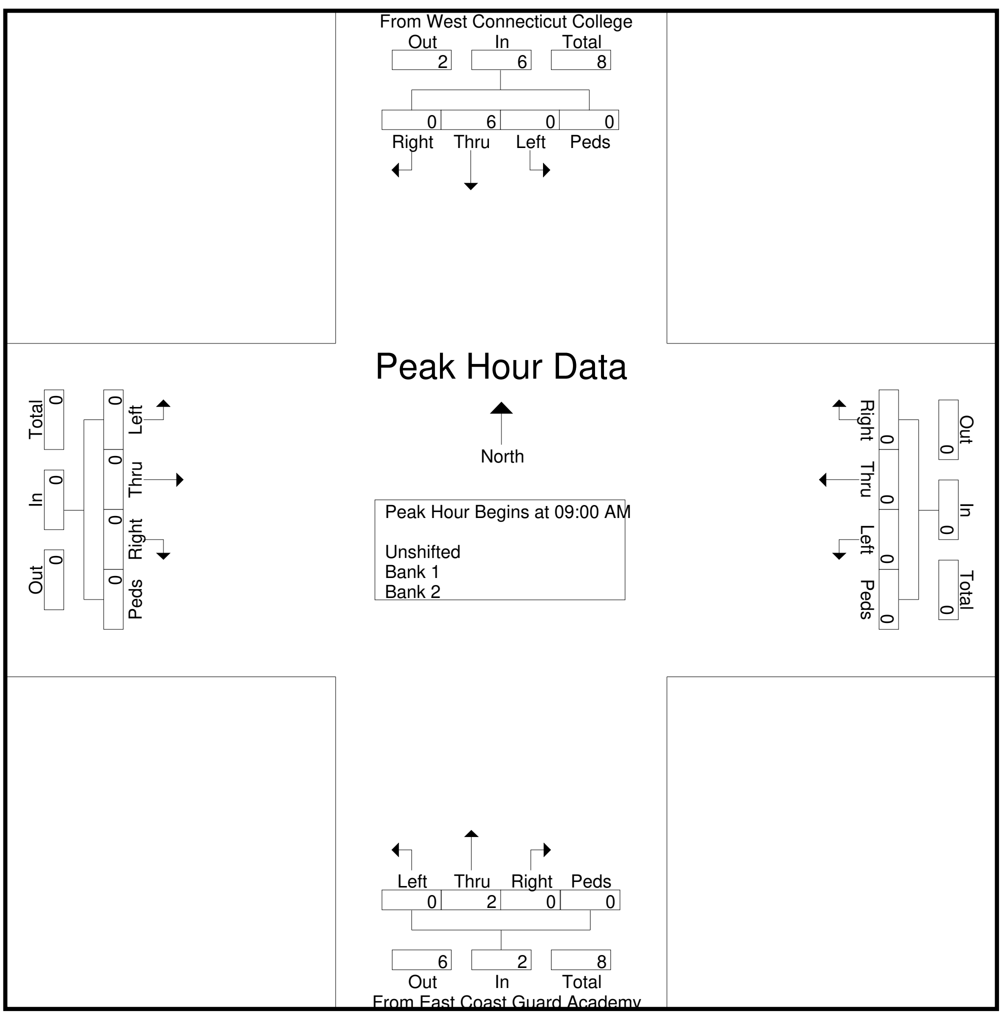
Groups Printed- Unshifted - Bank 1 - Bank 2

	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
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
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11
05:15 PM	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	15
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
Total	0	21	0	0	21	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	50
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	15
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	7	0	0	7	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	27
07:00 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
*** BREAK ***																					
07:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
07:45 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	20
08:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
08:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
*** BREAK ***																					
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
09:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	0	27	0	0	27	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	29
Grand Total	0	213	0	0	213	0	0	0	0	0	0	133	0	0	133	0	0	0	0	0	346
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	61.6	0	0	61.6	0	0	0	0	0	0	38.4	0	0	38.4	0	0	0	0	0	
Unshifted	0	213	0	0	213	0	0	0	0	0	0	133	0	0	133	0	0	0	0	0	346
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 22868
Site Code : 22868
Start Date : 4/30/2022
Page No : 3

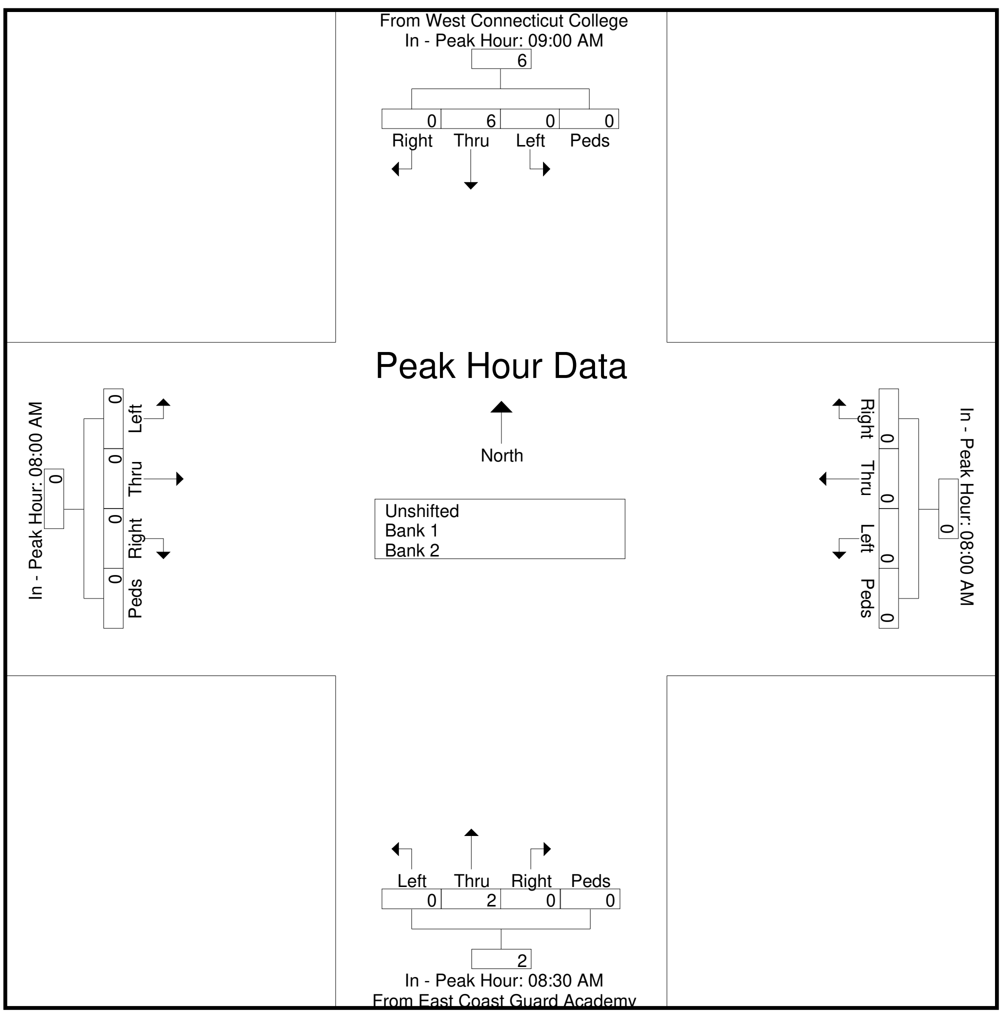
	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.500



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

File Name : 22868
Site Code : 22868
Start Date : 4/30/2022
Page No : 4

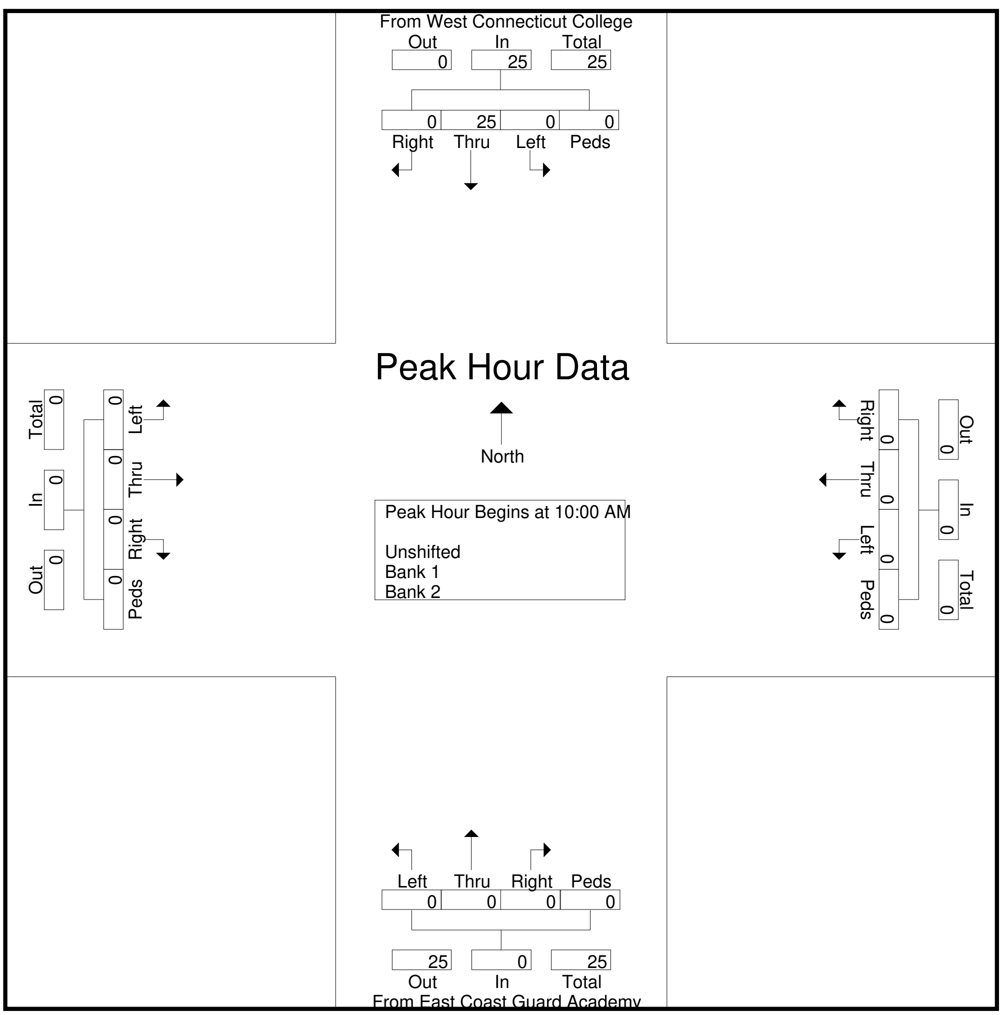
	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	09:00 AM					08:00 AM					08:30 AM					08:00 AM					
+0 mins.	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
Total Volume	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	



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

File Name : 22868
Site Code : 22868
Start Date : 4/30/2022
Page No : 5

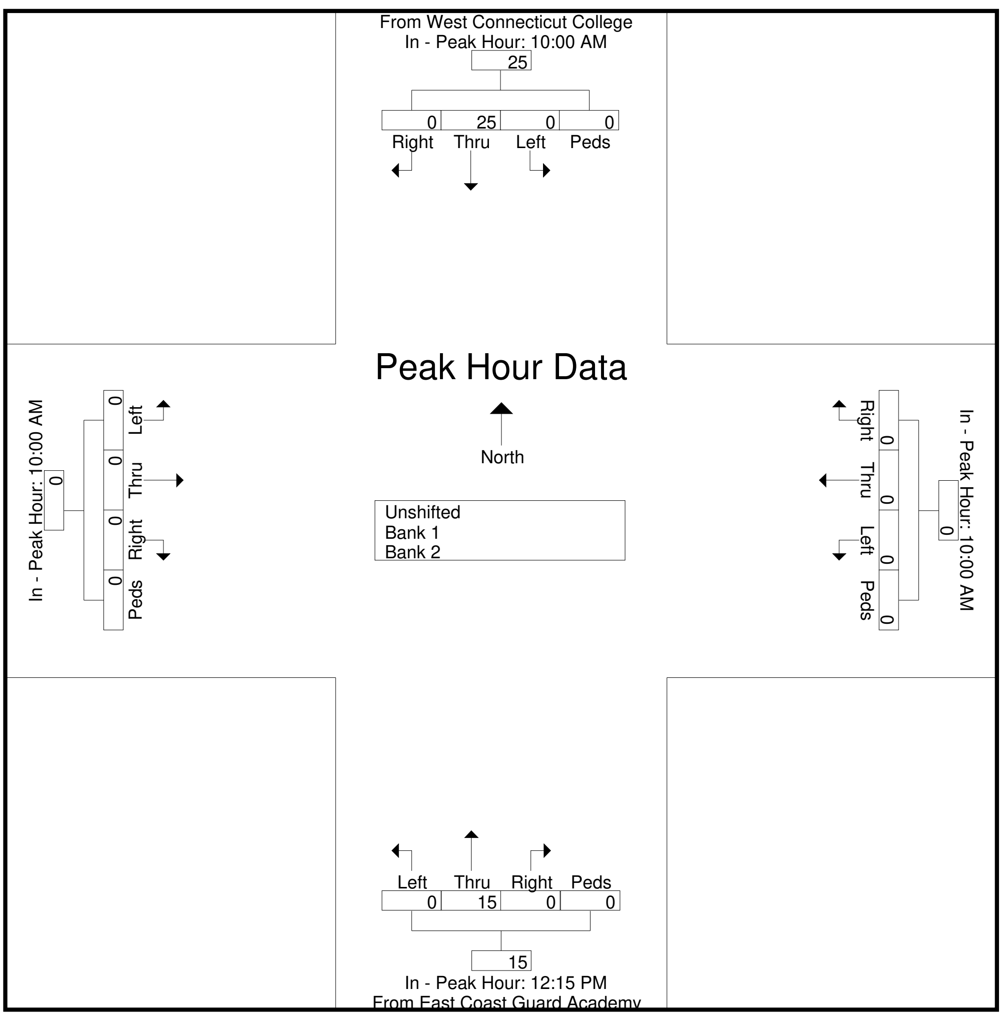
	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total Volume	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625



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

File Name : 22868
Site Code : 22868
Start Date : 4/30/2022
Page No : 6

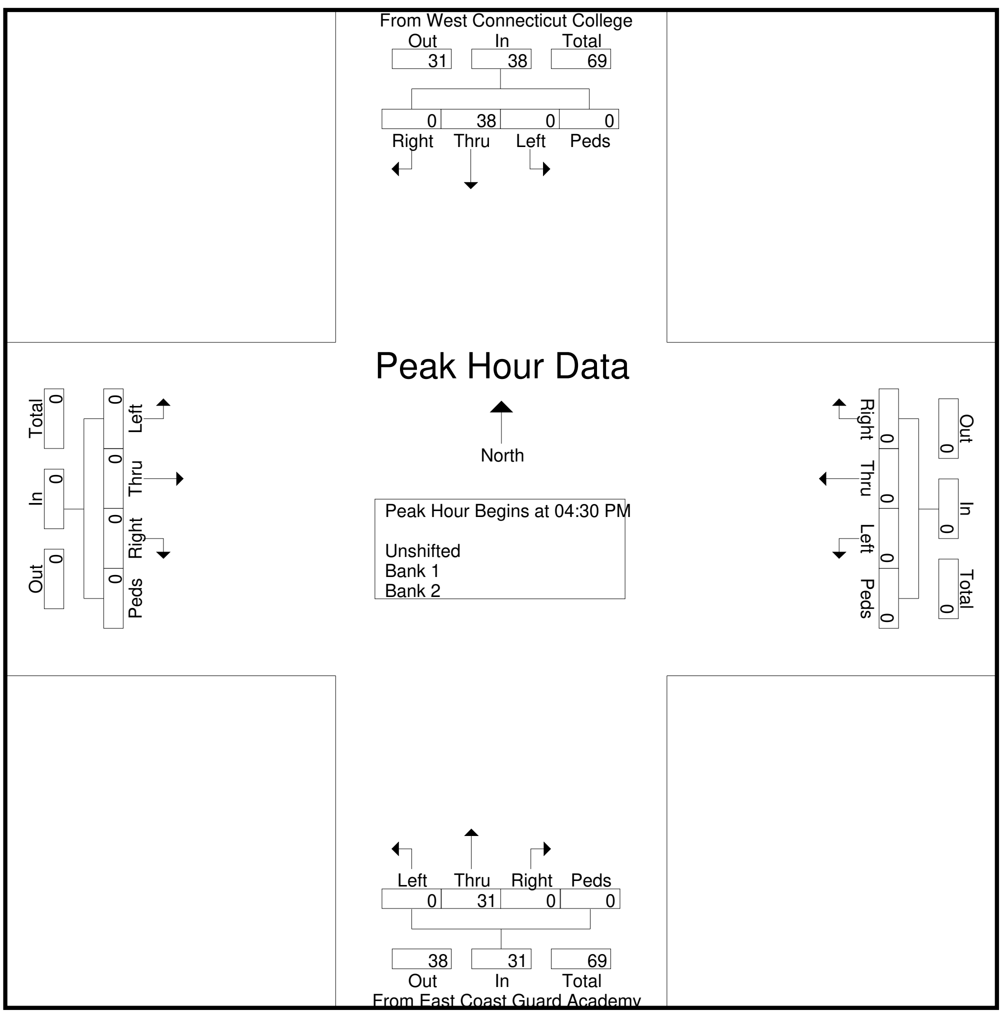
	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00 AM					10:00 AM					12:15 PM					10:00 AM					
+0 mins.	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	
+15 mins.	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+30 mins.	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+45 mins.	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
Total Volume	0	25	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	



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

File Name : 22868
Site Code : 22868
Start Date : 4/30/2022
Page No : 7

	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
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 02:00 PM to 09:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	19
04:45 PM	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	24
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11
05:15 PM	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	15
Total Volume	0	38	0	0	38	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	69
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.792	.000	.000	.792	.000	.000	.000	.000	.000	.000	.646	.000	.000	.646	.000	.000	.000	.000	.000	.719



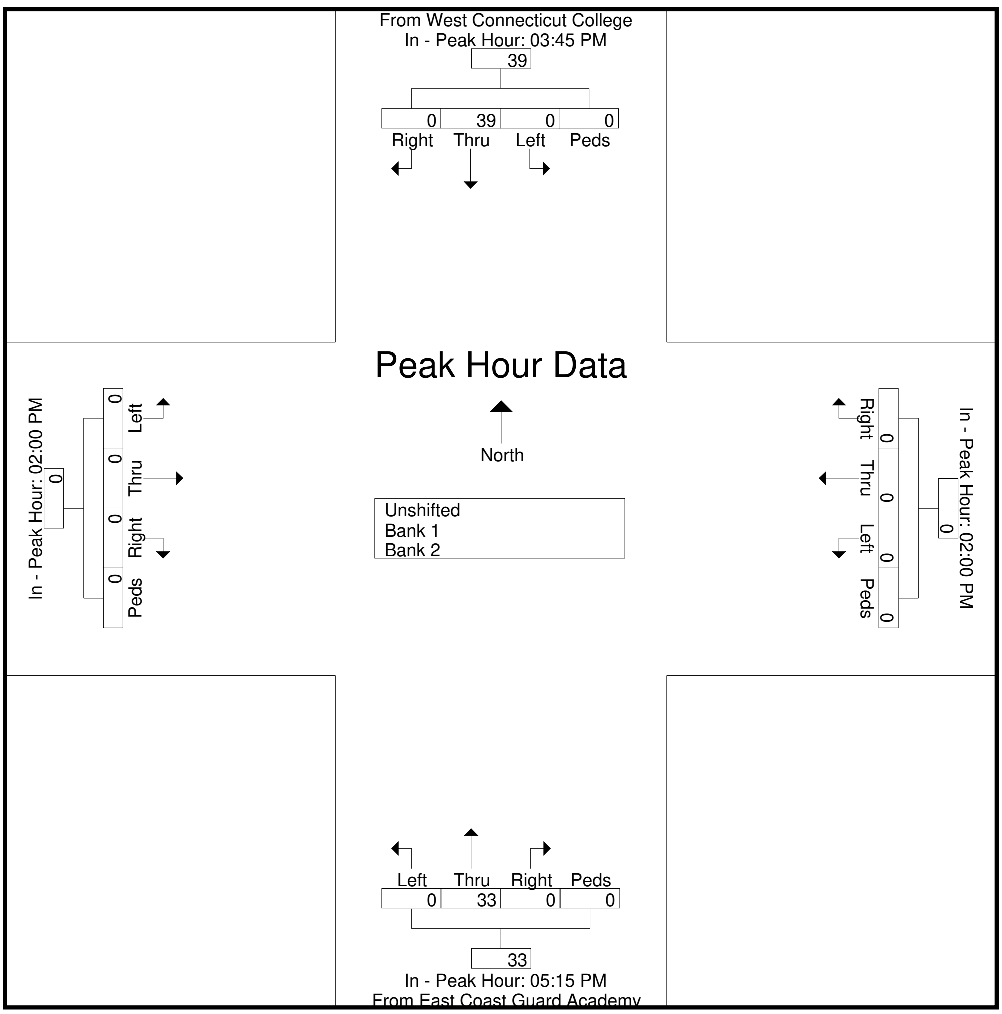
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22868
Site Code : 22868
Start Date : 4/30/2022
Page No : 8

	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
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 02:00 PM to 09:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM					02:00 PM					05:15 PM					02:00 PM				
+0 mins.	0	14	0	0	14	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
+15 mins.	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0
+30 mins.	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0
+45 mins.	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0
Total Volume	0	39	0	0	39	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0	
PHF	.000	.696	.000	.000	.696	.000	.000	.000	.000	.000	.000	.635	.000	.000	.635	.000	.000	.000	.000	.000



