

10-1136-01
October 28, 2016

Mr. John Riina
Artemis Partners
347 West 36th Street
New York, New York 10018

Re: **Traffic Statement for Old West Mountain Road Facility**
162 Old West Mountain Road
Ridgefield, Connecticut

Dear Mr. Riina:

Tighe & Bond has prepared this traffic statement to assess the potential traffic impact of a proposed Extended Residence Care facility proposed to be located at 162 Old West Mountain Road in Ridgefield. This traffic statement is provided in support of the application for Special Permit to allow the facility that has been filed with the Town of Ridgefield Planning and Zoning Commission. The resulting analysis shows that the proposed facility's traffic will not have a significant impact to the local roadway network.

Existing Conditions

The proposed Extended Residence Care facility is proposed to be located at 162 Old West Mountain Road and an unnumbered adjacent lot to the north. The facility is located in the western portion of Ridgefield, just over one mile from the New York state border.

162 Old West Mountain Road is a 5.67-acre parcel with an existing 14,722 sf finished above grade single-family home, a 1,584 sf guest cottage, pool and tennis court. The parcel is accessed by a gated paved driveway on Old West Mountain Road. The property immediately to the north referred to as 150 Old West Mountain Road is comprised of two separate parcels, 4.95 and 3.14 acres, respectively. The unnumbered 4.95-acre parcel has existing support structures including a barn and shed. The 3.14-acre parcel has an existing two-bedroom home. These two parcels at 150 Old West Mountain Road share a driveway.

Study Area Roadways

Old West Mountain Road is classified by the Connecticut Department of Transportation (CTDOT) functional classification system as a local street. A review of the Ridgefield's 2010 Town Plan of Conservation and Development (Town Plan) indicates that the Town also classifies Old West Mountain Road as a local street. Old West Mountain Road begins at its intersection with West Mountain Road (SR 822) and runs north for one mile to where it terminates at its intersection with Barrack Hill Road. Along the site frontage, Old West Mountain Road is approximately 21 feet wide with one 10.5-foot travel lane in each direction with no existing pavement markings near the site. The posted speed limit on Old West Mountain Road is 25 miles per hour.

West Mountain Road (SR 822) begins at the New York-Connecticut State Border and runs east to where it turns into Barry Avenue at the intersection with Sharp Hill Lane. West Mountain Road is classified by the CTDOT as a collector street and by the Town of Ridgefield as an arterial street. West Mountain Road is approximately 26 feet wide with a single 11-foot travel lane and 2-foot wide shoulder in each direction. The posted speed along West Mountain Road is 30 miles per hour.



Study Area Intersections

The intersection of West Mountain Road at Old West Mountain Road is unsignalized with stop control on the Old West Mountain Road approach. Opposite Old West Mountain Road is an entrance only driveway to Ridgefield Academy. There are no pedestrian accommodations at this intersection.

The main site driveway at 162 Old West Mountain Road is stop controlled on the driveway approach with free flow traffic operations along Old West Mountain Road.

Traffic Volume Data

Manual intersection turning movement counts were conducted on October 13, 2016 at the West Mountain Road at Old West Mountain Road intersection. Data was collected during the weekday morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak hours. The data indicates that the peak hours occur between 7:30 AM to 8:30 AM and 5:00 PM to 6:00 PM, respectively. The Existing Condition traffic volumes are presented on Figures 1 and 2.

An automatic traffic recorder (ATR) was placed along the site frontage on Old West Mountain Road to collect traffic volume and travel speed data for 48-hours between October 12, 2016 and October 14, 2016. The data indicates that Old West Mountain Road carries 1,314 vehicles per day with 152 vehicles during the weekday morning peak hour and 132 vehicles during the weekday afternoon peak hour. The average travel speeds are the average of all the speed observations and 85th percentile speed is the speed at which 85% of all traffic is travelling at or below. On Old West Mountain Road, the average travel speed was found to be 33 miles per hour in the eastbound direction and 30 miles per hour in the westbound direction with an 85th percentile speed of 39 miles per hour and 34 miles per hour in the eastbound and westbound directions respectively.

Historic average daily traffic volumes on West Mountain Road were collected by CTDOT in 2004, 2007, 2010 and 2013. The volumes are summarized below:

- West Mountain Road – at New York State Line
 - 2013 – 2,000 vehicles per day
 - 2010 – 2,000 vehicles per day
 - 2007 – 2,000 vehicles per day
 - 2004 – 1,800 vehicles per day
- West Mountain Road – South of Old West Mountain Road
 - 2013 – 2,100 vehicles per day
 - 2010 – 2,200 vehicles per day
 - 2007 – 2,300 vehicles per day
 - 2004 – 1,900 vehicles per day

These historical traffic volumes, between the years of 2004 and 2013, show a slight increase in traffic volumes within the study area of just over one percent per year. However, in general, traffic volumes are very low.

Background Conditions

To develop the 2017 Background Condition traffic volumes, the expected traffic conditions just prior to the opening of the Extended Residence Care facility, the 2016 Existing Conditions traffic volumes were grown by 1.1% per year for one year to represent the general growth of traffic volume on the local roadways network. No other planned traffic generators in the area were identified in discussions with the Town of Ridgefield Planning and Land Use Department. The 2017 Background Condition traffic volumes for the peak hours are presented in Figures 3 and 4.

Development Plan

The development will include three full access driveways; the main driveway will be the existing driveway at 162 Old West Mountain Road. This main driveway will be for visitors, employees and admissions and discharges to the facility. The northern driveway (existing 150 Old West Mountain Road driveway) will be used for maintenance and garbage pickup only. The southern driveway (located on the southern edge of the 162 West Mountain Road property) will be for oil deliveries, maintenance of the fitness and wellness building and emergency vehicle ingress/egress. A 15 space paved parking area for visitors, employees and admissions and discharges to the facility will be constructed just north of the existing 162 Old West Mountain Road driveway near the existing house.

The Extended Residence Care facility will be staffed 24 hours per day, seven days a week. Based on data provided by the operator the facility will have nine employees between 8:00 AM to 4:00 PM, three employees from 4:00 PM to 12:00 AM and one overnight employee. The facility will also accommodate one admission/discharge per weekday at the most, up to two visitors per day on the weekend, one food delivery per week and the occasional garbage pickup, oil delivery or landscape contractor to maintain the grounds.

Trip Generation

The expected site generated traffic volumes for the proposed Extended Residence Care facility were estimated based on data provided by the operator. Based on the expected shifts, staff and needs of the facility the following site generated traffic is expected for the peak hours:

Weekday Morning Peak Hour Main Driveway

- 9 entering the site
- 1 exiting the site

Weekday Afternoon Peak Hour Main Driveway

- 3 entering the site
- 9 exiting the site

Arrival and Departure Distribution

Arrival and departure distribution for the Extended Residence Care facility are based on the existing traffic counts, proposed land use, and existing regional connections. The site generated traffic is estimated to be 100% from the south via West Mountain Road, with 70% to/from the north of Old West Mountain Road and 30% to/from the south of Old West Mountain Road.

Figures 5 through 7 illustrate the arrival and departure distributions and the site generated traffic volumes distributed onto the surrounding roadway network.

Traffic Safety

Collision History

Vehicle collision history for the intersection of West Mountain Road at Old West Mountain Road and along Old West Mountain Road near the site was collected from the Town of Ridgefield Police Department for most recent three years of available data, 2013, 2014 and 2015. One collision occurred during this three-year period at the intersection of West Mountain Road and Old West Mountain Road. This collision was an angle type collision that resulted in property damage only. The collision data is attached in the Appendix.

Intersection Sight Distance

The Town Plan classifies Old West Mountain Road as a local street. According to the Town's Street Construction Standards the required intersection sight distance is 125 feet for a tertiary roadway. Based upon measurements in the field and the enclosed letter from the Director of Public Works, dated October 26, 2016, the main driveway located at 162 Old West Mountain Road meets the intersection sight distance requirements to the north and south along Old West Mountain Road. The sight distance to the north (looking left) was measured as 245 feet and the sight distance to the south (looking right) was measured as 190 feet. These measurements were taken 10 feet from the edge of road. Clearing of vegetation and trees along with some minor reshaping of the finished ground is included on the Site Plan prepared by Michael J. Mazzucco, P.C., which has been submitted to the Commission for approval, ensuring that the sight line is not obstructed.