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

Walking Bridge
New London, Connecticut

File Name : 22867
Site Code : 22867
Start Date : 4/27/2022
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
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
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
10:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
10:15 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
10:30 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	15	0	0	15	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	27
11:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
11:15 AM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
11:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
11:45 AM	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	24
Total	0	23	0	0	23	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	49
12:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
12:45 PM	0	14	0	0	14	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	18
Total	0	24	0	0	24	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	46
01:00 PM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
01:15 PM	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13
01:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	27	0	0	27	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	39
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:15 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
02:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
02:45 PM	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
Total	0	20	0	0	20	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	40
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
03:15 PM	0	18	0	0	18	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	21
03:30 PM	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	18
03:45 PM	0	21	0	0	21	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	24
Total	0	54	0	0	54	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	68
04:00 PM	0	19	0	0	19	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	21
04:15 PM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	17
04:45 PM	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	18
Total	0	43	0	0	43	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	68

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

File Name : 22867
Site Code : 22867
Start Date : 4/27/2022
Page No : 2

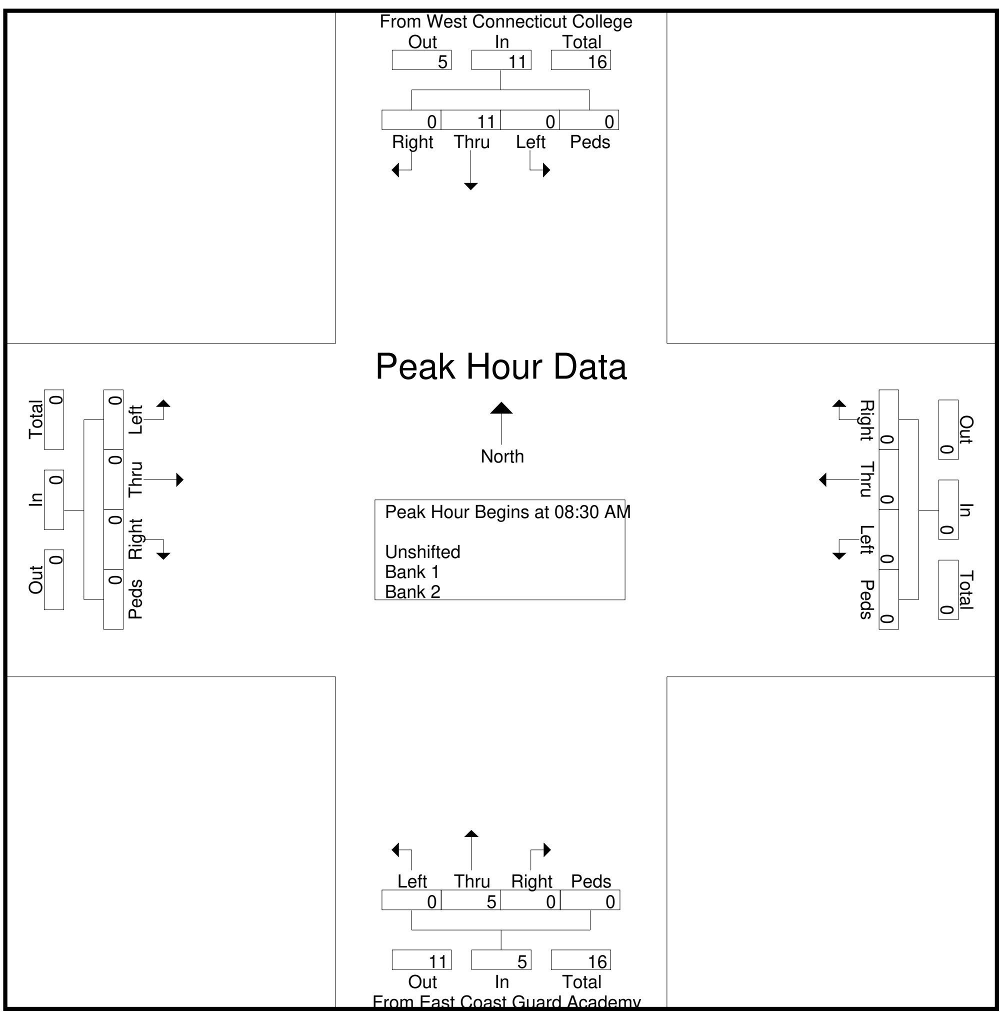
Groups Printed- Unshifted - Bank 1 - Bank 2

	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
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
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
05:15 PM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
05:30 PM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	22	0	0	22	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	41
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	14
06:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10
06:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	10	0	0	10	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	39
07:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
07:15 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
07:30 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
07:45 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Total	0	22	0	0	22	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	34
08:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
08:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
08:30 PM	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12
08:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	21	0	0	21	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	30
09:00 PM	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	17
09:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Total	0	8	0	0	8	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	28
Grand Total	0	305	0	0	305	0	0	0	0	0	0	234	0	0	234	0	0	0	0	0	539
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	56.6	0	0	56.6	0	0	0	0	0	0	43.4	0	0	43.4	0	0	0	0	0	
Unshifted	0	305	0	0	305	0	0	0	0	0	0	234	0	0	234	0	0	0	0	0	539
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 22867
Site Code : 22867
Start Date : 4/27/2022
Page No : 3

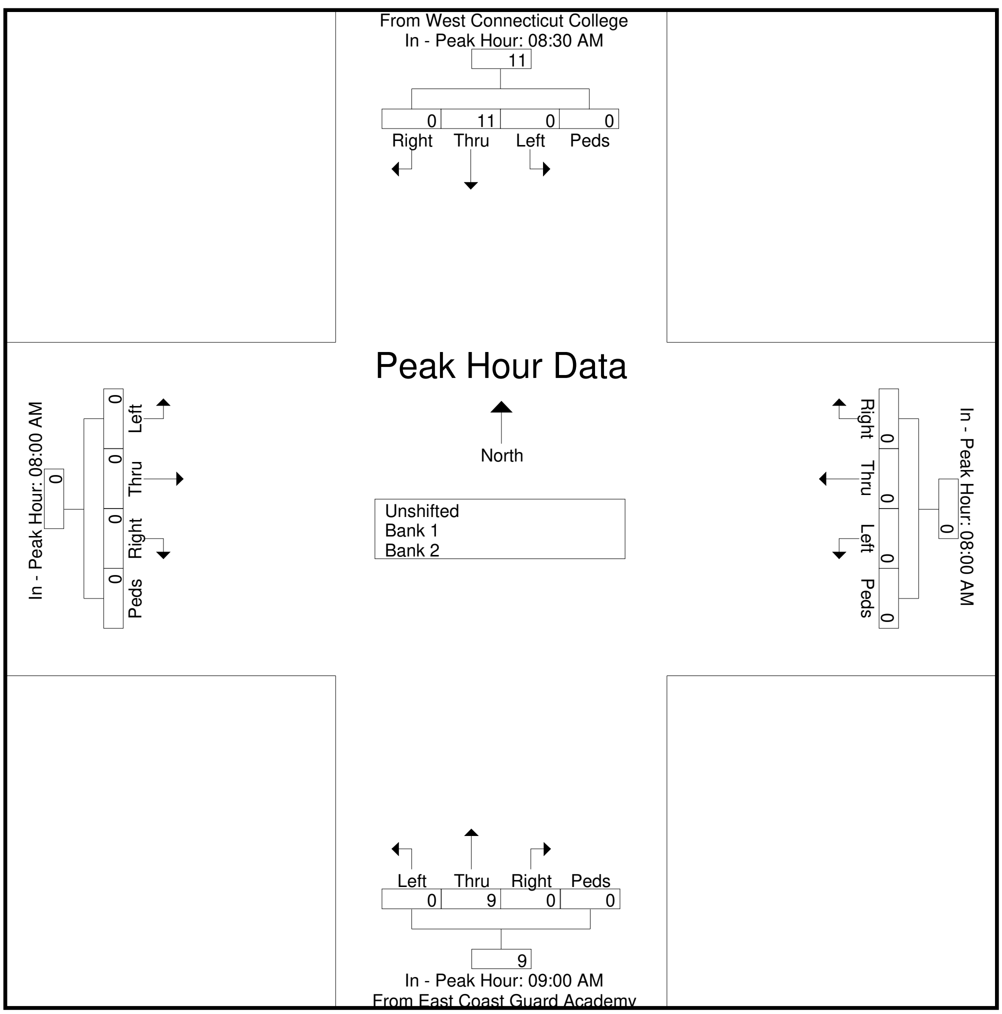
	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total Volume	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	16
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.550	.000	.000	.550	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.667



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

File Name : 22867
Site Code : 22867
Start Date : 4/27/2022
Page No : 4

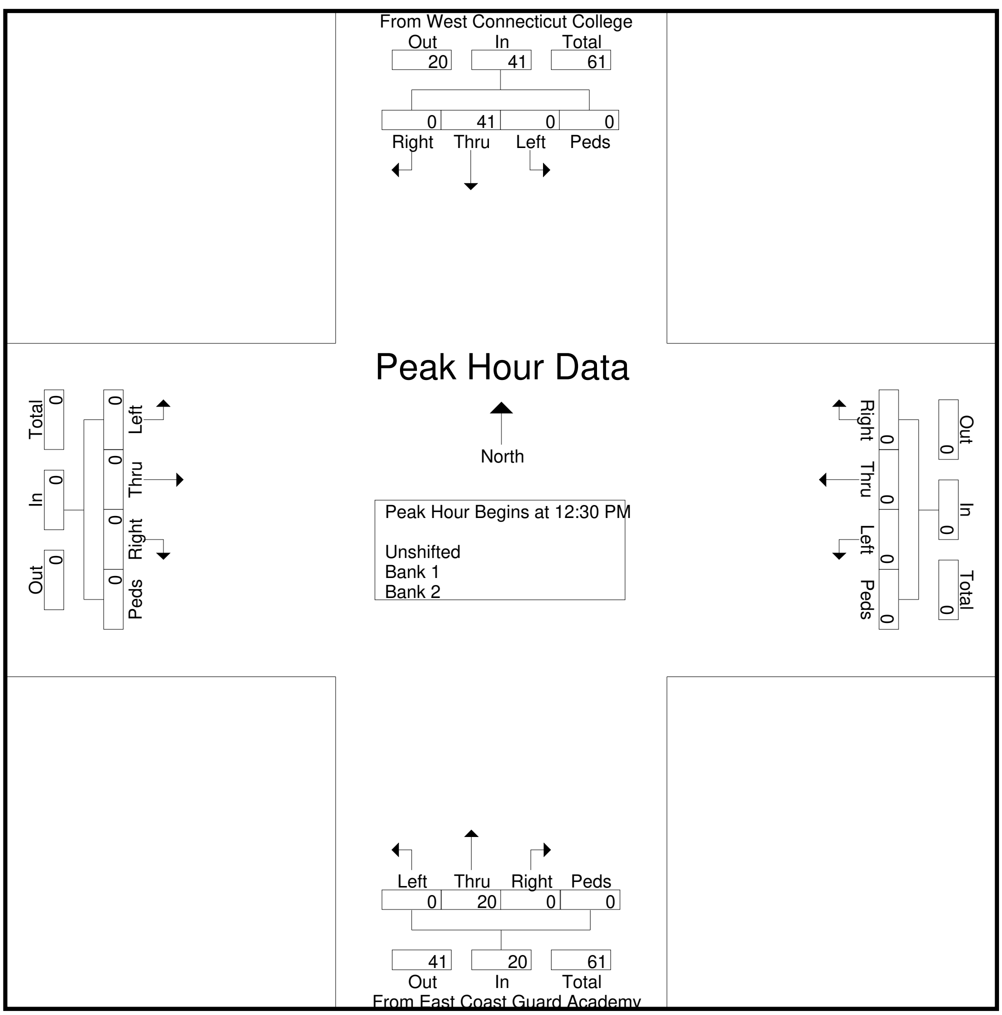
	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:30 AM					08:00 AM					09:00 AM					08:00 AM					
+0 mins.	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+15 mins.	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
+45 mins.	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	
Total Volume	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.550	.000	.000	.550	.000	.000	.000	.000	.000	.000	.563	.000	.000	.563	.000	.000	.000	.000	.000	



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

File Name : 22867
Site Code : 22867
Start Date : 4/27/2022
Page No : 5

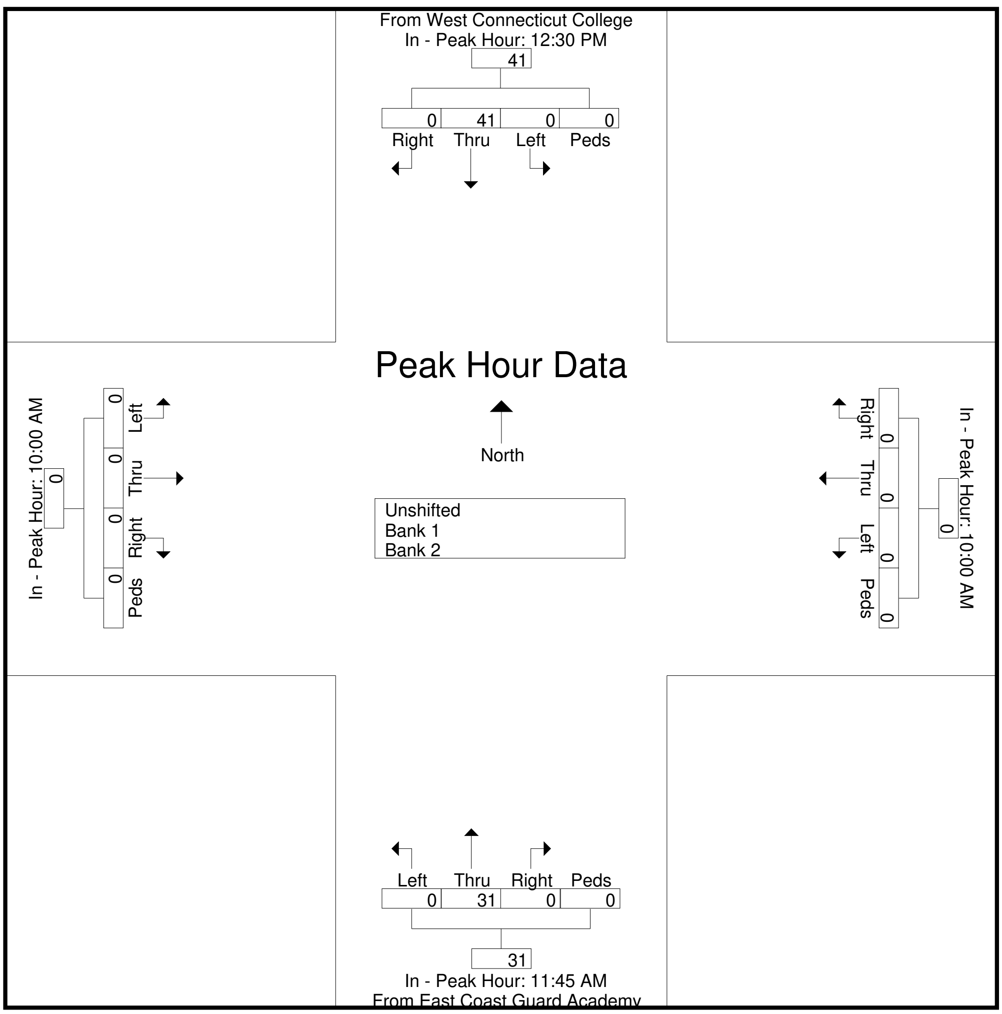
	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
12:45 PM	0	14	0	0	14	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	18
01:00 PM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
01:15 PM	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13
Total Volume	0	41	0	0	41	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	61
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.732	.000	.000	.732	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.847



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

File Name : 22867
Site Code : 22867
Start Date : 4/27/2022
Page No : 6

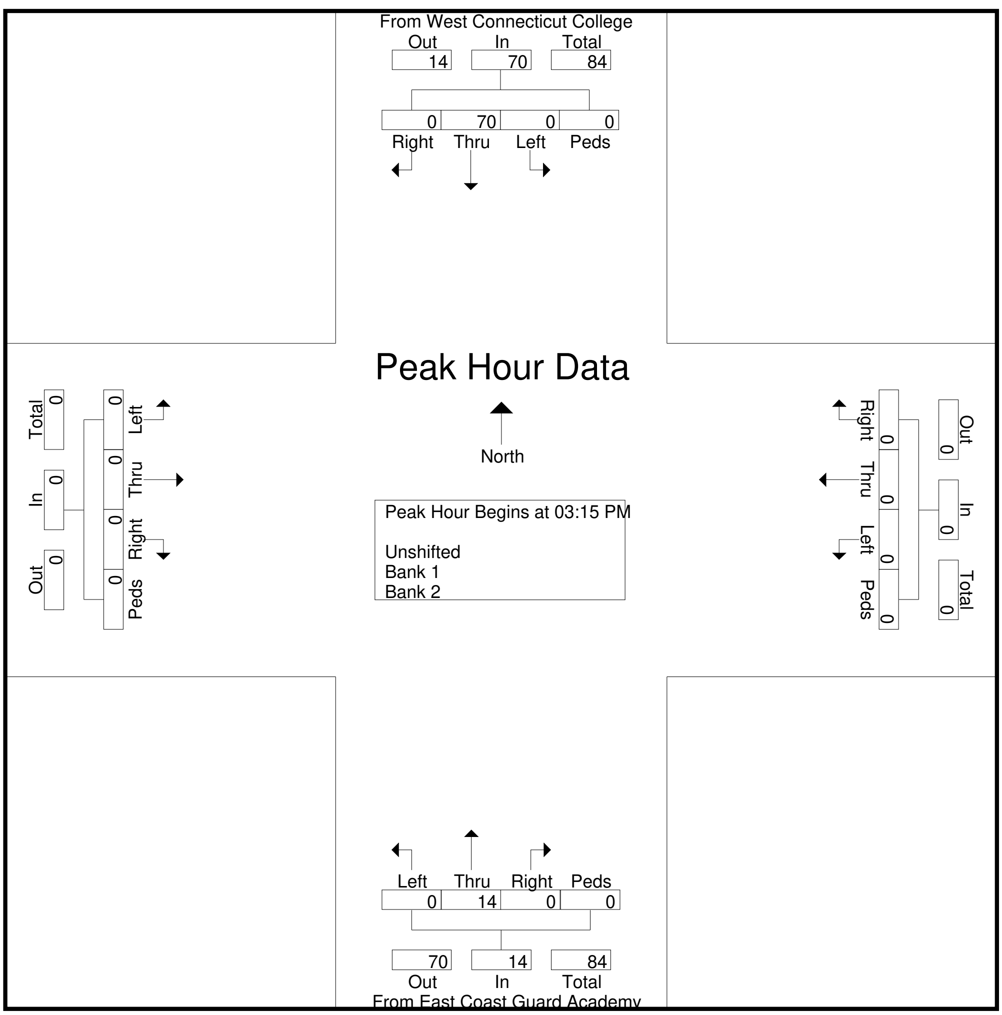
	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:30 PM					10:00 AM					11:45 AM					10:00 AM					
+0 mins.	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	
+15 mins.	0	14	0	0	14	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	
+30 mins.	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	
+45 mins.	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	
Total Volume	0	41	0	0	41	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.732	.000	.000	.732	.000	.000	.000	.000	.000	.000	.596	.000	.000	.596	.000	.000	.000	.000	.000	



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

File Name : 22867
Site Code : 22867
Start Date : 4/27/2022
Page No : 7

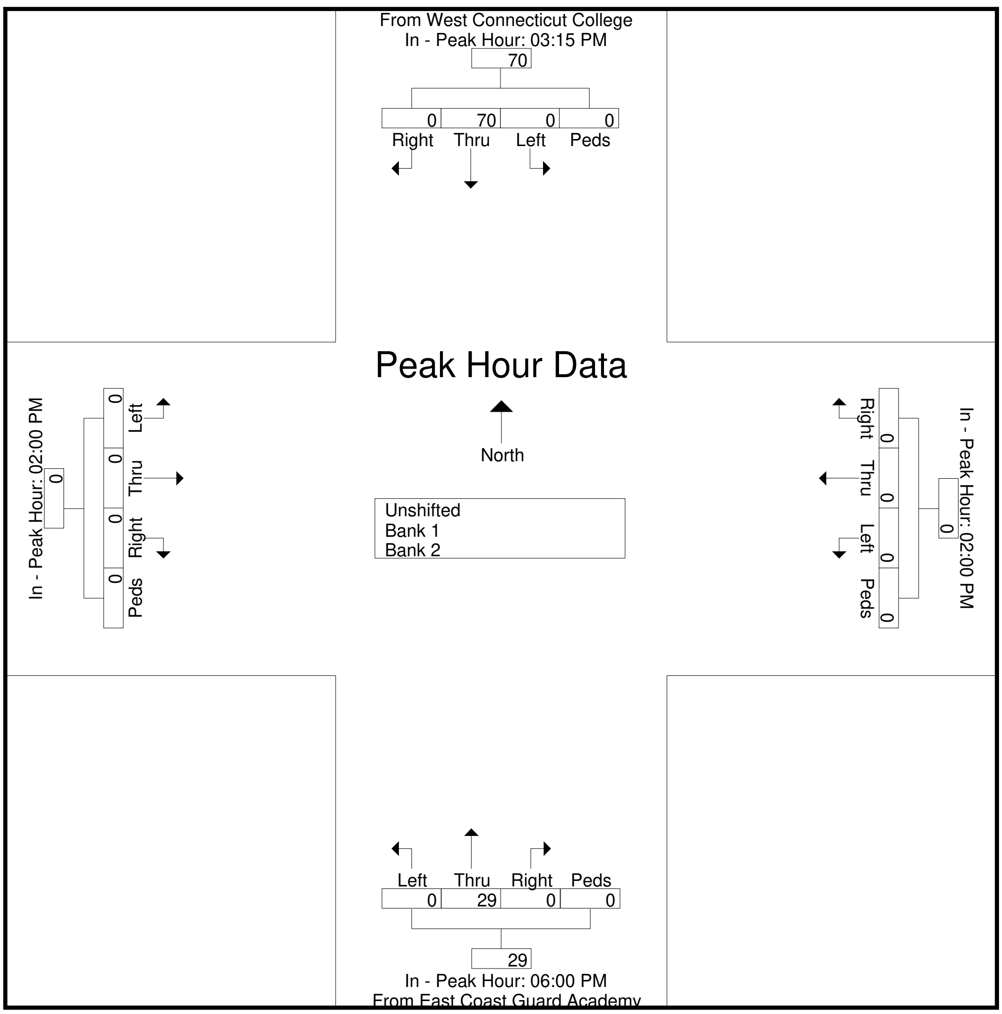
	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 09:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	18	0	0	18	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	21
03:30 PM	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	18
03:45 PM	0	21	0	0	21	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	24
04:00 PM	0	19	0	0	19	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	21
Total Volume	0	70	0	0	70	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	84
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.583	.000	.000	.583	.000	.000	.000	.000	.000	.875



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

File Name : 22867
Site Code : 22867
Start Date : 4/27/2022
Page No : 8

	From West Connecticut College From North					From East					From East Coast Guard Academy From South					From West					
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 02:00 PM to 09:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:15 PM					02:00 PM					06:00 PM					02:00 PM					
+0 mins.	0	18	0	0	18	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	
+15 mins.	0	12	0	0	12	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	
+30 mins.	0	21	0	0	21	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	
+45 mins.	0	19	0	0	19	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
Total Volume	0	70	0	0	70	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.558	.000	.000	.558	.000	.000	.000	.000	.000	



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

Route 32 North of Tampa
New London, Connecticut

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	0	0	1	**22**	43	61	24	9	0	0	0	**1**	0	0	161	31-40	104
19:00	0	**2**	**4**	8	**48**	**119**	44	**10**	**1**	0	0	0	0	0	**236**	31-40	167
20:00	0	0	0	1	11	104	70	3	0	0	0	0	0	0	189	36-45	174
21:00	0	0	0	2	1	33	**72**	8	1	0	0	0	0	0	117	36-45	105
22:00	0	0	0	2	7	18	63	6	0	**1**	0	0	0	0	97	36-45	81
23:00	0	0	2	4	4	35	21	2	0	0	**1**	0	0	0	69	36-45	56
Total	0	2	7	39	114	370	294	38	2	1	1	1	0	0	869		
Percent	0.0%	0.2%	0.8%	4.5%	13.1%	42.6%	33.8%	4.4%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak		19:00	19:00	18:00	19:00	19:00	21:00	19:00	19:00	22:00	23:00	18:00			19:00		
Vol.		2	4	22	48	119	72	10	1	1	1	1			236		

Route 32 North of Tampa
New London, Connecticut

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

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/22	0	0	0	0	3	18	20	0	1	0	0	0	0	0	42	36-45	38
01:00	0	0	0	0	0	0	23	0	0	0	0	0	0	0	23	36-45	23
02:00	0	0	0	0	1	0	4	1	0	0	0	0	0	0	6	39-48	5
03:00	0	0	0	1	1	16	3	0	0	**1**	0	0	0	0	22	35-44	19
04:00	0	0	1	0	1	9	14	3	0	0	0	0	0	0	28	36-45	23
05:00	0	0	0	0	1	9	65	5	1	0	0	0	0	0	81	36-45	74
06:00	2	1	1	6	15	43	**84**	7	1	0	0	0	0	0	160	36-45	127
07:00	**4**	**3**	**11**	11	48	**168**	36	5	**2**	0	0	0	0	0	288	31-40	216
08:00	0	1	4	11	54	158	80	**11**	0	0	0	0	0	0	**319**	36-45	238
09:00	0	0	4	2	32	97	59	8	1	0	0	0	0	0	203	36-45	156
10:00	1	1	1	**24**	61	97	52	7	1	0	0	0	0	0	245	31-40	158
11:00	0	1	2	8	**70**	121	67	4	1	0	0	0	0	0	274	31-40	191
12 PM	0	0	1	16	99	117	36	7	1	0	0	0	0	0	277	31-40	216
13:00	0	0	2	15	72	120	42	2	2	0	0	0	0	0	255	31-40	192
14:00	**1**	**1**	**8**	**45**	120	152	45	4	0	0	0	0	0	0	376	31-40	272
15:00	0	0	2	36	137	197	86	**10**	2	0	0	0	0	0	470	31-40	334
16:00	0	0	4	32	**152**	**209**	80	6	1	0	0	0	0	0	**484**	31-40	361
17:00	0	1	1	23	126	173	**88**	3	0	0	0	0	0	0	415	31-40	299
18:00	0	0	1	19	61	100	33	9	0	**1**	0	0	0	0	224	31-40	161
19:00	0	0	5	9	51	68	32	2	**3**	0	0	0	0	0	170	31-40	119
20:00	1	0	4	24	55	59	19	3	0	0	0	0	0	0	165	31-40	114
21:00	0	0	4	6	42	49	17	2	0	0	0	0	0	0	120	31-40	91
22:00	0	0	0	13	27	40	10	2	0	0	0	0	0	0	92	31-40	67
23:00	0	0	0	1	21	40	17	3	1	0	0	0	0	0	83	31-40	61
Total	9	9	56	302	1250	2060	1012	104	18	2	0	0	0	0	4822		
Percent	0.2%	0.2%	1.2%	6.3%	25.9%	42.7%	21.0%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	10:00	11:00	07:00	06:00	08:00	07:00	03:00					08:00		
Vol.	4	3	11	24	70	168	84	11	2	1					319		
PM Peak	14:00	14:00	14:00	14:00	16:00	16:00	17:00	15:00	19:00	18:00					16:00		
Vol.	1	1	8	45	152	209	88	10	3	1					484		

Route 32 North of Tampa
New London, Connecticut

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

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/22	0	0	0	2	7	12	2	2	0	0	0	0	0	0	25	31-40	19
01:00	0	0	0	4	2	7	6	1	0	0	0	0	0	0	20	36-45	13
02:00	0	0	0	1	1	4	1	1	0	0	0	0	0	0	8	34-43	5
03:00	0	0	0	1	9	9	1	0	1	0	0	0	0	0	21	31-40	18
04:00	0	0	0	0	7	22	5	1	0	0	0	0	0	0	35	31-40	29
05:00	0	0	0	1	1	20	42	7	0	0	0	0	0	0	71	36-45	62
06:00	0	0	0	0	2	19	132	10	**2**	0	0	0	0	0	165	36-45	151
07:00	0	0	1	4	23	94	148	10	0	0	0	**1**	0	0	281	36-45	242
08:00	0	0	0	7	9	73	**188**	**32**	1	**1**	0	0	0	0	**311**	36-45	261
09:00	0	0	**4**	14	33	**133**	58	7	0	0	0	0	0	0	249	36-45	191
10:00	0	0	2	**18**	61	103	55	10	0	0	0	0	0	0	249	31-40	164
11:00	0	0	1	11	**79**	102	36	4	1	0	0	0	0	0	234	31-40	181
12 PM	0	0	3	30	114	134	46	7	2	0	0	0	0	0	336	31-40	248
13:00	0	0	1	23	88	138	45	1	2	**1**	0	0	0	0	299	31-40	226
14:00	0	1	6	**44**	120	171	63	8	3	0	0	0	0	0	416	31-40	291
15:00	0	0	0	29	**158**	**257**	84	12	0	0	0	0	0	0	**540**	31-40	415
16:00	0	0	2	25	130	227	**100**	12	0	0	0	0	0	0	496	31-40	357
17:00	0	0	**10**	23	93	177	94	**18**	**5**	1	0	0	0	0	421	34-43	271
18:00	0	**4**	5	20	67	112	51	4	0	0	**1**	0	0	0	264	31-40	179
19:00	0	0	1	7	19	133	64	7	0	0	1	0	0	0	232	36-45	197
20:00	0	0	0	3	5	111	80	4	0	0	0	0	0	0	203	36-45	191
21:00	0	0	0	3	3	88	53	4	0	0	0	0	0	0	151	36-45	141
22:00	0	0	1	3	5	32	38	4	2	0	0	0	0	0	85	36-45	70
23:00	0	0	0	2	2	34	39	2	2	0	0	0	0	0	81	36-45	73
Total	0	5	37	275	1038	2212	1431	168	21	3	2	1	0	0	5193		
Percent	0.0%	0.1%	0.7%	5.3%	20.0%	42.6%	27.6%	3.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	10:00	11:00	09:00	08:00	08:00	06:00	08:00		07:00			08:00		
Vol.			4	18	79	133	188	32	2	1		1			311		
PM Peak		18:00	17:00	14:00	15:00	15:00	16:00	17:00	17:00	13:00	18:00				15:00		
Vol.		4	10	44	158	257	100	18	5	1	1				540		

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

Route 32 North of Tampa
New London, Connecticut

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	1	6	21	7	0	0	0	0	0	0	35	39-48	28
01:00	0	0	0	0	1	0	20	2	0	0	0	0	0	0	23	40-49	22
02:00	0	0	0	1	0	0	6	1	0	0	0	0	0	0	8	39-48	7
03:00	0	0	0	0	2	7	5	1	0	0	0	0	0	0	15	36-45	12
04:00	0	0	0	1	2	12	18	3	0	0	0	0	0	0	36	36-45	30
05:00	0	0	0	3	1	15	56	9	1	0	0	0	0	0	85	36-45	71
06:00	0	0	1	0	4	16	122	14	2	0	0	0	0	0	159	36-45	138
07:00	0	0	0	6	10	89	169	**19**	**7**	**1**	**1**	0	0	0	302	36-45	258
08:00	0	0	0	1	5	55	**270**	14	1	1	0	0	0	0	**347**	36-45	325
09:00	0	0	0	3	5	74	129	10	0	0	0	0	0	0	221	36-45	203
10:00	0	0	**2**	7	40	**135**	50	6	4	1	0	0	0	0	245	36-45	185
11:00	0	0	0	**8**	**81**	107	57	6	4	0	0	0	0	0	263	31-40	188
12 PM	0	0	3	26	77	126	51	5	0	0	0	0	0	0	288	31-40	203
13:00	0	0	0	24	96	140	48	6	1	0	0	0	0	0	315	31-40	236
14:00	0	**4**	2	35	132	159	51	11	**2**	0	0	0	0	0	396	31-40	291
15:00	0	0	5	36	154	**253**	78	**13**	0	**1**	0	0	0	0	**540**	31-40	407
16:00	0	2	**10**	**51**	**163**	181	60	10	1	0	0	0	0	0	478	31-40	344
17:00	0	1	2	21	102	184	71	9	2	0	0	0	0	0	392	31-40	286
18:00	0	0	2	21	77	141	66	11	0	0	0	0	0	0	318	31-40	218
19:00	0	0	0	13	60	118	37	3	2	1	0	0	0	0	234	31-40	178
20:00	0	1	1	7	6	111	60	7	0	0	0	0	0	0	193	36-45	171
21:00	0	0	0	5	2	53	**102**	2	1	0	0	0	0	0	165	36-45	155
22:00	0	0	0	1	3	17	92	4	2	0	0	0	0	0	119	36-45	109
23:00	0	0	0	0	2	18	67	9	2	1	0	0	0	0	99	36-45	85
Total	0	8	28	270	1026	2017	1706	182	32	6	1	0	0	0	5276		
Percent	0.0%	0.2%	0.5%	5.1%	19.4%	38.2%	32.3%	3.4%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	11:00	11:00	10:00	08:00	07:00	07:00	07:00	07:00				08:00		
Vol.			2	8	81	135	270	19	7	1	1				347		
PM Peak		14:00	16:00	16:00	16:00	15:00	21:00	15:00	14:00	15:00					15:00		
Vol.		4	10	51	163	253	102	13	2	1					540		

Route 32 North of Tampa
New London, Connecticut

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

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/22	0	0	0	0	2	1	36	5	1	0	0	0	0	0	45	41-50	41
01:00	0	0	0	1	0	12	15	1	0	0	0	0	0	0	29	36-45	27
02:00	0	0	0	0	0	1	7	1	1	0	0	0	0	0	10	41-50	8
03:00	0	0	0	0	0	2	16	2	0	0	0	0	0	0	20	40-49	18
04:00	0	0	0	1	2	22	14	2	1	0	0	0	0	0	42	36-45	36
05:00	0	0	1	0	3	11	49	11	0	0	0	0	0	0	75	41-50	60
06:00	0	0	0	2	3	30	88	15	**3**	0	0	0	0	0	141	36-45	118
07:00	0	0	**2**	3	13	88	136	**30**	3	0	0	0	0	0	275	36-45	224
08:00	0	0	2	4	5	127	**175**	7	3	0	0	0	0	0	**323**	36-45	302
09:00	0	0	1	1	5	47	163	7	2	0	0	0	0	0	226	36-45	210
10:00	0	0	0	4	51	**136**	61	8	1	**1**	0	0	0	0	262	36-45	197
11:00	0	0	2	**24**	**84**	128	38	8	0	0	0	0	0	0	284	31-40	212
12 PM	0	0	**9**	15	109	135	48	10	1	**1**	0	0	0	0	328	31-40	244
13:00	0	2	3	23	106	163	47	10	1	0	0	**1**	0	0	356	31-40	269
14:00	0	0	3	**37**	128	169	64	13	0	0	0	0	0	0	414	31-40	297
15:00	0	0	4	24	**161**	**231**	**84**	11	0	0	0	0	0	0	**515**	31-40	392
16:00	0	0	8	28	148	207	76	**18**	0	0	0	0	0	0	485	31-40	355
17:00	0	0	4	14	110	200	82	7	**2**	1	0	0	0	0	420	31-40	310
18:00	0	0	5	19	107	140	44	5	1	0	0	0	0	0	321	31-40	247
19:00	**1**	1	4	23	101	121	28	4	1	0	0	0	0	0	284	31-40	222
20:00	1	**3**	3	31	97	80	27	4	0	0	**1**	0	**1**	0	248	31-40	177
21:00	0	0	7	18	62	73	27	3	0	1	0	0	0	0	191	31-40	135
22:00	0	0	2	3	19	55	49	4	1	0	0	0	0	0	133	36-45	104
23:00	0	0	0	1	4	55	41	5	0	0	0	0	0	0	106	36-45	96
Total	2	6	60	276	1320	2234	1415	191	22	4	1	1	1	0	5533		
Percent	0.0%	0.1%	1.1%	5.0%	23.9%	40.4%	25.6%	3.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			07:00	11:00	11:00	10:00	08:00	07:00	06:00	10:00					08:00		
Vol.			2	24	84	136	175	30	3	1					323		
PM Peak	19:00	20:00	12:00	14:00	15:00	15:00	15:00	16:00	17:00	12:00	20:00	13:00	20:00		15:00		
Vol.	1	3	9	37	161	231	84	18	2	1	1	1	1		515		

Route 32 North of Tampa
New London, Connecticut

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

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/22	0	0	0	2	2	10	35	6	1	0	0	**1**	0	0	57	36-45	45
01:00	0	0	1	0	1	10	28	0	**3**	0	0	0	0	0	43	36-45	38
02:00	0	0	0	0	1	2	17	2	0	0	0	0	0	0	22	41-50	19
03:00	0	0	0	0	1	2	26	0	0	0	0	0	0	0	29	36-45	28
04:00	0	0	**2**	1	3	14	16	0	0	0	0	0	0	0	36	36-45	30
05:00	0	0	0	0	0	14	22	4	0	0	0	0	0	0	40	36-45	36
06:00	0	0	2	**3**	**4**	26	32	**7**	0	0	0	0	0	0	74	36-45	58
07:00	0	0	1	1	3	**29**	**62**	7	0	0	0	0	0	0	**103**	36-45	91
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	6	7	15	107	238	26	4	0	0	1	0	0	404		
Percent	0.0%	0.0%	1.5%	1.7%	3.7%	26.5%	58.9%	6.4%	1.0%	0.0%	0.0%	0.2%	0.0%	0.0%			
AM Peak			04:00	06:00	06:00	07:00	07:00	06:00	01:00			00:00			07:00		
Vol.			2	3	4	29	62	7	3			1			103		
PM Peak																	
Vol.																	
Total	11	30	194	1169	4763	9000	6096	709	99	16	5	4	1	0	22097		
Percent	0.0%	0.1%	0.9%	5.3%	21.6%	40.7%	27.6%	3.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	32 MPH
	50th Percentile :	37 MPH
	85th Percentile :	42 MPH
	95th Percentile :	44 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	15096
	Percent in Pace :	68.3%
	Number of Vehicles > 40 MPH :	6930
	Percent of Vehicles > 40 MPH :	31.4%
	Mean Speed(Average) :	38 MPH

Route 32 North of Tampa
New London, Connecticut

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

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	0	0	0	**2**	1	14	1	0	0	0	0	0	0	0	18	31-40	15
19:00	0	0	0	0	**9**	60	11	0	0	0	0	0	0	0	80	36-45	71
20:00	0	0	0	0	0	**96**	38	0	0	0	0	0	0	0	**134**	36-45	134
21:00	0	0	0	0	0	24	**55**	0	0	0	0	0	0	0	79	36-45	79
22:00	0	0	0	0	0	19	52	0	0	0	0	0	0	0	71	36-45	71
23:00	0	0	0	0	2	20	8	0	0	0	0	0	0	0	30	36-45	28
Total	0	0	0	2	12	233	165	0	0	0	0	0	0	0	412		
Percent	0.0%	0.0%	0.0%	0.5%	2.9%	56.6%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak				18:00	19:00	20:00	21:00								20:00		
Vol.				2	9	96	55								134		

Route 32 North of Tampa
New London, Connecticut

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

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/22	0	0	0	0	0	16	14	0	0	0	0	0	0	0	30	36-45	30
01:00	0	0	0	0	0	0	20	0	0	0	0	0	0	0	20	36-45	20
02:00	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	36-45	4
03:00	0	0	0	0	0	14	1	0	0	0	0	0	0	0	15	34-43	15
04:00	0	0	0	0	0	5	12	0	0	0	0	0	0	0	17	36-45	17
05:00	0	0	0	0	0	1	42	**1**	0	0	0	0	0	0	44	36-45	43
06:00	0	0	0	**7**	6	26	**53**	0	0	0	0	0	0	0	92	36-45	79
07:00	0	**1**	**3**	4	**30**	**134**	2	0	0	0	0	0	0	0	**174**	31-40	164
08:00	0	0	0	0	23	109	15	0	0	0	0	0	0	0	147	31-40	132
09:00	0	0	0	0	4	44	7	0	0	0	0	0	0	0	55	36-45	51
10:00	0	0	0	0	6	26	2	0	0	0	0	0	0	0	34	31-40	32
11:00	0	0	0	0	5	15	2	0	0	0	0	0	0	0	22	31-40	20
12 PM	0	0	0	0	8	31	0	0	0	0	0	0	0	0	39	31-40	39
13:00	0	0	0	0	8	30	0	0	0	0	0	0	0	0	38	31-40	38
14:00	0	0	0	**7**	9	16	0	0	0	0	0	0	0	0	32	31-40	25
15:00	0	0	0	0	6	24	0	0	0	0	0	0	0	0	30	31-40	30
16:00	0	0	0	0	**17**	26	**1**	0	0	0	0	0	0	0	**44**	31-40	43
17:00	0	0	0	0	10	**32**	0	0	0	0	0	0	0	0	42	31-40	42
18:00	0	0	0	0	4	15	1	0	0	0	0	0	0	0	20	31-40	19
19:00	0	0	0	0	5	12	0	0	0	0	0	0	0	0	17	31-40	17
20:00	0	0	**1**	0	4	11	0	0	0	0	0	0	0	0	16	31-40	15
21:00	0	0	0	0	3	14	1	0	0	0	0	0	0	0	18	31-40	17
22:00	0	0	0	0	2	8	0	0	0	0	0	0	0	0	10	31-40	10
23:00	0	0	0	0	1	6	1	0	0	0	0	0	0	0	8	35-44	7
Total	0	1	4	18	151	615	178	1	0	0	0	0	0	0	968		
Percent	0.0%	0.1%	0.4%	1.9%	15.6%	63.5%	18.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	06:00	07:00	07:00	06:00	05:00							07:00		
Vol.		1	3	7	30	134	53	1							174		
PM Peak			20:00	14:00	16:00	17:00	16:00								16:00		
Vol.			1	7	17	32	1								44		