Combined Conditions

The estimated site generated traffic volumes were added to the 2017 Background Conditions traffic volumes to develop the 2017 Combined Conditions traffic volumes. Figures 8 and 9 illustrate the 2017 Combined Conditions traffic volumes for the weekday morning and afternoon peak hours.

Capacity and Queue Analysis

Capacity and queue analyses were performed for the study area for the 2016 Existing, 2017 Background and 2017 Combined Conditions during the weekday morning and afternoon peak hours, using Trafficware Synchro plus SimTraffic 8 - Traffic Signal Coordination Software. The results are categorized in terms of Level of Service (LOS) and vehicular queue length. LOS describes the qualitative intersection operational conditions based on the calculated average delay per vehicle. A full definition of LOS is included in the Appendix. The queue analysis results are summarized in terms of the 95th percentile queue length. The 95th percentile queue length represents the design queue length under peak traffic conditions. The capacity and queue analysis results are depicted below in Table 1 and 2 below. The capacity analysis worksheets are attached in the Appendix.

TABLE 1

Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

Lane Use	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	2016 Existing	2017 Background	2017 Combined	2016 Existing	2017 Background	2017 Combined
Unsignalized TWSC - West Mountain Road at Old West Mountain Road						
West Mountain Road NB	A / 7.7	A / 7.7	A / 7.7	A / 7.6	A / 7.6	A / 7.6
Old West Mountain Road WB	B / 12.2	B / 12.2	B / 12.4	B / 10.3	B / 10.3	B / 10.3
West Mountain Road SB	A / 7.7	A / 7.7	A / 7.8	A / 7.5	A / 7.5	A / 7.5
Unsignalized TWSC - Old West Mountain Road at Main Site Driveway						
Old West Mountain Road NB	A / 0.0	A / 0.0	A / 7.6	A / 0.0	A / 0.0	A / 7.3
Main Site Driveway EB	A / 0.0	A / 0.0	A / 9.1	A / 0.0	A / 0.0	A / 8.5

TABLE 2

Intersection Operation Summary - Vehicular 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane	Available	2016	2017	2017	2016	2017	2017
	Use	Storage	Existing	Background	Combined	Existing	Background	Combined
Unsignalized TWSC - West Mountain Road at Old West Mountain Road								
West Mountain Road	NB	>500	8	8	8	0	0	0
Old West Mountain Road	WB	>500	33	33	33	5	5	5
West Mountain Road	SB	>500	3	3	3	5	5	5
Unsignalized TWSC - Old West Mountain Road at Main Site Driveway								
Old West Mountain Road	NB	>500	0	0	0	0	0	0
Main Site Driveway	EB	100	-	-	0	-	-	0

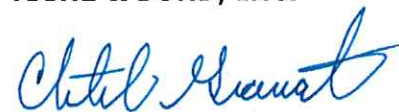
The West Mountain Road at Old West Mountain Road intersection operates with a LOS A on the northbound and southbound West Mountain Road approaches and LOS B on the stop controlled Old West Mountain Road approach during the weekday morning and afternoon peak hours during the 2016 Existing, 2017 Background and 2017 Combined Conditions. There is no change in LOS along any of the approaches as a result of the proposed development, the increase in delay at this intersection is minor, 0.2 seconds maximum. A review of the queue results shows that the proposed site generated traffic will have no impact to the 95th percentile queue along all approaches.

At the proposed Old West Mountain Road and Main Driveway (162 Old West Mountain Road) intersection all approaches will operate with LOS A and negligible 95th percentile queueing during the 2017 Combined Conditions in both the weekday morning and afternoon peak hours.

Conclusion

Existing, background and combined conditions in the study area have been described, analyzed, and evaluated with respect to traffic operations and the impact of the proposed Extended Residence Care facility. The estimated traffic volume generated by the proposed facility is very low and will not significantly impact traffic operations on the local roadway network. The study area roadway network has enough capacity to handle this minimal amount of new vehicular trips from the proposed Extended Residence Care facility. The sight distance looking right and left from the main driveway meets the Town of Ridgefield intersection sight distance requirements with removal of the vegetation and trees along with some minor reshaping of the finished ground, which are included on the Site Plan. Finally, a review of the safety data provided by the Town of Ridgefield Police Department indicates that there are no existing safety concerns related to the site or the adjacent intersection of West Mountain Road at Old West Mountain Road.