Route 32 North of Tampa
New London, Connecticut

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

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/22	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	30-39	2
01:00	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4	30-39	3
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
03:00	0	0	**1**	0	0	4	0	0	0	0	0	0	0	0	5	31-40	4
04:00	0	0	0	0	0	19	0	0	0	0	0	0	0	0	19	31-40	19
05:00	0	0	0	0	0	12	26	0	0	0	0	0	0	0	38	36-45	38
06:00	0	0	0	0	0	5	94	0	0	0	0	0	0	0	99	36-45	99
07:00	0	0	0	0	**15**	**64**	96	1	0	0	0	0	0	0	**176**	36-45	160
08:00	0	0	0	0	0	31	**125**	**11**	0	0	0	0	0	0	167	36-45	156
09:00	0	0	0	0	4	46	0	0	0	0	0	0	0	0	50	31-40	50
10:00	0	0	1	0	2	24	1	0	0	0	0	0	0	0	28	31-40	26
11:00	0	0	0	**2**	11	11	1	0	0	0	0	0	0	0	25	31-40	22
12 PM	0	0	0	0	**17**	13	0	0	0	0	0	0	0	0	30	31-40	30
13:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	35-44	4
18:00	0	0	0	**1**	13	33	2	0	0	0	0	0	0	0	49	31-40	46
19:00	0	0	0	0	0	91	18	0	0	0	0	0	0	0	109	36-45	109
20:00	0	0	0	0	0	**99**	**55**	0	0	0	0	0	0	0	**154**	36-45	154
21:00	0	0	0	0	0	79	30	0	0	0	0	0	0	0	109	36-45	109
22:00	0	0	0	0	2	28	25	0	0	0	0	0	0	0	55	36-45	53
23:00	0	0	0	0	0	28	18	0	0	0	0	0	0	0	46	36-45	46
Total	0	0	2	4	67	595	493	12	0	0	0	0	0	0	1173		
Percent	0.0%	0.0%	0.2%	0.3%	5.7%	50.7%	42.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			03:00	11:00	07:00	07:00	08:00	08:00							07:00		
Vol.			1	2	15	64	125	11							176		
PM Peak				18:00	12:00	20:00	20:00								20:00		
Vol.				1	17	99	55								154		

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

Route 32 North of Tampa
New London, Connecticut

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	14	0	0	0	0	0	0	0	14	36-45	14
01:00	0	0	0	0	0	0	16	0	0	0	0	0	0	0	16	36-45	16
02:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	36-45	3
03:00	0	0	0	0	0	5	2	0	0	0	0	0	0	0	7	35-44	7
04:00	0	0	0	0	0	10	12	0	0	0	0	0	0	0	22	36-45	22
05:00	0	0	0	0	0	6	34	0	0	0	0	0	0	0	40	36-45	40
06:00	0	0	0	0	0	3	72	0	0	0	0	0	0	0	75	36-45	75
07:00	0	0	0	0	0	52	109	**4**	0	0	0	0	0	0	165	36-45	161
08:00	0	0	0	0	0	17	**197**	0	0	0	0	0	0	0	**214**	36-45	214
09:00	0	0	0	0	0	56	84	1	0	0	0	0	0	0	141	36-45	140
10:00	0	0	0	**1**	**12**	**58**	14	0	0	0	0	0	0	0	85	35-44	72
11:00	0	0	0	0	2	19	1	0	0	0	0	0	0	0	22	31-40	21
12 PM	0	0	0	**1**	7	11	0	0	0	0	0	0	0	0	19	31-40	18
13:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	30-39	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	3	9	0	0	0	0	0	0	0	0	12	31-40	12
19:00	0	0	0	0	**23**	59	0	0	0	0	0	0	0	0	82	31-40	82
20:00	0	0	0	0	0	**108**	29	0	0	0	0	0	0	0	**137**	36-45	137
21:00	0	0	0	0	0	40	**82**	0	0	0	0	0	0	0	122	36-45	122
22:00	0	0	0	0	0	7	67	0	0	0	0	0	0	0	74	36-45	74
23:00	0	0	0	0	0	0	57	0	0	0	0	0	0	0	57	36-45	57
Total	0	0	0	2	49	462	793	5	0	0	0	0	0	0	1311		
Percent	0.0%	0.0%	0.0%	0.2%	3.7%	35.2%	60.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak				10:00	10:00	10:00	08:00	07:00							08:00		
Vol.				1	12	58	197	4							214		
PM Peak				12:00	19:00	20:00	21:00								20:00		
Vol.				1	23	108	82								137		

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

Route 32 North of Tampa
New London, Connecticut

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/22	0	0	0	0	0	0	29	0	0	0	0	0	0	0	29	36-45	29
01:00	0	0	0	0	0	10	8	0	0	0	0	0	0	0	18	36-45	18
02:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	36-45	5
03:00	0	0	0	0	0	0	12	0	0	0	0	0	0	0	12	36-45	12
04:00	0	0	0	0	0	18	8	0	0	0	0	0	0	0	26	36-45	26
05:00	0	0	0	0	0	3	34	0	0	0	0	0	0	0	37	36-45	37
06:00	0	0	0	0	0	15	39	1	0	0	0	0	0	0	55	36-45	54
07:00	0	0	0	0	**7**	59	84	**20**	0	0	0	0	0	0	170	36-45	143
08:00	0	0	0	0	1	**103**	114	0	0	0	0	0	0	0	**218**	36-45	217
09:00	0	0	0	0	0	36	**116**	0	0	0	0	0	0	0	152	36-45	152
10:00	0	0	0	0	5	84	29	0	0	0	0	0	0	0	118	36-45	113
11:00	0	0	0	0	7	16	1	0	0	0	0	0	0	0	24	31-40	23
12 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4	31-40	4
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	7	31-40	7
19:00	0	0	0	0	8	4	1	0	0	0	0	0	0	0	13	31-40	12
20:00	0	0	0	0	4	6	0	0	0	0	0	0	0	0	10	31-40	10
21:00	0	0	0	0	**20**	34	0	0	0	0	0	0	0	0	54	31-40	54
22:00	0	0	0	0	12	**51**	**30**	0	0	0	0	0	0	0	**93**	36-45	81
23:00	0	0	0	0	0	49	27	0	0	0	0	0	0	0	76	36-45	76
Total	0	0	0	0	69	494	537	21	0	0	0	0	0	0	1121		
Percent	0.0%	0.0%	0.0%	0.0%	6.2%	44.1%	47.9%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak					07:00	08:00	09:00	07:00							08:00		
Vol.					7	103	116	20							218		
PM Peak					21:00	22:00	22:00								22:00		
Vol.					20	51	30								93		

Route 32 North of Tampa
New London, Connecticut

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

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/22	0	0	0	0	0	8	24	**4**	0	0	0	0	0	0	36	36-45	32
01:00	0	0	0	0	0	8	24	0	0	0	0	0	0	0	32	36-45	32
02:00	0	0	0	0	0	1	14	0	0	0	0	0	0	0	15	36-45	15
03:00	0	0	0	0	0	1	18	0	0	0	0	0	0	0	19	36-45	19
04:00	0	0	0	0	**1**	12	7	0	0	0	0	0	0	0	20	36-45	19
05:00	0	0	0	0	0	8	10	0	0	0	0	0	0	0	18	36-45	18
06:00	0	0	0	0	0	**26**	15	0	0	0	0	0	0	0	41	36-45	41
07:00	0	0	0	0	0	24	**39**	0	0	0	0	0	0	0	**63**	36-45	63
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	1	88	151	4	0	0	0	0	0	0	244		
Percent	0.0%	0.0%	0.0%	0.0%	0.4%	36.1%	61.9%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak					04:00	06:00	07:00	00:00							07:00		
Vol.					1	26	39	4							63		
PM Peak																	
Vol.																	
Total	0	1	6	26	349	2487	2317	43	0	0	0	0	0	0	5229		
Percent	0.0%	0.0%	0.1%	0.5%	6.7%	47.6%	44.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	35 MPH
	50th Percentile :	39 MPH
	85th Percentile :	43 MPH
	95th Percentile :	44 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	4804
	Percent in Pace :	91.9%
	Number of Vehicles > 40 MPH :	2360
	Percent of Vehicles > 40 MPH :	45.1%
	Mean Speed(Average) :	40 MPH

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

Route 32 North of Tampa
New London, Connecticut

Site Code:
Station ID: 5643

Latitude: 0' 0.0000 Undefined

Start Time	25-Apr-22 Northbound	Southbound	Tue Northbound	Southbound	Wed Northbound	Southbound	Thu Northbound	Southbound	Fri Northbound	Southbound	Weekday Average Northbound	Southbound	Sat Northbound	Southbound	Sun Northbound	Southbound
12:00 AM	*	*	42	30	25	2	35	14	45	29	37	19	57	36	*	*
01:00	*	*	23	20	20	4	23	16	29	18	24	14	43	32	*	*
02:00	*	*	6	4	8	2	8	3	10	5	8	4	22	15	*	*
03:00	*	*	22	15	21	5	15	7	20	12	20	10	29	19	*	*
04:00	*	*	28	17	35	19	36	22	42	26	35	21	36	20	*	*
05:00	*	*	81	44	71	38	85	40	75	37	78	40	40	18	*	*
06:00	*	*	160	92	165	99	159	75	141	55	156	80	74	41	*	*
07:00	*	*	288	**174**	281	**176**	302	165	275	170	286	171	**103**	**63**	*	*
08:00	*	*	**319**	147	**311**	167	**347**	**214**	**323**	**218**	**325**	**186**	*	*	*	*
09:00	*	*	203	55	249	50	221	141	226	152	225	100	*	*	*	*
10:00	*	*	245	34	249	28	245	85	262	118	250	66	*	*	*	*
11:00	*	*	274	22	234	25	263	22	284	24	264	23	*	*	*	*
12:00 PM	*	*	277	39	336	30	288	19	328	4	307	23	*	*	*	*
01:00	*	*	255	38	299	2	315	4	356	0	306	11	*	*	*	*
02:00	*	*	376	32	416	0	396	0	414	0	400	8	*	*	*	*
03:00	*	*	470	30	**540**	0	**540**	0	**515**	0	**516**	8	*	*	*	*
04:00	*	*	**484**	**44**	496	0	478	0	485	0	486	11	*	*	*	*
05:00	*	*	415	42	421	4	392	0	420	0	412	12	*	*	*	*
06:00	161	18	224	20	264	49	318	12	321	7	258	21	*	*	*	*
07:00	**236**	80	170	17	232	109	234	82	284	13	231	60	*	*	*	*
08:00	189	**134**	165	16	203	**154**	193	**137**	248	10	200	**90**	*	*	*	*
09:00	117	79	120	18	151	109	165	122	191	54	149	76	*	*	*	*
10:00	97	71	92	10	85	55	119	74	133	**93**	105	61	*	*	*	*
11:00	69	30	83	8	81	46	99	57	106	76	88	43	*	*	*	*
Total	869	412	4822	968	5193	1173	5276	1311	5533	1121	5166	1158	404	244	0	0
Day	1281		5790		6366		6587		6654		6324		648		0	
AM Peak	-	-	08:00	07:00	08:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	07:00	-	-
Vol.	-	-	319	174	311	176	347	214	323	218	325	186	103	63	-	-
PM Peak	19:00	20:00	16:00	16:00	15:00	20:00	15:00	20:00	15:00	22:00	15:00	20:00	-	-	-	-
Vol.	236	134	484	44	540	154	540	137	515	93	516	90	-	-	-	-

Comb. Total	1281	5790	6366	6587	6654	6324	648	0

ADT ADT 6,349 AADT 6,349

Route 32 North of Connecticut College Dr - ATR

Wed Apr 27, 2022
Full Length (12 AM-12 AM (+2))
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Articulated Truck (Multi Trailer), Buses, School Buses)
All Channels
ID: 944758, Location: 41.378527, -72.103638

Provided by: Connecticut Counts LLC
63 Sugar Maple Lane,
Kensington, CT, 12345, US

Leg	North		South		
Direction	Southbound		Northbound		
Time	T	**App**	T	**App**	**Int**
2022-04-27 12:00AM	37	**37**	45	**45**	**82**
12:15AM	25	**25**	42	**42**	**67**
12:30AM	22	**22**	22	**22**	**44**
12:45AM	8	**8**	17	**17**	**25**
Hourly Total	92	**92**	126	**126**	**218**
1:00AM	12	**12**	20	**20**	**32**
1:15AM	20	**20**	9	**9**	**29**
1:30AM	16	**16**	10	**10**	**26**
1:45AM	14	**14**	12	**12**	**26**
Hourly Total	62	**62**	51	**51**	**113**
2:00AM	6	**6**	8	**8**	**14**
2:15AM	10	**10**	13	**13**	**23**
2:30AM	8	**8**	6	**6**	**14**
2:45AM	11	**11**	1	**1**	**12**
Hourly Total	35	**35**	28	**28**	**63**
3:00AM	12	**12**	3	**3**	**15**
3:15AM	14	**14**	12	**12**	**26**
3:30AM	14	**14**	11	**11**	**25**
3:45AM	30	**30**	18	**18**	**48**
Hourly Total	70	**70**	44	**44**	**114**
4:00AM	29	**29**	20	**20**	**49**
4:15AM	34	**34**	20	**20**	**54**
4:30AM	70	**70**	23	**23**	**93**
4:45AM	97	**97**	12	**12**	**109**
Hourly Total	230	**230**	75	**75**	**305**
5:00AM	135	**135**	36	**36**	**171**
5:15AM	211	**211**	43	**43**	**254**
5:30AM	267	**267**	47	**47**	**314**
5:45AM	370	**370**	40	**40**	**410**
Hourly Total	983	**983**	166	**166**	**1149**
6:00AM	298	**298**	93	**93**	**391**
6:15AM	351	**351**	93	**93**	**444**
6:30AM	418	**418**	157	**157**	**575**
6:45AM	379	**379**	169	**169**	**548**
Hourly Total	1446	**1446**	512	**512**	**1958**
7:00AM	327	**327**	220	**220**	**547**
7:15AM	382	**382**	239	**239**	**621**
7:30AM	384	**384**	250	**250**	**634**
7:45AM	448	**448**	232	**232**	**680**
Hourly Total	1541	**1541**	941	**941**	**2482**
8:00AM	283	**283**	187	**187**	**470**
8:15AM	338	**338**	184	**184**	**522**
8:30AM	344	**344**	225	**225**	**569**
8:45AM	300	**300**	184	**184**	**484**
Hourly Total	1265	**1265**	780	**780**	**2045**
9:00AM	244	**244**	149	**149**	**393**
9:15AM	253	**253**	175	**175**	**428**
9:30AM	229	**229**	159	**159**	**388**
9:45AM	248	**248**	144	**144**	**392**
Hourly Total	974	**974**	627	**627**	**1601**
10:00AM	189	**189**	190	**190**	**379**
10:15AM	187	**187**	168	**168**	**355**
10:30AM	210	**210**	189	**189**	**399**

Leg Direction	North Southbound		South Northbound		
Time	T	App	T	App	Int
10:45AM	204	**204**	167	**167**	**371**
Hourly Total	790	**790**	714	**714**	**1504**
11:00AM	185	**185**	166	**166**	**351**
11:15AM	195	**195**	192	**192**	**387**
11:30AM	166	**166**	178	**178**	**344**
11:45AM	239	**239**	164	**164**	**403**
Hourly Total	785	**785**	700	**700**	**1485**
12:00PM	196	**196**	185	**185**	**381**
12:15PM	169	**169**	201	**201**	**370**
12:30PM	191	**191**	236	**236**	**427**
12:45PM	202	**202**	198	**198**	**400**
Hourly Total	758	**758**	820	**820**	**1578**
1:00PM	182	**182**	214	**214**	**396**
1:15PM	193	**193**	219	**219**	**412**
1:30PM	197	**197**	251	**251**	**448**
1:45PM	221	**221**	199	**199**	**420**
Hourly Total	793	**793**	883	**883**	**1676**
2:00PM	244	**244**	296	**296**	**540**
2:15PM	264	**264**	343	**343**	**607**
2:30PM	261	**261**	406	**406**	**667**
2:45PM	289	**289**	488	**488**	**777**
Hourly Total	1058	**1058**	1533	**1533**	**2591**
3:00PM	261	**261**	522	**522**	**783**
3:15PM	246	**246**	423	**423**	**669**
3:30PM	218	**218**	513	**513**	**731**
3:45PM	261	**261**	416	**416**	**677**
Hourly Total	986	**986**	1874	**1874**	**2860**
4:00PM	167	**167**	465	**465**	**632**
4:15PM	199	**199**	376	**376**	**575**
4:30PM	217	**217**	467	**467**	**684**
4:45PM	257	**257**	364	**364**	**621**
Hourly Total	840	**840**	1672	**1672**	**2512**
5:00PM	394	**394**	390	**390**	**784**
5:15PM	332	**332**	352	**352**	**684**
5:30PM	207	**207**	303	**303**	**510**
5:45PM	260	**260**	271	**271**	**531**
Hourly Total	1193	**1193**	1316	**1316**	**2509**
6:00PM	213	**213**	228	**228**	**441**
6:15PM	220	**220**	238	**238**	**458**
6:30PM	183	**183**	219	**219**	**402**
6:45PM	184	**184**	175	**175**	**359**
Hourly Total	800	**800**	860	**860**	**1660**
7:00PM	149	**149**	177	**177**	**326**
7:15PM	157	**157**	173	**173**	**330**
7:30PM	190	**190**	154	**154**	**344**
7:45PM	157	**157**	149	**149**	**306**
Hourly Total	653	**653**	653	**653**	**1306**
8:00PM	138	**138**	163	**163**	**301**
8:15PM	133	**133**	169	**169**	**302**
8:30PM	115	**115**	109	**109**	**224**
8:45PM	100	**100**	117	**117**	**217**
Hourly Total	486	**486**	558	**558**	**1044**
9:00PM	98	**98**	114	**114**	**212**
9:15PM	80	**80**	117	**117**	**197**
9:30PM	77	**77**	77	**77**	**154**
9:45PM	61	**61**	85	**85**	**146**
Hourly Total	316	**316**	393	**393**	**709**
10:00PM	75	**75**	78	**78**	**153**
10:15PM	71	**71**	64	**64**	**135**
10:30PM	60	**60**	63	**63**	**123**

Leg Direction	North Southbound		South Northbound		
Time	T	App	T	App	Int
10:45PM	44	**44**	51	**51**	**95**
Hourly Total	250	**250**	256	**256**	**506**
11:00PM	40	**40**	71	**71**	**111**
11:15PM	29	**29**	70	**70**	**99**
11:30PM	32	**32**	110	**110**	**142**
11:45PM	41	**41**	99	**99**	**140**
Hourly Total	142	**142**	350	**350**	**492**
2022-04-28 12:00AM	31	**31**	49	**49**	**80**
12:15AM	26	**26**	27	**27**	**53**
12:30AM	25	**25**	21	**21**	**46**
12:45AM	18	**18**	27	**27**	**45**
Hourly Total	100	**100**	124	**124**	**224**
1:00AM	18	**18**	24	**24**	**42**
1:15AM	14	**14**	10	**10**	**24**
1:30AM	14	**14**	14	**14**	**28**
1:45AM	11	**11**	16	**16**	**27**
Hourly Total	57	**57**	64	**64**	**121**
2:00AM	17	**17**	5	**5**	**22**
2:15AM	11	**11**	8	**8**	**19**
2:30AM	15	**15**	12	**12**	**27**
2:45AM	14	**14**	6	**6**	**20**
Hourly Total	57	**57**	31	**31**	**88**
3:00AM	10	**10**	5	**5**	**15**
3:15AM	11	**11**	6	**6**	**17**
3:30AM	20	**20**	12	**12**	**32**
3:45AM	40	**40**	6	**6**	**46**
Hourly Total	81	**81**	29	**29**	**110**
4:00AM	30	**30**	17	**17**	**47**
4:15AM	43	**43**	22	**22**	**65**
4:30AM	73	**73**	34	**34**	**107**
4:45AM	122	**122**	17	**17**	**139**
Hourly Total	268	**268**	90	**90**	**358**
5:00AM	135	**135**	39	**39**	**174**
5:15AM	190	**190**	48	**48**	**238**
5:30AM	314	**314**	54	**54**	**368**
5:45AM	351	**351**	57	**57**	**408**
Hourly Total	990	**990**	198	**198**	**1188**
6:00AM	286	**286**	77	**77**	**363**
6:15AM	358	**358**	101	**101**	**459**
6:30AM	396	**396**	157	**157**	**553**
6:45AM	388	**388**	170	**170**	**558**
Hourly Total	1428	**1428**	505	**505**	**1933**
7:00AM	350	**350**	202	**202**	**552**
7:15AM	363	**363**	229	**229**	**592**
7:30AM	371	**371**	258	**258**	**629**
7:45AM	456	**456**	229	**229**	**685**
Hourly Total	1540	**1540**	918	**918**	**2458**
8:00AM	322	**322**	208	**208**	**530**
8:15AM	281	**281**	222	**222**	**503**
8:30AM	318	**318**	229	**229**	**547**
8:45AM	300	**300**	225	**225**	**525**
Hourly Total	1221	**1221**	884	**884**	**2105**
9:00AM	270	**270**	165	**165**	**435**
9:15AM	213	**213**	156	**156**	**369**
9:30AM	191	**191**	149	**149**	**340**
9:45AM	236	**236**	143	**143**	**379**
Hourly Total	910	**910**	613	**613**	**1523**
10:00AM	168	**168**	162	**162**	**330**
10:15AM	214	**214**	167	**167**	**381**
10:30AM	206	**206**	192	**192**	**398**