Very truly yours,
TIGHE & BOND, INC.



Christopher O. Granatini, P.E.
Project Manager

Enclosures

Copy: J. Casey Healy, Esq. (w/encl)

J:\A\A1136 Artemis Partners\01-162 Old West Mountain Rd\Report_Evaluation\2016_10-28 Traffic Statement.doc



TOWN OF RIDGEFIELD

Department of Public Services

October 26, 2016

To Whom It May Concern:

I have just finished my review of the property located at 162 Old West Mountain Road, Ridgefield, Connecticut. I see that there are adequate sightlines in both directions exiting the driveway.

However, brush needs to be removed from the right side exiting the driveway. The stone structure to the left exiting the driveway may remain in place.

If you have any questions or require further communication, please contact me. I can be reached Monday through Friday through the information contained at the bottom of this letterhead.

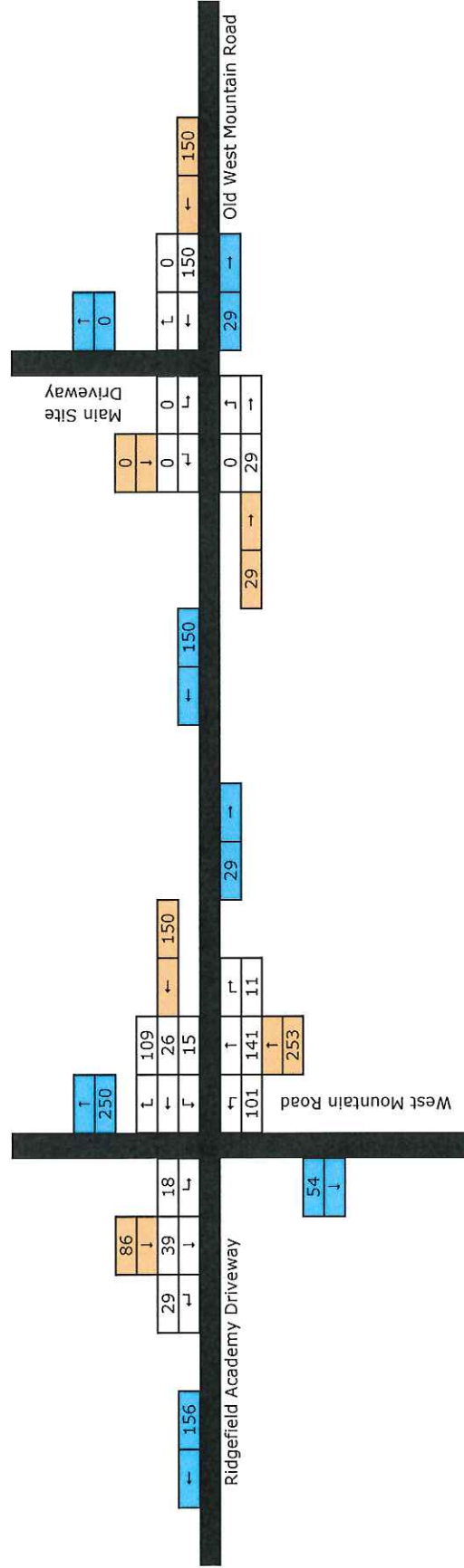
Sincerely,

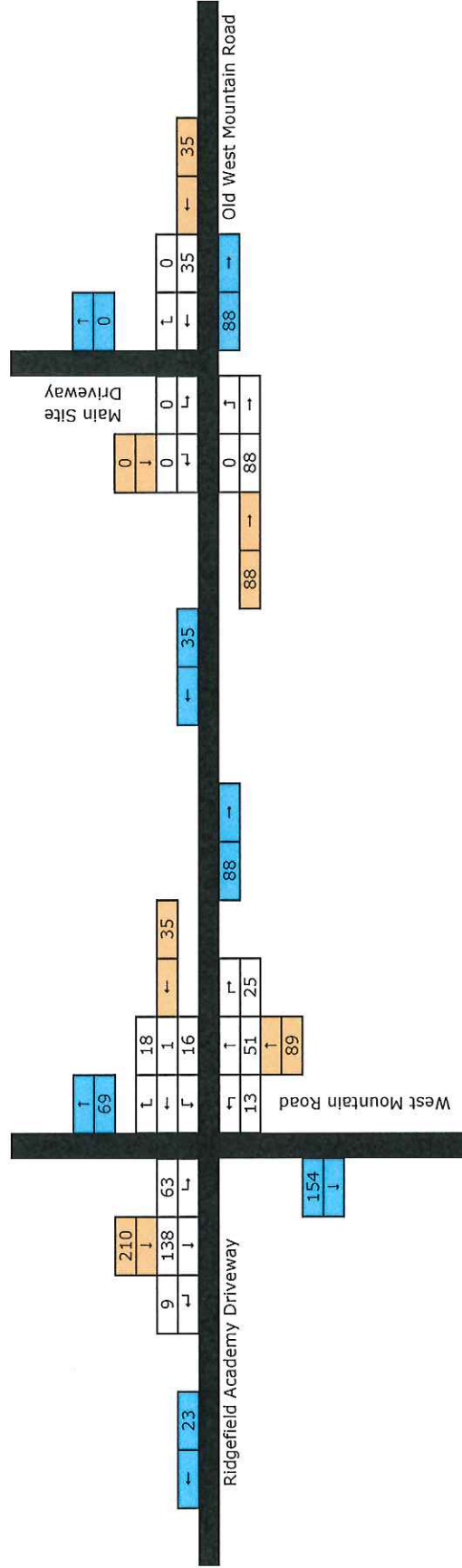
Peter Hill
Director of Public Services

60 South Street • Ridgefield, Connecticut 06877
Phone: (203) 431-2748 • Fax: (203) 438-5719

www.ridgefieldct.org

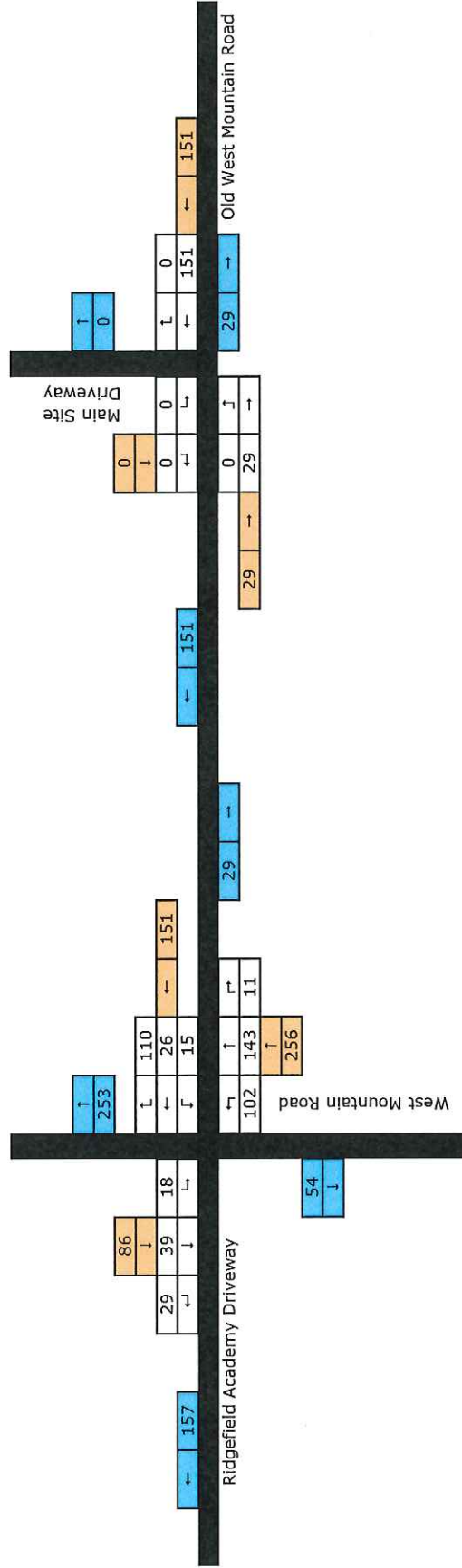
FIGURES





2016 Existing Traffic Volume
Weekday Afternoon Peak Hour
Old West Mountain Road Facility
Ridgefield, Connecticut

Figure 2

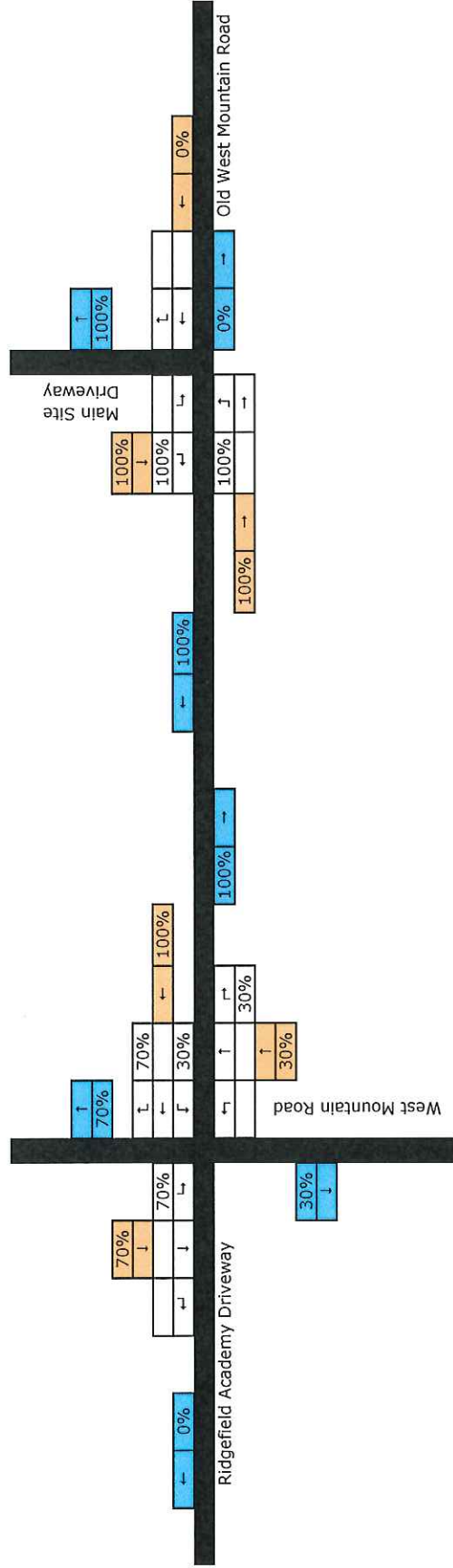