Leg Direction	North Southbound		South Northbound		
Time	T	**App**	T	**App**	**Int**
10:45AM	221	**221**	131	**131**	**352**
Hourly Total	809	**809**	652	**652**	**1461**
11:00AM	180	**180**	155	**155**	**335**
11:15AM	190	**190**	164	**164**	**354**
11:30AM	170	**170**	199	**199**	**369**
11:45AM	201	**201**	171	**171**	**372**
Hourly Total	741	**741**	689	**689**	**1430**
12:00PM	176	**176**	184	**184**	**360**
12:15PM	177	**177**	200	**200**	**377**
12:30PM	192	**192**	206	**206**	**398**
12:45PM	202	**202**	210	**210**	**412**
Hourly Total	747	**747**	800	**800**	**1547**
1:00PM	197	**197**	211	**211**	**408**
1:15PM	227	**227**	249	**249**	**476**
1:30PM	194	**194**	226	**226**	**420**
1:45PM	220	**220**	257	**257**	**477**
Hourly Total	838	**838**	943	**943**	**1781**
2:00PM	244	**244**	308	**308**	**552**
2:15PM	243	**243**	331	**331**	**574**
2:30PM	287	**287**	411	**411**	**698**
2:45PM	313	**313**	482	**482**	**795**
Hourly Total	1087	**1087**	1532	**1532**	**2619**
3:00PM	273	**273**	453	**453**	**726**
3:15PM	267	**267**	405	**405**	**672**
3:30PM	301	**301**	536	**536**	**837**
3:45PM	279	**279**	418	**418**	**697**
Hourly Total	1120	**1120**	1812	**1812**	**2932**
4:00PM	265	**265**	451	**451**	**716**
4:15PM	314	**314**	361	**361**	**675**
4:30PM	302	**302**	439	**439**	**741**
4:45PM	288	**288**	384	**384**	**672**
Hourly Total	1169	**1169**	1635	**1635**	**2804**
5:00PM	282	**282**	383	**383**	**665**
5:15PM	317	**317**	342	**342**	**659**
5:30PM	263	**263**	269	**269**	**532**
5:45PM	267	**267**	281	**281**	**548**
Hourly Total	1129	**1129**	1275	**1275**	**2404**
6:00PM	230	**230**	240	**240**	**470**
6:15PM	189	**189**	244	**244**	**433**
6:30PM	169	**169**	202	**202**	**371**
6:45PM	163	**163**	184	**184**	**347**
Hourly Total	751	**751**	870	**870**	**1621**
7:00PM	140	**140**	164	**164**	**304**
7:15PM	138	**138**	182	**182**	**320**
7:30PM	147	**147**	176	**176**	**323**
7:45PM	112	**112**	163	**163**	**275**
Hourly Total	537	**537**	685	**685**	**1222**
8:00PM	139	**139**	151	**151**	**290**
8:15PM	103	**103**	147	**147**	**250**
8:30PM	88	**88**	133	**133**	**221**
8:45PM	109	**109**	100	**100**	**209**
Hourly Total	439	**439**	531	**531**	**970**
9:00PM	80	**80**	114	**114**	**194**
9:15PM	95	**95**	92	**92**	**187**
9:30PM	98	**98**	121	**121**	**219**
9:45PM	98	**98**	102	**102**	**200**
Hourly Total	371	**371**	429	**429**	**800**
10:00PM	58	**58**	83	**83**	**141**
10:15PM	79	**79**	76	**76**	**155**
10:30PM	72	**72**	83	**83**	**155**

Leg Direction	North Southbound		South Northbound		
Time	T	**App**	T	**App**	**Int**
10:45PM	67	**67**	65	**65**	**132**
Hourly Total	276	**276**	307	**307**	**583**
11:00PM	31	**31**	80	**80**	**111**
11:15PM	44	**44**	72	**72**	**116**
11:30PM	35	**35**	112	**112**	**147**
11:45PM	39	**39**	110	**110**	**149**
Hourly Total	149	**149**	374	**374**	**523**
Total	33363	**33363**	31922	**31922**	**65285**
% Approach	100%	**-**	100%	**-**	-
% Total	51.1%	**51.1%**	48.9%	**48.9%**	-
Motorcycles	46	**46**	51	**51**	97
% Motorcycles	0.1%	**0.1%**	0.2%	**0.2%**	0.1%
Lights	32290	**32290**	30829	**30829**	63119
% Lights	96.8%	**96.8%**	96.6%	**96.6%**	96.7%
Single-Unit Trucks	653	**653**	667	**667**	1320
% Single-Unit Trucks	2.0%	**2.0%**	2.1%	**2.1%**	2.0%
Articulated Trucks	231	**231**	215	**215**	446
% Articulated Trucks	0.7%	**0.7%**	0.7%	**0.7%**	0.7%
Articulated Truck (Multi Trailer)	1	**1**	0	**0**	1
% Articulated Truck (Multi Trailer)	0%	**0%**	0%	**0%**	0%
Buses	53	**53**	51	**51**	104
% Buses	0.2%	**0.2%**	0.2%	**0.2%**	0.2%
School Buses	89	**89**	109	**109**	198
% School Buses	0.3%	**0.3%**	0.3%	**0.3%**	0.3%

*T: Thru

Route 32 North of Connecticut College Dr - ATR

Wed Apr 27, 2022
Full Length (12 AM-12 AM (+2))
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Articulated Truck (Multi Trailer), Buses, School Buses)
All Channels
ID: 944758, Location: 41.378527, -72.103638

Provided by: Connecticut Counts LLC
63 Sugar Maple Lane,
Kensington, CT, 12345, US

Route 32 North of Connecticut College Dr - ATR

Wed Apr 27, 2022
AM Peak (Apr 27 2022 7AM - 8 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Articulated Truck (Multi Trailer), Buses, School Buses)
All Channels
ID: 944758, Location: 41.378527, -72.103638

Provided by: Connecticut Counts LLC
63 Sugar Maple Lane,
Kensington, CT, 12345, US

Leg Direction	North Southbound		South Northbound		
Time	T	**App**	T	**App**	**Int**
2022-04-27 7:00AM	327	**327**	220	**220**	**547**
7:15AM	382	**382**	239	**239**	**621**
7:30AM	384	**384**	250	**250**	**634**
7:45AM	448	**448**	232	**232**	**680**
Total	1541	**1541**	941	**941**	**2482**
% Approach	100%	**-**	100%	**-**	-
% Total	62.1%	**62.1%**	37.9%	**37.9%**	-
PHF	0.860	**0.860**	0.941	**0.941**	0.913
Motorcycles	2	**2**	1	**1**	3
% Motorcycles	0.1%	**0.1%**	0.1%	**0.1%**	0.1%
Lights	1500	**1500**	897	**897**	2397
% Lights	97.3%	**97.3%**	95.3%	**95.3%**	96.6%
Single-Unit Trucks	24	**24**	20	**20**	44
% Single-Unit Trucks	1.6%	**1.6%**	2.1%	**2.1%**	1.8%
Articulated Trucks	11	**11**	9	**9**	20
% Articulated Trucks	0.7%	**0.7%**	1.0%	**1.0%**	0.8%
Articulated Truck (Multi Trailer)	0	**0**	0	**0**	0
% Articulated Truck (Multi Trailer)	0%	**0%**	0%	**0%**	0%
Buses	2	**2**	1	**1**	3
% Buses	0.1%	**0.1%**	0.1%	**0.1%**	0.1%
School Buses	2	**2**	13	**13**	15
% School Buses	0.1%	**0.1%**	1.4%	**1.4%**	0.6%

*T: Thru

Route 32 North of Connecticut College Dr - ATR
Wed Apr 27, 2022
AM Peak (Apr 27 2022 7AM - 8 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Articulated Truck (Multi Trailer), Buses, School Buses)
All Channels
ID: 944758, Location: 41.378527, -72.103638

Provided by: Connecticut Counts LLC
63 Sugar Maple Lane,
Kensington, CT, 12345, US

Route 32 North of Connecticut College Dr - ATR

Thu Apr 28, 2022
Midday Peak (Apr 28 2022 1PM - 2 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Articulated Truck (Multi Trailer), Buses, School Buses)
All Channels
ID: 944758, Location: 41.378527, -72.103638

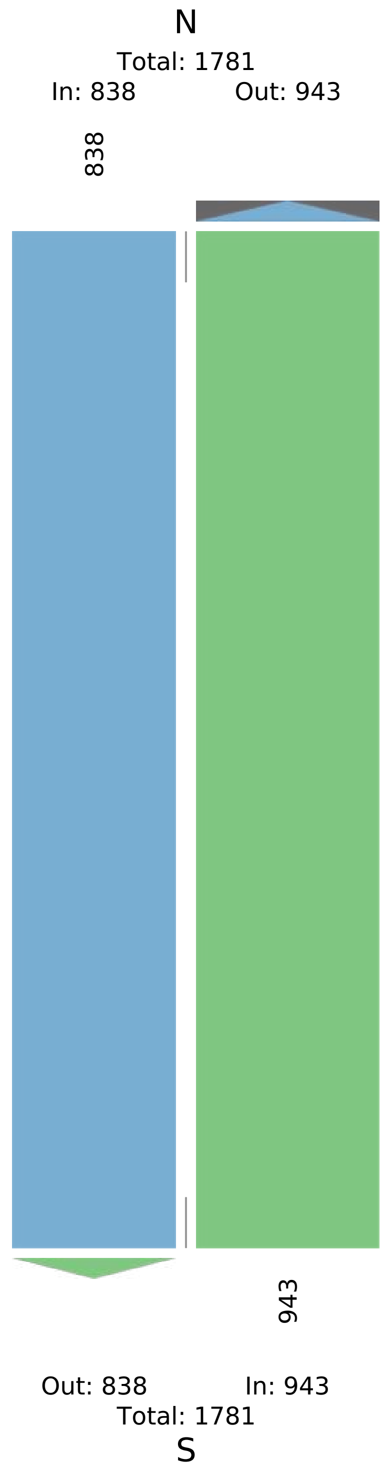
Provided by: Connecticut Counts LLC
63 Sugar Maple Lane,
Kensington, CT, 12345, US

Leg Direction	North Southbound		South Northbound		
Time	T	**App**	T	**App**	**Int**
2022-04-28 1:00PM	197	**197**	211	**211**	**408**
1:15PM	227	**227**	249	**249**	**476**
1:30PM	194	**194**	226	**226**	**420**
1:45PM	220	**220**	257	**257**	**477**
Total	838	**838**	943	**943**	**1781**
% Approach	100%	-	100%	-	-
% Total	47.1%	**47.1%**	52.9%	**52.9%**	-
PHF	0.923	**0.923**	0.917	**0.917**	0.933
Motorcycles	0	**0**	1	**1**	1
% Motorcycles	0%	**0%**	0.1%	**0.1%**	0.1%
Lights	799	**799**	888	**888**	1687
% Lights	95.3%	**95.3%**	94.2%	**94.2%**	94.7%
Single-Unit Trucks	26	**26**	39	**39**	65
% Single-Unit Trucks	3.1%	**3.1%**	4.1%	**4.1%**	3.6%
Articulated Trucks	5	**5**	10	**10**	15
% Articulated Trucks	0.6%	**0.6%**	1.1%	**1.1%**	0.8%
Articulated Truck (Multi Trailer)	0	**0**	0	**0**	0
% Articulated Truck (Multi Trailer)	0%	**0%**	0%	**0%**	0%
Buses	4	**4**	1	**1**	5
% Buses	0.5%	**0.5%**	0.1%	**0.1%**	0.3%
School Buses	4	**4**	4	**4**	8
% School Buses	0.5%	**0.5%**	0.4%	**0.4%**	0.4%

*T: Thru

Route 32 North of Connecticut College Dr - ATR
Thu Apr 28, 2022
Midday Peak (Apr 28 2022 1PM - 2 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Articulated Truck (Multi Trailer), Buses, School Buses)
All Channels
ID: 944758, Location: 41.378527, -72.103638

Provided by: Connecticut Counts LLC
63 Sugar Maple Lane,
Kensington, CT, 12345, US



Route 32 North of Connecticut College Dr - ATR

Thu Apr 28, 2022
PM Peak (Apr 28 2022 2:45PM - 3:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Articulated Truck (Multi Trailer), Buses, School Buses)
All Channels
ID: 944758, Location: 41.378527, -72.103638

Provided by: Connecticut Counts LLC
63 Sugar Maple Lane,
Kensington, CT, 12345, US

Leg	North		South		
Direction	Southbound		Northbound		
Time	T	**App**	T	**App**	**Int**
2022-04-28 2:45PM	313	**313**	482	**482**	**795**
3:00PM	273	**273**	453	**453**	**726**
3:15PM	267	**267**	405	**405**	**672**
3:30PM	301	**301**	536	**536**	**837**
Total	1154	**1154**	1876	**1876**	**3030**
% Approach	100%	**-**	100%	**-**	-
% Total	38.1%	**38.1%**	61.9%	**61.9%**	-
PHF	0.922	**0.922**	0.875	**0.875**	0.905
Motorcycles	2	**2**	3	**3**	5
% Motorcycles	0.2%	**0.2%**	0.2%	**0.2%**	0.2%
Lights	1116	**1116**	1824	**1824**	2940
% Lights	96.7%	**96.7%**	97.2%	**97.2%**	97.0%
Single-Unit Trucks	23	**23**	35	**35**	58
% Single-Unit Trucks	2.0%	**2.0%**	1.9%	**1.9%**	1.9%
Articulated Trucks	4	**4**	4	**4**	8
% Articulated Trucks	0.3%	**0.3%**	0.2%	**0.2%**	0.3%
Articulated Truck (Multi Trailer)	1	**1**	0	**0**	1
% Articulated Truck (Multi Trailer)	0.1%	**0.1%**	0%	**0%**	0%
Buses	2	**2**	2	**2**	4
% Buses	0.2%	**0.2%**	0.1%	**0.1%**	0.1%
School Buses	6	**6**	8	**8**	14
% School Buses	0.5%	**0.5%**	0.4%	**0.4%**	0.5%

*T: Thru

Route 32 North of Connecticut College Dr - ATR
Thu Apr 28, 2022
PM Peak (Apr 28 2022 2:45PM - 3:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Articulated Truck (Multi Trailer), Buses, School Buses)
All Channels
ID: 944758, Location: 41.378527, -72.103638

Provided by: Connecticut Counts LLC
63 Sugar Maple Lane,
Kensington, CT, 12345, US

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 32 North of Pedestrian Bridge
New London, Connecticut

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Start Time	25-Apr-22 Northbound	Southbound	Tue Northbound	Southbound	Wed Northbound	Southbound	Thu Northbound	Southbound	Fri Northbound	Southbound	Weekday Average Northbound	Southbound	Sat Northbound	Southbound	Sun Northbound	Southbound
12:00 AM	*	*	132	103	136	110	0	109	150	117	104	110	166	188	137	194
01:00	*	*	62	59	49	63	0	55	68	74	45	63	97	90	99	136
02:00	*	*	28	36	33	35	0	57	28	46	22	44	76	124	84	141
03:00	*	*	32	65	41	67	0	72	32	72	26	69	55	64	49	78
04:00	*	*	63	225	77	201	0	239	75	197	54	216	65	82	54	56
05:00	*	*	162	899	132	788	0	794	146	762	110	811	90	205	65	161
06:00	*	*	430	**1339**	346	1082	0	**1105**	340	**1072**	279	**1150**	192	338	143	249
07:00	*	*	**802**	1290	**639**	**1096**	**2**	1089	600	1062	**511**	1134	359	373	282	262
08:00	*	*	695	1157	511	866	1	959	550	1002	439	996	470	569	**348**	393
09:00	*	*	543	818	507	791	0	774	499	761	387	786	456	664	262	**407**
10:00	*	*	589	767	542	557	0	684	566	636	424	661	607	**740**	*	*
11:00	*	*	620	735	525	566	0	609	**612**	631	439	635	**634**	707	*	*
12:00 PM	*	*	682	693	590	532	3	603	669	698	486	632	664	778	*	*
01:00	*	*	743	769	606	556	2	664	791	722	536	678	670	**801**	*	*
02:00	*	*	1209	906	881	608	4	**850**	1044	745	784	777	736	733	*	*
03:00	*	*	**1515**	**911**	**1066**	459	991	718	**1118**	734	**1172**	706	**765**	677	*	*
04:00	*	*	1441	868	459	557	**1076**	763	1032	**847**	1002	759	710	685	*	*
05:00	*	*	1020	821	3	**902**	945	819	911	772	720	**828**	688	657	*	*
06:00	*	*	657	562	0	668	717	566	698	651	518	612	652	554	*	*
07:00	*	*	517	460	1	528	576	482	645	528	435	500	561	497	*	*
08:00	*	*	424	337	0	388	511	398	623	388	390	378	551	404	*	*
09:00	*	*	323	305	0	292	396	343	513	377	308	329	504	414	*	*
10:00	*	*	233	221	0	229	305	273	419	290	239	253	338	360	*	*
11:00	**344**	**168**	339	147	2	146	355	157	376	221	283	168	295	264	*	*
Total	344	168	13261	14493	7146	12087	5884	13182	12505	13405	9713	13295	10401	10968	1523	2077
Day	512		27754		19233		19066		25910		23008		21369		3600	
AM Peak	-	-	07:00	06:00	07:00	07:00	07:00	06:00	11:00	06:00	07:00	06:00	11:00	10:00	08:00	09:00
Vol.	-	-	802	1339	639	1096	2	1105	612	1072	511	1150	634	740	348	407
PM Peak	23:00	23:00	15:00	15:00	15:00	17:00	16:00	14:00	15:00	16:00	15:00	17:00	15:00	13:00	-	-
Vol.	344	168	1515	911	1066	902	1076	850	1118	847	1172	828	765	801	-	-

Comb. Total	512	27754	19233	19066	25910	23008	21369	3600
ADT	ADT 22,991	AADT 22,991						

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

Route 32 North of Pedestrian Bridge
New London, Connecticut

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	**1**	0	0	**1**	**2**	**10**	**32**	**83**	**107**	**68**	**37**	**2**	**1**	0	**344**	46-55	190
Total	1	0	0	1	2	10	32	83	107	68	37	2	1	0	344		
Percent	0.3%	0.0%	0.0%	0.3%	0.6%	2.9%	9.3%	24.1%	31.1%	19.8%	10.8%	0.6%	0.3%	0.0%			
AM Peak																	
Vol.																	
PM Peak	23:00			23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00		23:00		
Vol.	1			1	2	10	32	83	107	68	37	2	1		344		

Route 32 North of Pedestrian Bridge
New London, Connecticut

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

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/22	1	1	0	1	1	0	16	36	46	24	5	1	0	0	132	46-55	82
01:00	0	1	0	0	0	2	4	16	28	5	5	1	0	0	62	46-55	44
02:00	0	0	0	0	0	0	2	11	10	4	1	0	0	0	28	46-55	21
03:00	0	0	0	0	1	0	6	14	8	3	0	0	0	0	32	45-54	22
04:00	0	0	0	0	0	2	3	17	27	11	2	0	**1**	0	63	46-55	44
05:00	1	4	0	1	1	1	7	36	56	37	13	4	1	0	162	51-60	93
06:00	3	3	2	5	10	7	19	62	127	122	58	12	0	0	430	51-60	249
07:00	5	12	17	33	40	38	53	144	**218**	**161**	**64**	**16**	1	0	**802**	51-60	379
08:00	10	14	**32**	**77**	**87**	68	84	136	125	47	13	2	0	0	695	46-55	261
09:00	12	13	27	38	54	77	101	111	77	27	5	1	0	0	543	41-50	212
10:00	8	15	13	54	58	68	113	**148**	87	23	2	0	0	0	589	41-50	261
11:00	**16**	**17**	20	42	57	**81**	**135**	133	93	20	5	1	0	0	620	41-50	268
12 PM	10	14	26	36	40	75	147	185	114	32	3	0	0	0	682	41-50	332
13:00	**12**	10	31	49	61	106	143	185	114	25	6	1	0	0	743	41-50	328
14:00	8	**16**	43	80	165	206	254	243	150	39	5	0	0	0	1209	41-50	497
15:00	5	16	**45**	**126**	**234**	**258**	299	**337**	152	37	6	0	0	0	**1515**	41-50	636
16:00	8	16	44	92	152	180	**308**	335	212	80	13	1	0	0	1441	41-50	643
17:00	7	14	21	46	42	79	138	267	**272**	109	23	1	1	0	1020	46-55	539
18:00	6	7	3	3	10	12	34	132	248	**142**	**53**	7	0	0	657	51-60	390
19:00	5	6	3	2	6	6	25	113	191	112	36	**9**	**3**	0	517	46-55	304
20:00	0	2	8	3	3	6	45	133	153	51	16	3	1	0	424	46-55	286
21:00	6	2	1	7	2	10	31	84	96	62	18	3	1	0	323	46-55	180
22:00	2	0	0	0	0	0	13	73	93	38	13	1	0	0	233	46-55	166
23:00	0	0	0	0	0	3	21	77	114	90	29	5	0	0	339	51-60	204
Total	125	183	336	695	1024	1285	2001	3028	2811	1301	394	69	9	0	13261		
Percent	0.9%	1.4%	2.5%	5.2%	7.7%	9.7%	15.1%	22.8%	21.2%	9.8%	3.0%	0.5%	0.1%	0.0%			
AM Peak	11:00	11:00	08:00	08:00	08:00	11:00	11:00	10:00	07:00	07:00	07:00	07:00	04:00		07:00		
Vol.	16	17	32	77	87	81	135	148	218	161	64	16	1		802		
PM Peak	13:00	14:00	15:00	15:00	15:00	15:00	16:00	15:00	17:00	18:00	18:00	19:00	19:00		15:00		
Vol.	12	16	45	126	234	258	308	337	272	142	53	9	3		1515		

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 32 North of Pedestrian Bridge
New London, Connecticut