2017 Background Traffic Volume
Weekday Morning Peak Hour

Old West Mountain Road Facility
Ridgefield, Connecticut

Figure 3

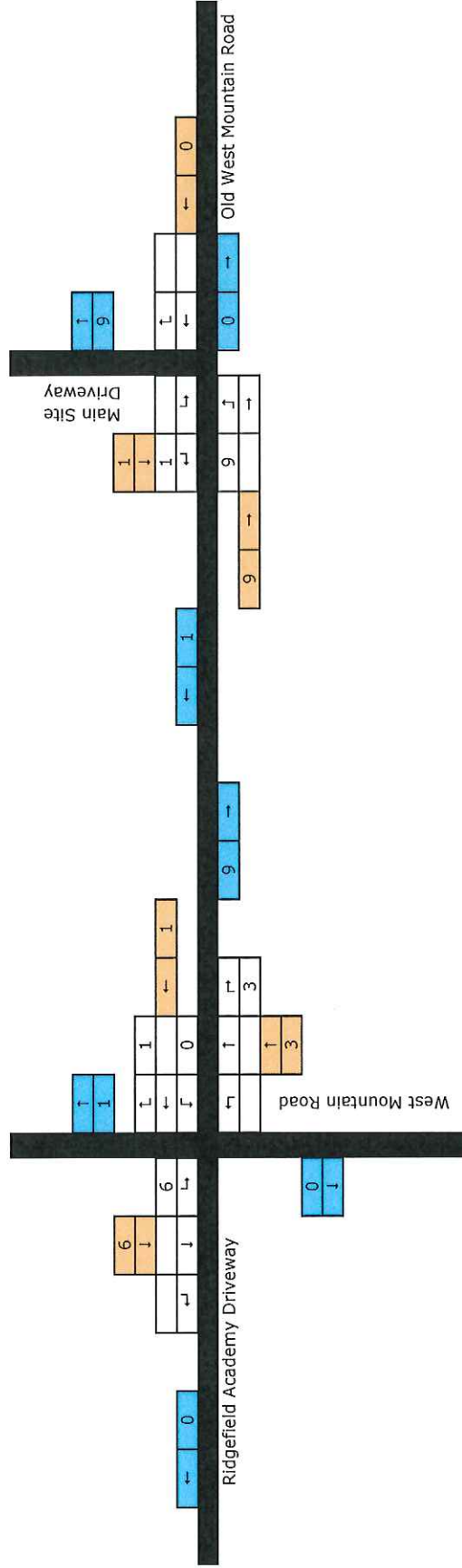




Arrival & Departure Distribution

Old West Mountain Road Facility
Ridgefield, Connecticut

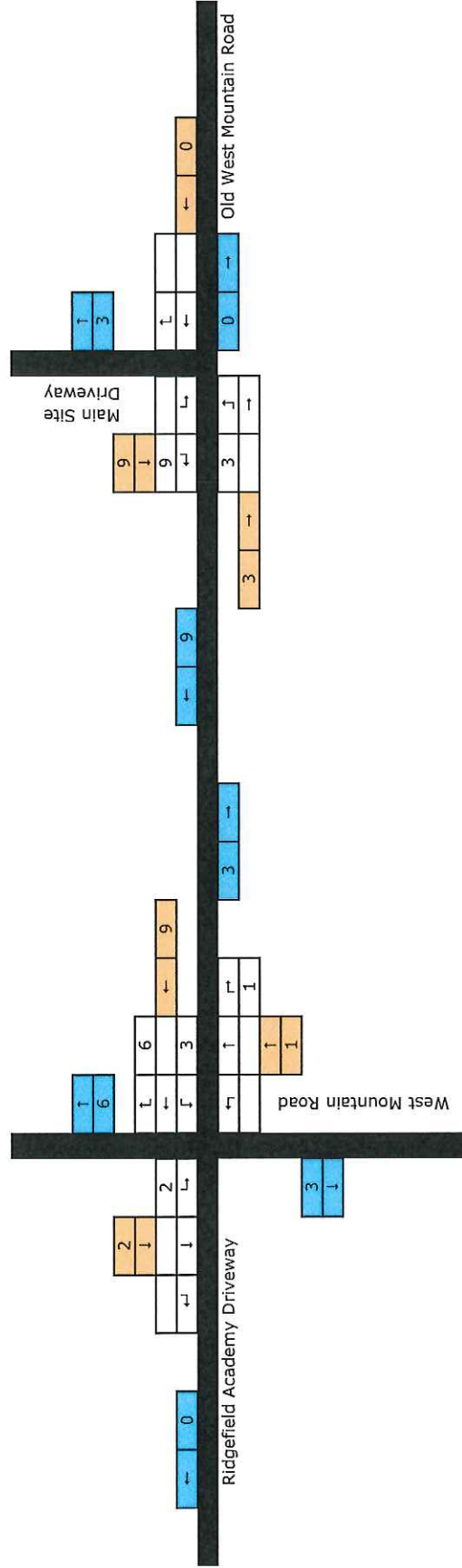
Figure 5



Site Generated Traffic Volume
Weekday Morning Peak Hour

Old West Mountain Road Facility
Ridgefield, Connecticut

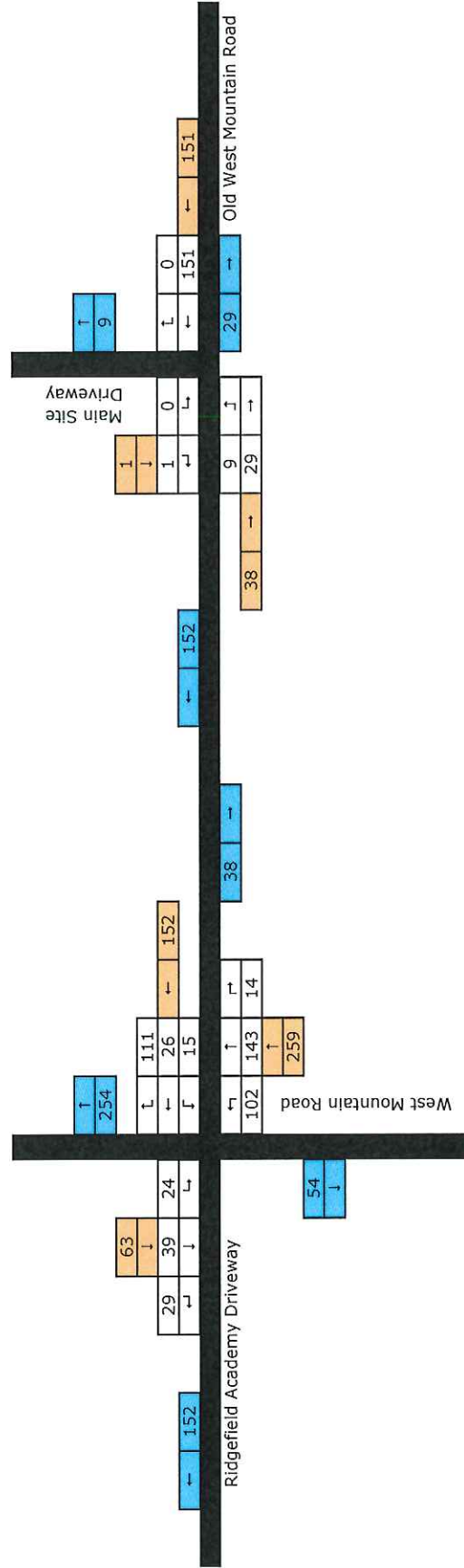