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/22	0	0	0	0	1	1	4	41	60	21	6	2	0	0	136	46-55	101
01:00	1	0	0	0	0	3	4	19	9	10	2	1	0	0	49	46-55	28
02:00	0	0	0	1	0	2	2	5	14	6	3	0	0	0	33	51-60	20
03:00	0	0	0	0	0	0	5	14	17	3	2	0	0	0	41	46-55	31
04:00	0	1	0	0	0	1	7	28	26	12	0	1	1	0	77	46-55	54
05:00	1	1	0	1	1	2	10	31	49	21	8	5	2	0	132	46-55	80
06:00	2	6	5	1	2	2	13	57	120	90	35	13	0	0	346	51-60	210
07:00	**6**	9	9	7	7	14	30	102	167	**203**	**65**	**15**	**5**	0	**639**	51-60	370
08:00	5	**16**	**18**	**20**	**25**	**37**	**49**	90	152	73	19	7	0	0	511	46-55	242
09:00	6	9	4	4	7	9	29	132	**176**	103	23	5	0	0	507	46-55	308
10:00	4	3	1	2	3	3	11	445	48	21	1	0	0	0	542	46-55	493
11:00	0	0	0	0	0	0	0	**525**	0	0	0	0	0	0	525	41-50	525
12 PM	0	0	0	0	0	0	0	590	0	0	0	0	0	0	590	41-50	590
13:00	0	0	0	0	0	0	0	606	0	0	0	0	0	0	606	41-50	606
14:00	0	0	0	0	0	0	0	881	0	0	0	0	0	0	881	41-50	881
15:00	0	0	0	0	0	0	0	**1066**	0	0	0	0	0	0	**1066**	41-50	1066
16:00	0	0	0	0	0	0	0	459	0	0	0	0	0	0	459	41-50	459
17:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	41-50	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	40-49	2
Total	25	45	37	36	46	74	164	5097	838	563	164	49	8	0	7146		
Percent	0.3%	0.6%	0.5%	0.5%	0.6%	1.0%	2.3%	71.3%	11.7%	7.9%	2.3%	0.7%	0.1%	0.0%			
AM Peak	07:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00	09:00	07:00	07:00	07:00	07:00		07:00		
Vol.	6	16	18	20	25	37	49	525	176	203	65	15	5		639		
PM Peak								15:00							15:00		
Vol.								1066							1066		

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

Route 32 North of Pedestrian Bridge
New London, Connecticut

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	**2**	40-49	2
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	41-50	3
13:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	40-49	2
14:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	41-50	4
15:00	**15**	9	14	32	**64**	**118**	**126**	255	238	92	27	1	0	0	991	46-55	493
16:00	1	6	**15**	**33**	34	51	90	**267**	**383**	144	47	5	0	0	**1076**	46-55	650
17:00	5	8	15	24	36	38	95	206	288	**161**	**55**	**13**	1	0	945	46-55	494
18:00	3	**12**	8	5	11	17	54	133	266	151	46	11	0	0	717	51-60	417
19:00	2	6	3	9	5	4	32	111	212	130	48	13	1	0	576	51-60	342
20:00	0	4	3	0	4	8	35	124	180	110	40	3	0	0	511	46-55	304
21:00	1	2	6	2	1	10	26	82	156	73	27	9	1	0	396	46-55	238
22:00	1	1	0	0	1	4	22	76	114	58	22	6	0	0	305	46-55	190
23:00	1	3	2	1	2	1	12	45	134	100	39	11	**4**	0	355	51-60	234
Total	29	51	66	106	158	251	492	1311	1971	1019	351	72	7	0	5884		
Percent	0.5%	0.9%	1.1%	1.8%	2.7%	4.3%	8.4%	22.3%	33.5%	17.3%	6.0%	1.2%	0.1%	0.0%			
AM Peak								07:00							07:00		
Vol.								2							2		
PM Peak	15:00	18:00	16:00	16:00	15:00	15:00	15:00	16:00	16:00	17:00	17:00	17:00	23:00		16:00		
Vol.	15	12	15	33	64	118	126	267	383	161	55	13	4		1076		

Route 32 North of Pedestrian Bridge
New London, Connecticut

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

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/22	0	1	0	1	0	0	8	34	57	30	16	3	0	0	150	46-55	91
01:00	0	1	0	0	0	1	5	13	28	13	5	2	0	0	68	46-55	41
02:00	0	0	0	0	0	0	4	7	10	5	1	0	1	0	28	46-55	17
03:00	0	0	0	0	0	0	2	8	16	4	2	0	0	0	32	46-55	24
04:00	0	1	0	0	0	0	7	17	33	10	7	0	0	0	75	46-55	50
05:00	0	1	1	0	1	0	3	34	43	47	10	4	2	0	146	51-60	90
06:00	4	10	1	0	2	4	7	28	108	102	49	**21**	4	0	340	51-60	210
07:00	2	7	6	5	17	10	**35**	71	159	**154**	**111**	18	**5**	0	600	51-60	313
08:00	2	4	7	10	10	7	28	112	**204**	106	49	11	0	0	550	46-55	316
09:00	**7**	10	10	12	11	**17**	35	108	152	95	36	5	1	0	499	46-55	260
10:00	2	**11**	8	11	9	9	33	131	174	115	44	17	2	0	566	46-55	305
11:00	3	8	**15**	**18**	**24**	13	26	**139**	184	128	44	7	3	0	**612**	46-55	323
12 PM	7	7	14	14	19	16	37	157	200	147	41	9	1	0	669	46-55	357
13:00	**8**	7	6	18	25	20	38	160	249	199	**52**	7	2	0	791	51-60	448
14:00	5	10	13	35	54	55	91	211	**320**	197	49	3	1	0	1044	46-55	531
15:00	4	12	15	**39**	56	**83**	**126**	**287**	283	169	38	6	0	0	**1118**	46-55	570
16:00	5	**14**	12	38	**62**	65	82	194	299	**203**	46	10	2	0	1032	51-60	502
17:00	6	12	**17**	22	37	41	71	175	294	181	47	5	**3**	0	911	51-60	475
18:00	6	7	15	18	21	17	40	120	214	181	47	11	1	0	698	51-60	395
19:00	4	3	10	8	8	10	40	127	235	128	50	**20**	2	0	645	49-58	363
20:00	2	6	5	4	11	14	27	171	248	98	26	8	3	0	623	46-55	419
21:00	4	1	2	4	0	6	44	127	177	103	39	6	0	0	513	46-55	304
22:00	0	1	2	1	0	2	26	98	159	82	37	8	3	0	419	46-55	257
23:00	0	0	3	0	2	0	13	72	134	103	39	10	0	0	376	51-60	237
Total	71	134	162	258	369	390	828	2601	3980	2600	885	191	36	0	12505		
Percent	0.6%	1.1%	1.3%	2.1%	3.0%	3.1%	6.6%	20.8%	31.8%	20.8%	7.1%	1.5%	0.3%	0.0%			
AM Peak	09:00	10:00	11:00	11:00	11:00	09:00	07:00	11:00	08:00	07:00	07:00	06:00	07:00		11:00		
Vol.	7	11	15	18	24	17	35	139	204	154	111	21	5		612		
PM Peak	13:00	16:00	17:00	15:00	16:00	15:00	15:00	15:00	14:00	16:00	13:00	19:00	17:00		15:00		
Vol.	8	14	17	39	62	83	126	287	320	203	52	20	3		1118		

Route 32 North of Pedestrian Bridge
New London, Connecticut

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

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/22	1	2	1	1	2	1	15	33	62	33	11	1	3	0	166	46-55	95
01:00	1	0	0	0	0	1	9	25	26	24	9	1	1	0	97	46-55	51
02:00	0	0	0	0	0	1	4	16	28	16	7	4	0	0	76	46-55	44
03:00	0	0	0	0	0	0	2	21	12	14	6	0	0	0	55	46-55	33
04:00	0	0	1	0	0	0	4	17	27	11	5	0	0	0	65	46-55	44
05:00	0	1	0	2	0	1	7	16	26	27	6	4	0	0	90	51-60	53
06:00	0	2	0	0	0	0	5	19	55	61	30	14	**6**	0	192	51-60	116
07:00	2	4	0	3	1	2	9	41	109	124	47	15	2	0	359	51-60	233
08:00	4	3	2	0	1	2	7	57	146	142	73	**27**	6	0	470	51-60	288
09:00	3	7	6	5	3	4	16	55	129	130	**86**	11	1	0	456	51-60	259
10:00	0	**9**	8	12	4	7	**22**	68	**215**	**178**	69	14	1	0	607	51-60	393
11:00	**6**	9	**10**	**19**	**24**	**36**	21	**79**	203	140	69	16	2	0	**634**	51-60	343
12 PM	**8**	13	9	9	15	24	25	111	211	161	61	12	5	0	664	51-60	372
13:00	4	12	15	10	13	8	19	84	238	203	52	9	3	0	670	51-60	441
14:00	5	4	8	10	9	15	43	**157**	218	191	56	19	1	0	736	51-60	409
15:00	7	6	12	**15**	**20**	**31**	27	127	216	**212**	**71**	15	**6**	0	**765**	51-60	428
16:00	3	10	8	9	15	16	37	127	**242**	167	58	15	3	0	710	51-60	409
17:00	6	**14**	**16**	13	7	19	40	137	234	143	49	9	1	0	688	51-60	377
18:00	7	1	10	4	2	4	27	130	228	173	54	10	2	0	652	51-60	401
19:00	6	12	8	5	5	6	18	94	184	134	64	**23**	2	0	561	51-60	318
20:00	6	6	8	8	5	13	**45**	125	174	110	41	8	2	0	551	46-55	299
21:00	0	4	1	0	2	0	26	121	193	117	31	8	1	0	504	46-55	314
22:00	0	4	0	2	2	5	17	71	135	68	26	6	2	0	338	46-55	206
23:00	1	1	4	3	4	0	15	52	119	63	22	5	6	0	295	51-60	182
Total	70	124	127	130	134	196	460	1783	3430	2642	1003	246	56	0	10401		
Percent	0.7%	1.2%	1.2%	1.2%	1.3%	1.9%	4.4%	17.1%	33.0%	25.4%	9.6%	2.4%	0.5%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	11:00	11:00	10:00	11:00	10:00	10:00	09:00	08:00	06:00		11:00		
Vol.	6	9	10	19	24	36	22	79	215	178	86	27	6		634		
PM Peak	12:00	17:00	17:00	15:00	15:00	15:00	20:00	14:00	16:00	15:00	15:00	19:00	15:00		15:00		
Vol.	8	14	16	15	20	31	45	157	242	212	71	23	6		765		

Route 32 North of Pedestrian Bridge
New London, Connecticut

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

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/01/22	0	1	0	1	0	0	10	29	48	24	18	2	**4**	0	137	46-55	77
01:00	2	1	0	**2**	1	1	5	27	39	10	9	2	0	0	99	46-55	66
02:00	1	3	1	1	0	2	7	22	26	12	3	4	2	0	84	46-55	48
03:00	0	0	0	0	0	0	2	15	16	10	5	1	0	0	49	46-55	31
04:00	0	0	0	0	0	0	4	11	16	15	4	4	0	0	54	51-60	31
05:00	0	1	1	0	0	0	3	12	22	16	7	3	0	0	65	51-60	38
06:00	0	1	0	0	0	3	4	23	49	39	16	7	1	0	143	51-60	88
07:00	3	1	2	0	**2**	3	**14**	**39**	78	81	**43**	12	4	0	282	51-60	159
08:00	4	**5**	**3**	2	2	**4**	11	31	**130**	**99**	32	**24**	1	0	**348**	51-60	229
09:00	**5**	2	1	2	1	4	10	32	75	78	37	14	1	0	262	51-60	153
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	15	15	8	8	6	17	70	241	499	384	174	73	13	0	1523		
Percent	1.0%	1.0%	0.5%	0.5%	0.4%	1.1%	4.6%	15.8%	32.8%	25.2%	11.4%	4.8%	0.9%	0.0%			
AM Peak	09:00	08:00	08:00	01:00	07:00	08:00	07:00	07:00	08:00	08:00	07:00	08:00	00:00		08:00		
Vol.	5	5	3	2	2	4	14	39	130	99	43	24	4		348		
PM Peak																	
Vol.																	
Total	336	552	736	1234	1739	2223	4047	14144	13636	8577	3008	702	130	0	51064		
Percent	0.7%	1.1%	1.4%	2.4%	3.4%	4.4%	7.9%	27.7%	26.7%	16.8%	5.9%	1.4%	0.3%	0.0%			

15th Percentile : 41 MPH
50th Percentile : 50 MPH
85th Percentile : 57 MPH
95th Percentile : 62 MPH

Stats

10 MPH Pace Speed : 46-55 MPH
Number in Pace : 27780
Percent in Pace : 54.4%
Number of Vehicles > 40 MPH : 44244
Percent of Vehicles > 40 MPH : 86.6%
Mean Speed(Average) : 49 MPH

Route 32 North of Pedestrian Bridge
New London, Connecticut

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

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	0	0	**1**	**1**	**5**	**15**	**56**	**50**	**29**	**9**	**2**	0	0	0	**168**	41-50	106
Total	0	0	1	1	5	15	56	50	29	9	2	0	0	0	168		
Percent	0.0%	0.0%	0.6%	0.6%	3.0%	8.9%	33.3%	29.8%	17.3%	5.4%	1.2%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak			23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00				23:00		
Vol.			1	1	5	15	56	50	29	9	2				168		

Route 32 North of Pedestrian Bridge
New London, Connecticut

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

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/22	0	0	0	1	3	9	31	30	15	8	4	1	1	0	103	41-50	61
01:00	**1**	0	0	1	1	8	15	16	10	5	2	0	0	0	59	41-50	31
02:00	0	0	1	0	1	3	11	12	3	3	1	1	0	0	36	41-50	23
03:00	0	0	0	0	1	5	22	23	10	2	1	1	0	0	65	41-50	45
04:00	0	0	3	1	1	1	28	62	75	43	7	4	0	0	225	46-55	137
05:00	0	1	8	15	11	10	78	172	320	230	48	6	0	0	899	51-60	550
06:00	0	2	11	43	29	48	123	**276**	**414**	**294**	**82**	**15**	**2**	0	**1339**	51-60	708
07:00	0	2	22	98	121	117	189	269	284	152	32	4	0	0	1290	46-55	553
08:00	1	7	**49**	112	224	175	**227**	226	110	19	7	0	0	0	1157	41-50	453
09:00	0	1	39	**144**	**269**	**255**	96	13	1	0	0	0	0	0	818	31-40	524
10:00	0	**9**	48	125	244	247	80	13	1	0	0	0	0	0	767	31-40	491
11:00	0	2	36	119	249	219	97	12	1	0	0	0	0	0	735	31-40	468
12 PM	0	4	**33**	61	150	279	**137**	25	4	0	0	0	0	0	693	31-40	429
13:00	0	**8**	26	**113**	216	263	109	34	0	0	0	0	0	0	769	31-40	479
14:00	0	8	22	95	300	329	133	18	1	0	0	0	0	0	906	31-40	629
15:00	0	4	22	102	**307**	**339**	121	12	4	0	0	0	0	0	**911**	31-40	646
16:00	**1**	6	26	86	172	223	133	115	79	19	6	2	0	0	868	31-40	395
17:00	0	2	16	52	48	41	131	**243**	**207**	**70**	10	1	0	0	821	46-55	450
18:00	1	6	10	31	11	8	80	131	186	69	**23**	**6**	0	0	562	46-55	317
19:00	0	2	9	20	8	18	66	141	136	50	9	1	0	0	460	46-55	277
20:00	0	0	2	5	2	22	55	116	88	35	8	3	1	0	337	46-55	204
21:00	0	3	1	4	6	16	60	108	72	23	9	1	**2**	0	305	46-55	180
22:00	0	0	2	3	2	17	39	73	62	13	8	2	0	0	221	46-55	135
23:00	0	0	0	0	1	5	25	45	52	16	1	2	0	0	147	46-55	97
Total	4	67	386	1231	2377	2657	2086	2185	2135	1051	258	50	6	0	14493		
Percent	0.0%	0.5%	2.7%	8.5%	16.4%	18.3%	14.4%	15.1%	14.7%	7.3%	1.8%	0.3%	0.0%	0.0%			
AM Peak	01:00	10:00	08:00	09:00	09:00	09:00	08:00	06:00	06:00	06:00	06:00	06:00	06:00		06:00		
Vol.	1	9	49	144	269	255	227	276	414	294	82	15	2		1339		
PM Peak	16:00	13:00	12:00	13:00	15:00	15:00	12:00	17:00	17:00	17:00	18:00	18:00	21:00		15:00		
Vol.	1	8	33	113	307	339	137	243	207	70	23	6	2		911		

Route 32 North of Pedestrian Bridge
New London, Connecticut

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

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/22	0	0	0	0	1	7	5	45	52	0	0	0	0	0	110	46-55	97
01:00	0	0	0	0	0	0	5	21	37	0	0	0	0	0	63	46-55	58
02:00	0	0	0	0	0	0	0	14	21	0	0	0	0	0	35	46-55	35
03:00	0	0	0	0	0	0	0	22	45	0	0	0	0	0	67	46-55	67
04:00	0	0	0	0	0	0	12	48	137	4	0	0	0	0	201	46-55	185
05:00	0	0	0	0	0	3	16	282	337	150	0	0	0	0	788	46-55	619
06:00	0	0	0	0	0	19	62	173	409	**419**	0	0	0	0	1082	51-60	828
07:00	0	0	0	0	0	19	55	262	**467**	276	**17**	0	0	0	**1096**	51-60	743
08:00	0	0	0	**7**	**117**	**140**	**103**	184	274	41	0	0	0	0	866	46-55	458
09:00	0	0	0	0	11	47	40	282	358	53	0	0	0	0	791	46-55	640
10:00	0	0	0	0	3	16	14	460	64	0	0	0	0	0	557	46-55	524
11:00	0	0	0	0	0	0	0	**566**	0	0	0	0	0	0	566	41-50	566
12 PM	0	0	0	0	0	0	0	532	0	0	0	0	0	0	532	41-50	532
13:00	0	0	0	0	0	0	0	556	0	0	0	0	0	0	556	41-50	556
14:00	0	0	0	0	0	0	0	608	0	0	0	0	0	0	608	41-50	608
15:00	0	0	0	0	0	0	0	459	0	0	0	0	0	0	459	41-50	459
16:00	0	0	0	0	0	0	0	557	0	0	0	0	0	0	557	41-50	557
17:00	0	0	0	0	0	0	0	**902**	0	0	0	0	0	0	**902**	41-50	902
18:00	0	0	0	0	0	0	0	668	0	0	0	0	0	0	668	41-50	668
19:00	0	0	0	0	0	0	0	528	0	0	0	0	0	0	528	41-50	528
20:00	0	0	0	0	0	0	0	388	0	0	0	0	0	0	388	41-50	388
21:00	0	0	0	0	0	0	0	292	0	0	0	0	0	0	292	41-50	292
22:00	0	0	0	0	0	0	0	229	0	0	0	0	0	0	229	41-50	229
23:00	0	0	0	0	0	0	0	146	0	0	0	0	0	0	146	41-50	146
Total	0	0	0	7	132	251	312	8224	2201	943	17	0	0	0	12087		
Percent	0.0%	0.0%	0.0%	0.1%	1.1%	2.1%	2.6%	68.0%	18.2%	7.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak				08:00	08:00	08:00	08:00	11:00	07:00	06:00	07:00				07:00		
Vol.				7	117	140	103	566	467	419	17				1096		
PM Peak								17:00							17:00		
Vol.								902							902		

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

Route 32 North of Pedestrian Bridge
New London, Connecticut

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	109	0	0	0	0	0	0	109	41-50	109
01:00	0	0	0	0	0	0	0	55	0	0	0	0	0	0	55	41-50	55
02:00	0	0	0	0	0	0	0	57	0	0	0	0	0	0	57	41-50	57
03:00	0	0	0	0	0	0	0	72	0	0	0	0	0	0	72	41-50	72
04:00	0	0	0	0	0	0	0	239	0	0	0	0	0	0	239	41-50	239
05:00	0	0	0	0	0	0	0	794	0	0	0	0	0	0	794	41-50	794
06:00	0	0	0	0	0	0	0	**1105**	0	0	0	0	0	0	**1105**	41-50	1105
07:00	0	0	0	0	0	0	0	1089	0	0	0	0	0	0	1089	41-50	1089
08:00	0	0	0	0	0	0	0	959	0	0	0	0	0	0	959	41-50	959
09:00	0	0	0	0	0	0	0	774	0	0	0	0	0	0	774	41-50	774
10:00	0	0	0	0	0	0	0	684	0	0	0	0	0	0	684	41-50	684
11:00	0	0	0	0	0	0	0	609	0	0	0	0	0	0	609	41-50	609
12 PM	0	0	0	0	0	0	0	603	0	0	0	0	0	0	603	41-50	603
13:00	0	0	0	0	0	0	0	664	0	0	0	0	0	0	664	41-50	664
14:00	0	0	0	0	0	0	0	**850**	0	0	0	0	0	0	**850**	41-50	850
15:00	0	0	**3**	**13**	47	**103**	**93**	249	152	58	0	0	0	0	718	46-55	401
16:00	0	0	1	6	**48**	31	28	235	**325**	89	0	0	0	0	763	46-55	560
17:00	0	0	0	9	22	36	82	209	313	**137**	**11**	0	0	0	819	46-55	522
18:00	0	0	0	9	6	37	43	116	276	75	4	0	0	0	566	46-55	392
19:00	0	0	0	0	3	15	23	74	266	93	8	0	0	0	482	51-60	359
20:00	0	0	0	0	0	1	12	119	230	36	0	0	0	0	398	46-55	349
21:00	0	0	0	0	0	2	9	57	232	43	0	0	0	0	343	46-55	289
22:00	0	0	0	0	0	0	10	38	194	31	0	0	0	0	273	46-55	232
23:00	0	0	0	0	0	0	2	20	72	57	6	0	0	0	157	51-60	129
Total	0	0	4	37	126	225	302	9780	2060	619	29	0	0	0	13182		
Percent	0.0%	0.0%	0.0%	0.3%	1.0%	1.7%	2.3%	74.2%	15.6%	4.7%	0.2%	0.0%	0.0%	0.0%			
AM Peak								06:00							06:00		
Vol.								1105							1105		
PM Peak			15:00	15:00	16:00	15:00	15:00	14:00	16:00	17:00	17:00				14:00		
Vol.			3	13	48	103	93	850	325	137	11				850		

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

Route 32 North of Pedestrian Bridge
New London, Connecticut

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/22	0	0	0	0	0	0	6	2	91	18	0	0	0	0	117	51-60	109
01:00	0	0	0	0	0	0	1	27	32	14	0	0	0	0	74	46-55	59
02:00	0	0	0	0	0	0	0	9	37	0	0	0	0	0	46	46-55	46
03:00	0	0	0	0	0	0	0	2	64	6	0	0	0	0	72	51-60	70
04:00	0	0	0	0	0	0	0	38	115	44	0	0	0	0	197	51-60	159
05:00	0	0	0	0	0	0	26	54	385	293	4	0	0	0	762	51-60	678
06:00	0	0	0	0	22	38	52	56	393	**484**	27	0	0	0	**1072**	51-60	877
07:00	0	0	0	1	**33**	44	93	149	337	356	**49**	0	0	0	1062	51-60	693
08:00	0	0	0	0	0	25	92	**245**	**488**	148	4	0	0	0	1002	46-55	733
09:00	0	0	0	8	12	**62**	**110**	148	302	119	0	0	0	0	761	46-55	450
10:00	0	0	0	0	10	12	73	148	303	90	0	0	0	0	636	46-55	451
11:00	0	0	0	**10**	14	26	57	141	292	88	3	0	0	0	631	46-55	433
12 PM	0	0	0	1	26	35	89	171	275	99	2	0	0	0	698	46-55	446
13:00	0	0	0	0	2	28	95	121	**383**	93	0	0	0	0	722	46-55	504
14:00	0	0	**1**	**7**	30	68	119	156	292	69	3	0	0	0	745	46-55	448
15:00	0	0	0	1	27	**110**	**127**	**185**	248	36	0	0	0	0	734	46-55	433
16:00	0	0	0	5	**46**	99	93	139	383	82	0	0	0	0	**847**	46-55	522
17:00	0	0	0	1	19	78	104	144	363	62	1	0	0	0	772	46-55	507
18:00	0	0	0	0	19	58	22	154	234	**157**	7	0	0	0	651	51-60	391
19:00	0	0	0	0	6	7	32	82	248	142	**11**	0	0	0	528	51-60	390
20:00	0	0	0	5	4	5	21	62	246	42	3	0	0	0	388	46-55	308
21:00	0	0	0	0	0	7	8	121	202	39	0	0	0	0	377	46-55	323
22:00	0	0	0	0	0	0	0	44	169	77	0	0	0	0	290	51-60	246
23:00	0	0	0	0	0	0	1	20	139	58	3	0	0	0	221	51-60	197
Total	0	0	1	39	270	702	1221	2418	6021	2616	117	0	0	0	13405		
Percent	0.0%	0.0%	0.0%	0.3%	2.0%	5.2%	9.1%	18.0%	44.9%	19.5%	0.9%	0.0%	0.0%	0.0%			
AM Peak				11:00	07:00	09:00	09:00	08:00	08:00	06:00	07:00				06:00		
Vol.				10	33	62	110	245	488	484	49				1072		
PM Peak			14:00	14:00	16:00	15:00	15:00	15:00	13:00	18:00	19:00				16:00		
Vol.			1	7	46	110	127	185	383	157	11				847		

Route 32 North of Pedestrian Bridge
New London, Connecticut

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

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/22	0	0	0	0	0	0	11	57	92	28	0	0	0	0	188	46-55	149
01:00	0	0	0	0	0	0	0	25	58	7	0	0	0	0	90	46-55	83
02:00	0	0	0	0	0	0	0	8	95	15	6	0	0	0	124	51-60	110
03:00	0	0	0	0	0	0	0	12	45	7	0	0	0	0	64	46-55	57
04:00	0	0	0	0	0	0	0	13	64	5	0	0	0	0	82	46-55	77
05:00	0	0	0	0	0	0	0	19	167	19	0	0	0	0	205	46-55	186
06:00	0	0	0	0	0	0	0	5	129	197	7	0	0	0	338	51-60	326
07:00	0	0	0	0	0	0	0	47	132	188	6	0	0	0	373	51-60	320
08:00	0	0	0	0	0	0	2	64	154	**325**	**24**	0	0	0	569	51-60	479
09:00	0	0	0	0	1	12	32	71	254	274	20	0	0	0	664	51-60	528
10:00	0	0	0	0	6	13	49	114	264	288	6	0	0	0	**740**	51-60	552
11:00	0	0	0	**15**	**12**	**14**	**66**	**116**	**297**	186	1	0	0	0	707	51-60	483
12 PM	0	0	0	2	**45**	35	62	125	296	185	**28**	0	0	0	778	51-60	481
13:00	0	0	0	**11**	9	14	**70**	121	**353**	**222**	1	0	0	0	**801**	51-60	575
14:00	0	0	0	0	0	8	70	**152**	328	173	2	0	0	0	733	51-60	501
15:00	0	0	0	0	19	36	69	120	237	185	11	0	0	0	677	51-60	422
16:00	0	0	0	0	10	28	23	137	317	151	19	0	0	0	685	51-60	468
17:00	0	0	0	3	24	**42**	57	144	271	116	0	0	0	0	657	46-55	415
18:00	0	0	0	0	2	16	19	114	256	141	6	0	0	0	554	51-60	397
19:00	0	0	0	0	8	17	40	82	224	120	6	0	0	0	497	51-60	344
20:00	0	0	0	1	6	11	23	86	210	67	0	0	0	0	404	46-55	296
21:00	0	0	0	0	0	0	0	62	293	58	1	0	0	0	414	46-55	355
22:00	0	0	0	0	0	1	5	67	253	34	0	0	0	0	360	46-55	320
23:00	0	0	0	0	0	4	19	33	165	43	0	0	0	0	264	51-60	208
Total	0	0	0	32	142	251	617	1794	4954	3034	144	0	0	0	10968		
Percent	0.0%	0.0%	0.0%	0.3%	1.3%	2.3%	5.6%	16.4%	45.2%	27.7%	1.3%	0.0%	0.0%	0.0%			
AM Peak				11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00				10:00		
Vol.				15	12	14	66	116	297	325	24				740		
PM Peak				13:00	12:00	17:00	13:00	14:00	13:00	13:00	12:00				13:00		
Vol.				11	45	42	70	152	353	222	28				801		

Route 32 North of Pedestrian Bridge
New London, Connecticut

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

Site Code:
Station ID: 5639

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/01/22	0	0	0	0	0	0	0	31	92	66	5	0	0	0	194	51-60	158
01:00	0	0	0	0	0	1	**15**	26	83	11	0	0	0	0	136	46-55	109
02:00	0	0	0	0	**2**	4	9	29	84	13	0	0	0	0	141	46-55	113
03:00	0	0	0	0	0	0	0	9	62	7	0	0	0	0	78	46-55	71
04:00	0	0	0	0	0	0	0	0	37	19	0	0	0	0	56	51-60	56
05:00	0	0	0	0	0	0	0	9	92	60	0	0	0	0	161	51-60	152
06:00	0	0	0	0	0	0	0	2	166	81	0	0	0	0	249	51-60	247
07:00	0	0	0	0	0	3	15	23	71	126	**24**	0	0	0	262	51-60	197
08:00	0	0	0	0	0	**13**	5	**73**	138	**144**	20	0	0	0	393	51-60	282
09:00	0	0	0	0	0	0	11	48	**212**	124	12	0	0	0	**407**	51-60	336
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	2	21	55	250	1037	651	61	0	0	0	2077		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	1.0%	2.6%	12.0%	49.9%	31.3%	2.9%	0.0%	0.0%	0.0%			
AM Peak					02:00	08:00	01:00	08:00	09:00	08:00	07:00				09:00		
Vol.					2	13	15	73	212	144	24				407		
PM Peak																	
Vol.																	
Total	4	67	392	1347	3054	4122	4649	24701	18437	8923	628	50	6	0	66380		
Percent	0.0%	0.1%	0.6%	2.0%	4.6%	6.2%	7.0%	37.2%	27.8%	13.4%	0.9%	0.1%	0.0%	0.0%			

15th Percentile :	41 MPH
50th Percentile :	48 MPH
85th Percentile :	54 MPH
95th Percentile :	58 MPH

Stats

10 MPH Pace Speed :	46-55 MPH
Number in Pace :	43138
Percent in Pace :	65.0%
Number of Vehicles > 40 MPH :	57394
Percent of Vehicles > 40 MPH :	86.5%
Mean Speed(Average) :	49 MPH

ROute 32 SB North of Biggs Street
New London, Connecticut

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

Site Code:
Station ID: 5640

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	**1**	0	0	**2**	10	**64**	96	44	6	0	**1**	0	0	0	**224**	36-45	160
18:00	0	0	0	1	7	60	**99**	**49**	7	1	0	0	0	0	224	36-45	159
19:00	0	0	0	0	10	32	60	32	7	0	0	0	0	0	141	41-50	92
20:00	0	0	**1**	1	5	47	48	18	**9**	**2**	1	0	0	0	132	36-45	95
21:00	0	**1**	0	1	8	36	49	21	6	1	0	0	0	0	123	36-45	85
22:00	0	0	0	0	**13**	19	37	13	4	1	0	0	0	0	87	36-45	56
23:00	0	0	0	1	8	22	22	8	3	0	0	0	0	0	64	36-45	44
Total	1	1	1	6	61	280	411	185	42	5	2	0	0	0	995		
Percent	0.1%	0.1%	0.1%	0.6%	6.1%	28.1%	41.3%	18.6%	4.2%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	17:00	21:00	20:00	17:00	22:00	17:00	18:00	18:00	20:00	20:00	17:00				17:00		
Vol.	1	1	1	2	13	64	99	49	9	2	1				224		

ROute 32 SB North of Biggs Street
New London, Connecticut

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

Site Code:
Station ID: 5640

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/22	0	0	0	0	1	17	17	5	0	0	0	0	0	0	40	36-45	34
01:00	0	0	0	0	4	11	4	2	0	0	0	**1**	0	0	22	36-45	15
02:00	0	0	0	0	0	3	4	0	0	1	0	0	0	0	8	36-45	7
03:00	0	0	0	0	1	2	7	2	0	0	0	0	0	0	12	36-45	9
04:00	0	1	0	0	1	5	10	6	0	0	0	0	0	0	23	39-48	16
05:00	0	0	0	0	2	13	28	28	4	0	0	0	0	0	75	41-50	56
06:00	0	0	0	2	10	38	82	47	**12**	1	0	0	0	0	192	41-50	129
07:00	0	2	1	**10**	**24**	74	142	45	10	**3**	0	0	0	0	311	36-45	216
08:00	0	1	0	3	17	**78**	**157**	**70**	10	1	**1**	0	0	0	**338**	36-45	235
09:00	0	2	0	0	12	67	112	39	6	1	0	0	0	0	239	36-45	179
10:00	**1**	**5**	**7**	6	22	74	89	35	9	0	0	0	0	0	248	36-45	163
11:00	0	2	0	0	12	78	131	37	6	0	0	0	0	0	266	36-45	209
12 PM	0	**1**	0	3	13	68	102	44	8	0	0	0	0	0	239	36-45	170
13:00	0	1	0	2	9	68	100	42	8	**1**	0	0	0	0	231	36-45	168
14:00	0	0	1	2	15	60	130	61	**13**	0	0	0	0	0	282	39-48	191
15:00	0	1	**2**	**5**	**34**	97	**141**	50	8	1	0	0	0	0	339	36-45	238
16:00	0	0	2	2	34	**132**	129	53	8	0	0	0	0	0	**360**	36-45	261
17:00	0	0	1	0	20	62	128	**62**	9	1	**1**	0	0	0	284	36-45	190
18:00	0	0	0	3	4	46	96	48	8	1	0	0	0	0	206	40-49	144
19:00	0	1	0	2	5	49	56	33	8	0	1	0	0	0	155	36-45	105
20:00	0	0	0	0	6	51	52	17	3	0	1	0	0	0	130	36-45	103
21:00	0	0	0	1	5	30	51	14	5	1	0	0	0	0	107	36-45	81
22:00	0	0	0	1	4	17	54	13	3	0	0	0	0	0	92	36-45	71
23:00	0	0	0	1	2	32	14	7	4	0	0	0	0	0	60	36-45	46
Total	1	17	14	43	257	1172	1836	760	142	12	4	1	0	0	4259		
Percent	0.0%	0.4%	0.3%	1.0%	6.0%	27.5%	43.1%	17.8%	3.3%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	07:00	07:00	08:00	08:00	08:00	06:00	07:00	08:00	01:00			08:00		
Vol.	1	5	7	10	24	78	157	70	12	3	1	1			338		
PM Peak		12:00	15:00	15:00	15:00	16:00	15:00	17:00	14:00	13:00	17:00				16:00		
Vol.		1	2	5	34	132	141	62	13	1	1				360		

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

ROute 32 SB North of Biggs Street
New London, Connecticut

Site Code:
Station ID: 5640

Latitude: 0' 0.0000 Undefined

Southbound

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
04/27/22	0	0	0	0	6	15	13	7	0	0	0	0	0	0	41	36-45	28
01:00	0	0	0	0	3	2	5	4	1	0	0	0	0	0	15	41-50	9
02:00	0	0	0	0	0	1	6	1	1	0	0	0	0	0	9	41-50	7
03:00	0	0	0	0	0	3	6	3	1	0	0	0	0	0	13	36-45	9
04:00	0	0	0	0	0	5	14	3	1	0	0	0	0	0	23	36-45	19
05:00	0	1	0	0	5	11	40	25	7	0	0	0	0	0	89	41-50	65
06:00	0	0	0	0	6	19	80	64	**25**	**3**	0	0	0	0	197	41-50	144
07:00	0	1	0	1	7	39	**133**	**91**	20	0	0	0	0	0	**292**	41-50	224
08:00	0	1	0	1	6	59	121	81	17	1	**1**	0	0	0	288	41-50	202
09:00	0	**5**	0	0	6	**64**	107	52	6	2	0	0	0	0	242	36-45	171
10:00	0	3	0	**3**	**15**	50	72	48	10	1	0	0	0	0	202	36-45	122
11:00	0	2	0	3	8	61	119	58	10	0	0	0	0	0	261	36-45	180
12 PM	0	**2**	0	0	14	71	99	49	10	1	0	0	0	0	246	36-45	170
13:00	0	0	0	0	9	76	107	50	10	0	0	0	0	0	252	36-45	183
14:00	0	1	0	**6**	11	68	107	56	14	1	0	0	0	0	264	36-45	175
15:00	0	2	**1**	2	15	84	133	51	11	0	0	0	0	0	299	36-45	217
16:00	0	2	0	2	15	75	132	65	8	0	0	0	0	0	299	36-45	207
17:00	0	2	0	5	**32**	**99**	**149**	**77**	**19**	**2**	0	0	0	0	**385**	36-45	248
18:00	0	2	0	1	11	48	113	67	10	2	0	0	0	0	254	41-50	180
19:00	0	0	0	0	8	56	92	38	11	2	0	0	0	0	207	36-45	148
20:00	0	1	0	1	11	51	59	27	11	0	**1**	0	0	0	162	36-45	110
21:00	0	0	0	1	8	41	50	23	2	1	1	0	0	0	127	36-45	91
22:00	0	1	0	2	4	20	32	20	2	1	0	0	0	0	82	37-46	52
23:00	0	1	0	0	4	12	25	4	5	1	0	0	0	0	52	36-45	37
Total	0	27	1	28	204	1030	1814	964	212	18	3	0	0	0	4301		
Percent	0.0%	0.6%	0.0%	0.7%	4.7%	23.9%	42.2%	22.4%	4.9%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak		09:00		10:00	10:00	09:00	07:00	07:00	06:00	06:00	08:00				07:00		
Vol.		5		3	15	64	133	91	25	3	1				292		
PM Peak		12:00	15:00	14:00	17:00	17:00	17:00	17:00	17:00	17:00	20:00				17:00		
Vol.		2	1	6	32	99	149	77	19	2	1				385		

ROute 32 SB North of Biggs Street
New London, Connecticut

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

Site Code:
Station ID: 5640

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	6	9	19	5	2	0	0	0	0	0	41	36-45	28
01:00	0	0	0	0	1	4	5	7	1	0	0	0	0	0	18	41-50	12
02:00	0	0	0	0	1	6	7	3	0	1	0	0	0	0	18	36-45	13
03:00	0	0	0	0	0	7	6	0	0	0	0	0	0	0	13	36-45	13
04:00	0	1	0	0	1	7	7	9	4	0	0	0	0	0	29	41-50	16
05:00	0	0	0	0	1	9	30	35	3	1	0	0	0	0	79	41-50	65
06:00	0	0	0	0	6	24	86	55	10	**5**	0	0	0	0	186	41-50	141
07:00	0	0	0	0	2	48	**130**	**82**	12	3	0	0	0	0	**277**	41-50	212
08:00	0	1	0	1	8	45	101	76	**21**	3	0	0	0	0	256	41-50	177
09:00	0	**2**	0	**3**	**21**	56	104	56	6	1	0	0	0	0	249	39-48	160
10:00	0	0	0	1	8	45	78	45	9	2	0	0	0	0	188	41-50	123
11:00	0	0	0	0	5	**61**	95	42	13	1	0	0	0	0	217	36-45	156
12 PM	0	1	0	1	10	61	87	50	10	1	**1**	**1**	0	0	223	36-45	148
13:00	0	1	0	0	8	47	95	54	16	1	0	0	0	0	222	41-50	149
14:00	0	2	0	2	13	75	87	46	14	0	0	0	0	0	239	36-45	162
15:00	**3**	**3**	**7**	**5**	**25**	95	132	67	13	2	0	0	0	0	352	36-45	227
16:00	0	2	0	3	16	**98**	143	**74**	**17**	2	0	0	0	0	**355**	36-45	241
17:00	0	2	0	1	12	75	**148**	73	11	1	0	0	0	0	323	36-45	223
18:00	0	2	0	1	10	63	98	61	3	**3**	0	0	0	0	241	36-45	161
19:00	0	0	0	0	4	37	65	33	7	1	0	0	0	0	147	36-45	102
20:00	0	2	0	0	10	51	75	43	3	0	0	0	0	0	184	36-45	126
21:00	0	1	0	0	9	34	58	32	9	2	1	0	0	0	146	36-45	92
22:00	0	0	0	0	7	20	43	15	6	1	0	0	0	0	92	36-45	63
23:00	0	1	0	0	2	22	22	11	5	0	0	0	0	0	63	36-45	44
Total	3	21	7	18	186	999	1721	974	195	31	2	1	0	0	4158		
Percent	0.1%	0.5%	0.2%	0.4%	4.5%	24.0%	41.4%	23.4%	4.7%	0.7%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00		09:00	09:00	11:00	07:00	07:00	08:00	06:00					07:00		
Vol.		2		3	21	61	130	82	21	5					277		
PM Peak	15:00	15:00	15:00	15:00	15:00	16:00	17:00	16:00	16:00	18:00	12:00	12:00			16:00		
Vol.	3	3	7	5	25	98	148	74	17	3	1	1			355		

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

ROute 32 SB North of Biggs Street
New London, Connecticut

Site Code:
Station ID: 5640

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/22	0	0	0	0	6	12	17	3	0	0	**1**	0	0	0	39	36-45	29
01:00	0	0	0	0	4	12	18	5	1	0	0	0	0	0	40	36-45	30
02:00	0	0	0	0	1	2	5	2	1	0	0	0	0	0	11	41-50	7
03:00	0	0	0	0	3	4	6	3	1	0	0	0	0	0	17	36-45	10
04:00	0	0	0	1	0	7	13	5	2	0	1	0	0	0	29	36-45	20
05:00	0	0	0	0	2	8	30	33	5	0	0	0	0	0	78	41-50	63
06:00	0	0	**1**	0	4	23	77	59	18	**4**	0	0	0	0	186	41-50	136
07:00	0	0	0	1	7	47	116	**78**	**21**	0	0	0	0	0	270	41-50	194
08:00	0	1	0	**4**	**20**	73	**127**	53	9	0	0	0	0	0	**287**	36-45	200
09:00	0	2	0	3	15	81	107	27	4	2	0	0	0	0	241	36-45	188
10:00	0	**3**	0	2	18	75	81	33	1	1	0	0	0	0	214	36-45	156
11:00	0	1	0	3	18	**92**	97	34	3	1	0	0	0	0	249	36-45	189
12 PM	0	0	**3**	**8**	22	**126**	104	32	4	0	0	0	0	0	299	36-45	230
13:00	0	1	0	1	**23**	96	115	42	3	1	0	**1**	0	0	283	36-45	211
14:00	0	0	1	2	21	71	125	45	14	2	0	0	0	0	281	36-45	196
15:00	0	0	0	4	15	74	147	**85**	21	2	1	0	0	0	349	41-50	232
16:00	0	0	0	0	20	113	**183**	80	**22**	**4**	0	0	0	0	**422**	36-45	296
17:00	0	2	0	3	21	76	172	60	20	2	0	0	0	0	356	36-45	248
18:00	0	0	0	0	20	61	123	59	17	2	0	1	0	0	283	36-45	184
19:00	0	1	0	0	3	52	95	43	8	1	1	0	0	0	204	36-45	147
20:00	**1**	**4**	1	2	10	50	72	31	6	0	0	0	0	0	177	36-45	122
21:00	0	0	0	0	6	48	65	29	6	0	0	0	0	0	154	36-45	113
22:00	1	2	2	0	7	44	51	23	6	0	**2**	0	0	0	138	36-45	95
23:00	0	0	0	0	6	21	44	15	5	1	0	0	0	0	92	36-45	65
Total	2	17	8	34	272	1268	1990	879	198	23	6	2	0	0	4699		
Percent	0.0%	0.4%	0.2%	0.7%	5.8%	27.0%	42.3%	18.7%	4.2%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak		10:00	06:00	08:00	08:00	11:00	08:00	07:00	07:00	06:00	00:00				08:00		
Vol.		3	1	4	20	92	127	78	21	4	1				287		
PM Peak	20:00	20:00	12:00	12:00	13:00	12:00	16:00	15:00	16:00	16:00	22:00	13:00			16:00		
Vol.	1	4	3	8	23	126	183	85	22	4	2	1			422		

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

ROute 32 SB North of Biggs Street
New London, Connecticut

Site Code:
Station ID: 5640

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/22	0	0	0	0	**14**	22	28	12	4	2	0	0	0	0	82	36-45	50
01:00	**1**	0	**2**	0	2	14	15	8	1	0	0	0	0	0	43	36-45	29
02:00	0	1	0	0	3	12	13	13	5	1	**1**	0	0	0	49	39-48	26
03:00	0	0	0	0	0	5	10	5	1	0	0	0	0	0	21	36-45	15
04:00	0	0	0	0	2	6	10	7	0	0	0	0	0	0	25	39-48	17
05:00	0	0	0	0	0	6	11	8	3	0	0	0	0	0	28	40-49	19
06:00	0	0	0	0	0	13	24	24	6	2	0	0	0	0	69	41-50	48
07:00	0	0	0	0	5	21	56	28	5	**3**	0	0	0	0	118	41-50	84
08:00	1	0	0	0	2	32	67	52	11	1	0	0	0	0	166	41-50	119
09:00	0	0	0	0	3	34	91	51	14	1	0	0	0	0	194	41-50	142
10:00	0	1	0	0	7	47	118	**85**	**23**	3	0	0	0	0	**284**	41-50	203
11:00	0	**3**	0	0	9	**50**	**119**	68	15	3	0	0	0	0	267	41-50	187
12 PM	0	0	0	0	6	47	125	**75**	**17**	3	0	0	0	0	273	41-50	200
13:00	0	1	0	1	5	**71**	125	65	16	**5**	0	0	0	0	**289**	36-45	196
14:00	0	0	0	1	6	56	**129**	61	12	2	0	0	0	0	267	41-50	190
15:00	0	0	0	1	12	61	127	61	11	0	0	0	0	0	273	36-45	188
16:00	0	1	0	0	3	52	119	64	15	1	**1**	0	0	0	256	41-50	183
17:00	0	**4**	**2**	**8**	8	60	119	54	9	1	0	0	0	0	265	36-45	179
18:00	0	2	0	1	2	58	114	56	14	2	0	0	0	0	249	36-45	172
19:00	0	0	0	1	7	45	92	60	10	2	0	0	0	0	217	41-50	152
20:00	0	1	0	2	**22**	71	57	18	3	0	0	0	0	0	174	36-45	128
21:00	0	0	0	1	10	51	64	25	3	1	0	0	0	0	155	36-45	115
22:00	0	0	0	1	13	48	62	22	4	1	0	0	0	0	151	36-45	110
23:00	0	1	0	1	7	28	36	13	8	0	0	0	0	0	94	36-45	64
Total	2	15	4	18	148	910	1731	935	210	34	2	0	0	0	4009		
Percent	0.0%	0.4%	0.1%	0.4%	3.7%	22.7%	43.2%	23.3%	5.2%	0.8%	0.0%	0.0%	0.0%	0.0%			
AM Peak	01:00	11:00	01:00		00:00	11:00	11:00	10:00	10:00	07:00	02:00				10:00		
Vol.	1	3	2		14	50	119	85	23	3	1				284		
PM Peak		17:00	17:00	17:00	20:00	13:00	14:00	12:00	12:00	13:00	16:00				13:00		
Vol.		4	2	8	22	71	129	75	17	5	1				289		

ROute 32 SB North of Biggs Street
New London, Connecticut

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

Site Code:
Station ID: 5640

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/01/22	0	1	0	1	**6**	30	35	12	2	0	0	0	0	0	87	36-45	65
01:00	0	**2**	0	**2**	6	18	20	14	4	1	0	0	0	0	67	36-45	38
02:00	0	1	0	1	1	20	25	7	2	2	**1**	0	0	0	60	36-45	45
03:00	0	0	0	0	3	5	15	5	3	0	0	0	0	0	31	36-45	20
04:00	0	0	0	0	2	0	6	6	0	0	0	0	0	0	14	41-50	12
05:00	0	1	0	0	0	5	7	5	1	0	0	0	0	0	19	36-45	12
06:00	0	0	0	0	0	6	24	13	3	0	0	0	0	0	46	41-50	37
07:00	0	1	0	1	5	10	31	19	9	**3**	0	0	0	0	79	41-50	50
08:00	0	0	0	0	6	29	29	31	**15**	2	0	0	0	0	112	41-50	60
09:00	0	0	**1**	2	3	**32**	**76**	**43**	8	2	0	0	0	0	**167**	41-50	119
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	6	1	7	32	155	268	155	47	10	1	0	0	0	682		
Percent	0.0%	0.9%	0.1%	1.0%	4.7%	22.7%	39.3%	22.7%	6.9%	1.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak		01:00	09:00	01:00	00:00	09:00	09:00	09:00	08:00	07:00	02:00				09:00		
Vol.		2	1	2	6	32	76	43	15	3	1				167		
PM Peak																	
Vol.																	
Total	9	104	36	154	1160	5814	9771	4852	1046	133	20	4	0	0	23103		
Percent	0.0%	0.5%	0.2%	0.7%	5.0%	25.2%	42.3%	21.0%	4.5%	0.6%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 36 MPH
50th Percentile : 42 MPH
85th Percentile : 47 MPH
95th Percentile : 50 MPH

Stats

10 MPH Pace Speed : 36-45 MPH
Number in Pace : 15585
Percent in Pace : 67.5%
Number of Vehicles > 40 MPH : 15826
Percent of Vehicles > 40 MPH : 68.5%
Mean Speed(Average) : 43 MPH

ROute 32 SB North of Biggs Street
New London, Connecticut

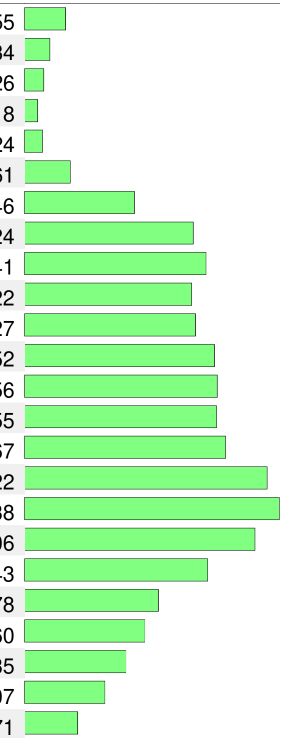
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5640

Latitude: 0' 0.0000 Undefined

Start Time	Mon 25-Apr-22	Tue 26-Apr-22	Wed 27-Apr-22	Thu 28-Apr-22	Fri 29-Apr-22	Week Day Average	Sat 30-Apr-22	Sun 01-May-22	Week Average
12:00 AM	*	40	41	41	39	40	82	87	55
01:00	*	22	15	18	40	24	43	67	34
02:00	*	8	9	18	11	12	49	60	26
03:00	*	12	13	13	17	14	21	31	18
04:00	*	23	23	29	29	26	25	14	24
05:00	*	75	89	79	78	80	28	19	61
06:00	*	192	197	186	186	190	69	46	146
07:00	*	311	292	277	270	288	118	79	224
08:00	*	338	288	256	287	292	166	112	241
09:00	*	239	242	249	241	243	194	167	222
10:00	*	248	202	188	214	213	284	*	227
11:00	*	266	261	217	249	248	267	*	252
12:00 PM	*	239	246	223	299	252	273	*	256
01:00	*	231	252	222	283	247	289	*	255
02:00	*	282	264	239	281	266	267	*	267
03:00	*	339	299	352	349	335	273	*	322
04:00	*	360	299	355	422	359	256	*	338
05:00	224	284	385	323	356	314	265	*	306
06:00	224	206	254	241	283	242	249	*	243
07:00	141	155	207	147	204	171	217	*	178
08:00	132	130	162	184	177	157	174	*	160
09:00	123	107	127	146	154	131	155	*	135
10:00	87	92	82	92	138	98	151	*	107
11:00	64	60	52	63	92	66	94	*	71
Total	995	4259	4301	4158	4699	4308	4009	682	4168



Date	Daily Total
26-Apr-22	4259
27-Apr-22	4301
28-Apr-22	4158
29-Apr-22	4699
Average	4354

	Mon	Tue	Wed	Thu	Fri	Week Day Average	Sat	Sun	Week Average
Grand Total	995	4259	4301	4158	4699	4308	4009	682	4168

Route 32 South of Deshon Street
New London, Connecticut

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

Site Code:
Station ID: 5641

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	**2**	**1**	**4**	7	8	23	40	20	6	3	2	0	0	0	116	36-45	63
19:00	0	0	2	**11**	33	97	**214**	**152**	52	19	**3**	0	0	0	**583**	41-50	366
20:00	0	0	1	11	**39**	**117**	152	90	39	13	2	0	0	0	464	36-45	269
21:00	0	0	1	4	20	62	96	93	31	13	2	**1**	**1**	0	324	41-50	189
22:00	0	0	0	2	20	62	88	63	33	9	0	0	1	0	278	39-48	151
23:00	0	0	2	6	8	50	95	98	**61**	**23**	0	1	0	0	344	41-50	193
Total	2	1	10	41	128	411	685	516	222	80	9	2	2	0	2109		
Percent	0.1%	0.0%	0.5%	1.9%	6.1%	19.5%	32.5%	24.5%	10.5%	3.8%	0.4%	0.1%	0.1%	0.0%			
AM Peak Vol.																	
PM Peak	18:00	18:00	18:00	19:00	20:00	20:00	19:00	19:00	23:00	23:00	19:00	21:00	21:00		19:00		
Vol.	2	1	4	11	39	117	214	152	61	23	3	1	1		583		

Route 32 South of Deshon Street
New London, Connecticut

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

Site Code:
Station ID: 5641

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/22	0	0	0	0	8	22	47	33	14	2	**5**	0	0	0	131	41-50	80
01:00	0	0	0	1	5	7	24	21	5	1	0	0	0	0	64	41-50	45
02:00	0	0	0	0	1	5	8	7	3	1	1	0	0	0	26	40-49	15
03:00	0	0	0	2	6	7	14	8	4	1	0	0	0	0	42	41-50	22
04:00	0	0	0	1	3	16	15	21	9	4	2	0	0	0	71	41-50	36
05:00	0	0	0	0	10	28	49	67	29	10	3	0	0	0	196	41-50	116
06:00	2	2	8	9	39	73	155	150	**97**	**30**	5	**1**	0	0	571	41-50	305
07:00	**3**	7	**34**	**91**	135	**233**	**234**	**178**	78	15	1	0	0	0	**1009**	36-45	467
08:00	3	9	34	70	**141**	217	225	161	75	6	2	1	0	0	944	36-45	442
09:00	0	0	5	36	51	138	185	138	71	19	1	0	0	0	644	36-45	323
10:00	2	4	21	31	72	146	195	153	51	11	3	0	**1**	0	690	41-50	348
11:00	2	**13**	22	42	71	121	193	159	65	17	2	0	0	0	707	41-50	352
12 PM	3	10	24	46	86	168	222	138	57	16	1	0	0	0	771	36-45	390
13:00	1	1	10	37	81	162	264	191	77	16	**9**	0	0	0	849	41-50	455
14:00	36	90	149	114	153	215	258	225	75	**26**	7	0	0	0	1348	41-50	483
15:00	**46**	**139**	**192**	203	160	184	219	177	49	6	0	0	0	0	1375	36-45	403
16:00	36	71	178	**213**	**193**	**252**	294	159	48	12	1	0	0	0	**1457**	36-45	546
17:00	8	12	44	62	98	228	**340**	**239**	**107**	17	3	0	0	0	1158	41-50	579
18:00	0	1	3	19	51	180	236	153	36	8	0	0	0	0	687	36-45	416
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	142	359	724	977	1364	2402	3177	2378	950	218	46	2	1	0	12740		
Percent	1.1%	2.8%	5.7%	7.7%	10.7%	18.9%	24.9%	18.7%	7.5%	1.7%	0.4%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	07:00	07:00	08:00	07:00	07:00	07:00	06:00	06:00	00:00	06:00	10:00		07:00		
Vol.	3	13	34	91	141	233	234	178	97	30	5	1	1		1009		
PM Peak	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	14:00	13:00				16:00		
Vol.	46	139	192	213	193	252	340	239	107	26	9				1457		
Total	144	360	734	1018	1492	2813	3862	2894	1172	298	55	4	3	0	14849		
Percent	1.0%	2.4%	4.9%	6.9%	10.0%	18.9%	26.0%	19.5%	7.9%	2.0%	0.4%	0.0%	0.0%	0.0%			

	15th Percentile :	29 MPH
	50th Percentile :	41 MPH
	85th Percentile :	48 MPH
	95th Percentile :	53 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	6756
	Percent in Pace :	45.5%
	Number of Vehicles > 45 MPH :	4426
	Percent of Vehicles > 45 MPH :	29.8%
	Mean Speed(Average) :	40 MPH

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

Route 32 South of Deshon Street
New London, Connecticut

Site Code:
Station ID: 5641

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	0	0	2	1	2	2	0	0	0	0	0	0	0	0	7	29-38	4
19:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	39-48	2
20:00	0	0	6	**5**	3	18	69	49	19	13	**7**	0	0	0	189	41-50	118
21:00	0	1	1	4	**6**	**42**	**94**	**78**	**26**	17	5	1	0	0	**275**	41-50	172
22:00	0	**4**	**9**	3	3	18	59	45	22	**24**	6	**2**	0	0	195	41-50	104
23:00	0	3	1	3	4	18	47	44	21	10	4	1	0	0	156	41-50	91
Total	0	8	19	16	18	98	270	217	88	64	22	4	0	0	824		
Percent	0.0%	1.0%	2.3%	1.9%	2.2%	11.9%	32.8%	26.3%	10.7%	7.8%	2.7%	0.5%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak		22:00	22:00	20:00	21:00	21:00	21:00	21:00	21:00	22:00	20:00	22:00			21:00		
Vol.		4	9	5	6	42	94	78	26	24	7	2			275		

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

Route 32 South of Deshon Street
New London, Connecticut

Site Code:
Station ID: 5641

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/22	0	1	2	0	3	18	36	29	10	3	3	1	0	0	106	41-50	65
01:00	0	0	0	2	0	5	17	15	7	5	1	1	1	0	54	41-50	32
02:00	0	0	0	0	2	5	12	11	3	1	2	0	0	0	36	41-50	23
03:00	0	0	1	0	2	8	28	28	12	3	2	0	2	0	86	41-50	56
04:00	0	0	6	2	4	16	85	97	80	35	17	2	1	0	345	41-50	182
05:00	0	2	1	5	6	40	230	289	**199**	114	**62**	**4**	**7**	0	959	41-50	519
06:00	0	5	23	41	59	72	**309**	**292**	179	**129**	37	3	4	0	**1153**	41-50	601
07:00	0	7	30	**97**	**112**	**206**	265	222	83	41	6	2	0	0	1071	41-50	487
08:00	0	**20**	71	93	78	166	273	167	41	12	3	0	0	0	924	39-48	440
09:00	0	10	37	43	34	154	198	150	51	14	1	1	0	0	693	36-45	352
10:00	**1**	12	49	63	49	136	200	122	35	17	4	0	0	0	688	36-45	336
11:00	0	14	**72**	73	62	79	203	135	49	16	3	0	0	0	706	41-50	338
12 PM	**1**	7	40	77	45	125	188	130	42	11	3	0	0	0	669	41-50	318
13:00	1	9	52	50	43	117	212	160	**70**	**36**	4	**2**	1	0	757	41-50	372
14:00	0	17	76	96	76	142	246	132	38	20	4	2	0	0	849	36-45	388
15:00	1	**22**	**123**	**125**	**117**	132	183	114	43	16	3	0	0	0	879	36-45	315
16:00	0	10	89	114	90	**162**	221	131	55	19	4	1	1	0	**897**	36-45	383
17:00	0	6	27	45	42	135	**252**	**186**	70	31	**8**	0	0	0	802	41-50	438
18:00	0	4	19	17	9	83	208	129	47	20	5	0	**2**	0	543	41-50	337
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	146	718	943	833	1801	3366	2539	1114	543	172	19	19	0	12217		
Percent	0.0%	1.2%	5.9%	7.7%	6.8%	14.7%	27.6%	20.8%	9.1%	4.4%	1.4%	0.2%	0.2%	0.0%			
AM Peak	10:00	08:00	11:00	07:00	07:00	07:00	06:00	06:00	05:00	06:00	05:00	05:00	05:00		06:00		
Vol.	1	20	72	97	112	206	309	292	199	129	62	4	7		1153		
PM Peak	12:00	15:00	15:00	15:00	15:00	16:00	17:00	17:00	13:00	13:00	17:00	13:00	18:00		16:00		
Vol.	1	22	123	125	117	162	252	186	70	36	8	2	2		897		
Total	4	154	737	959	851	1899	3636	2756	1202	607	194	23	19	0	13041		
Percent	0.0%	1.2%	5.7%	7.4%	6.5%	14.6%	27.9%	21.1%	9.2%	4.7%	1.5%	0.2%	0.1%	0.0%			

	15th Percentile :	30 MPH
	50th Percentile :	42 MPH
	85th Percentile :	50 MPH
	95th Percentile :	56 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	6392
	Percent in Pace :	49.0%
	Number of Vehicles > 45 MPH :	4801
	Percent of Vehicles > 45 MPH :	36.8%
	Mean Speed(Average) :	42 MPH

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

Route 32 South of Deshon Street
New London, Connecticut

Site Code:
Station ID: 5641

Latitude: 0' 0.0000 Undefined

Start Time	25-Apr-22 Northbound	Southbound	Tue Northbound	Southbound	Wed Northbound	Southbound	Thu Northbound	Southbound	Fri Northbound	Southbound	Weekday Average Northbound	Southbound	Sat Northbound	Southbound	Sun Northbound	Southbound
12:00 AM	*	*	131	106	127	80	128	95	*	*	129	94	*	*	*	*
01:00	*	*	64	54	55	63	66	66	*	*	62	61	*	*	*	*
02:00	*	*	26	36	27	41	32	49	*	*	28	42	*	*	*	*
03:00	*	*	42	86	52	84	40	94	*	*	45	88	*	*	*	*
04:00	*	*	71	345	80	316	87	355	*	*	79	339	*	*	*	*
05:00	*	*	196	959	182	977	199	989	*	*	192	975	*	*	*	*
06:00	*	*	571	**1153**	504	**1130**	483	**1119**	*	*	519	**1134**	*	*	*	*
07:00	*	*	**1009**	1071	**849**	1107	788	1090	*	*	**882**	1089	*	*	*	*
08:00	*	*	944	924	786	936	**814**	868	*	*	848	909	*	*	*	*
09:00	*	*	644	693	596	766	579	698	*	*	606	719	*	*	*	*
10:00	*	*	690	688	646	691	596	699	*	*	644	693	*	*	*	*
11:00	*	*	707	706	626	735	630	662	*	*	654	701	*	*	*	*
12:00 PM	*	*	771	669	736	655	716	663	*	*	741	662	*	*	*	*
01:00	*	*	849	757	740	765	786	723	*	*	792	748	*	*	*	*
02:00	*	*	1348	849	1055	**897**	1038	856	*	*	1147	867	*	*	*	*
03:00	*	*	1375	879	**1205**	794	**1149**	875	*	*	**1243**	849	*	*	*	*
04:00	*	*	**1457**	**897**	1124	885	1061	**988**	*	*	1214	**923**	*	*	*	*
05:00	*	*	1158	802	948	817	917	851	*	*	1008	823	*	*	*	*
06:00	116	7	687	543	723	637	*	*	*	*	509	396	*	*	*	*
07:00	**583**	2	485	424	587	558	*	*	*	*	552	328	*	*	*	*
08:00	464	189	417	353	488	442	*	*	*	*	456	328	*	*	*	*
09:00	324	**275**	318	300	379	289	*	*	*	*	340	288	*	*	*	*
10:00	278	195	243	221	238	225	*	*	*	*	253	214	*	*	*	*
11:00	344	156	321	163	310	147	*	*	*	*	325	155	*	*	*	*
Total	2109	824	14524	13678	13063	14037	10109	11740	0	0	13268	13425	0	0	0	0
Day	2933		28202		27100		21849		0		26693		0		0	
AM Peak	-	-	07:00	06:00	07:00	06:00	08:00	06:00	-	-	07:00	06:00	-	-	-	-
Vol.	-	-	1009	1153	849	1130	814	1119	-	-	882	1134	-	-	-	-
PM Peak	19:00	21:00	16:00	16:00	15:00	14:00	15:00	16:00	-	-	15:00	16:00	-	-	-	-
Vol.	583	275	1457	897	1205	897	1149	988	-	-	1243	923	-	-	-	-
Comb. Total	2933		28202		27100		21849		0		26693		0		0	

ADT: ADT 27,651 AADT 27,651