Figure 6



Site Generated Traffic Volume
Weekday Afternoon Peak Hour

Old West Mountain Road Facility
Ridgefield, Connecticut

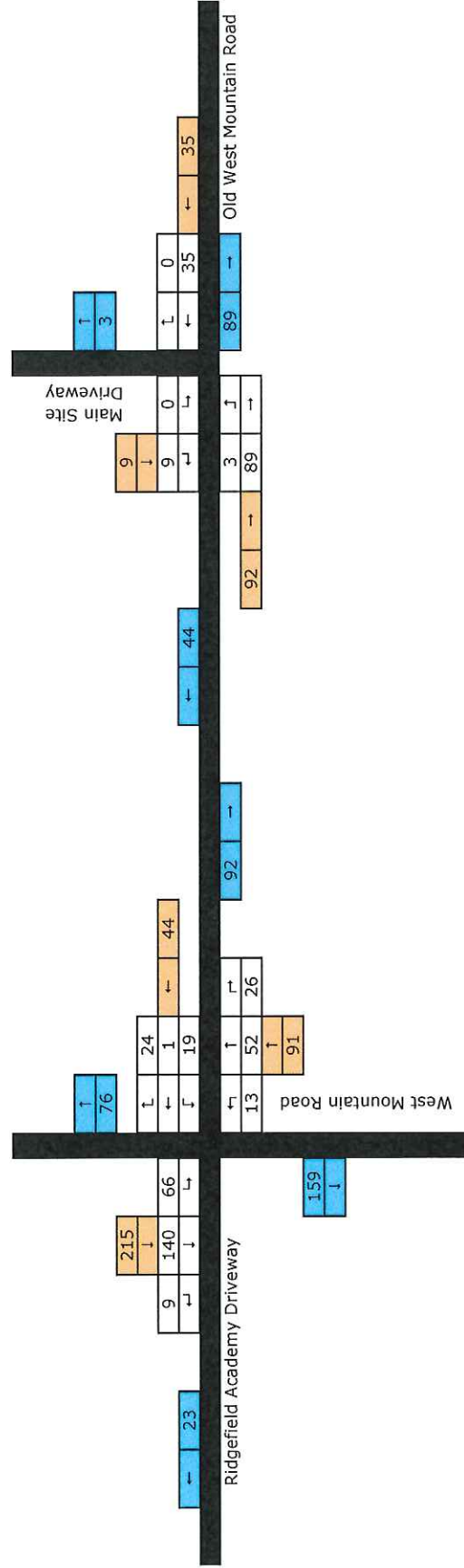
Figure 7



2017 Combined Traffic Volume
Weekday Morning Peak Hour

Old West Mountain Road Facility
Ridgefield, Connecticut

Figure 8



2017 Combined Traffic Volume
Weekday Afternoon Peak Hour

Old West Mountain Road Facility
Ridgefield, Connecticut

Figure 9

APPENDIX

LEVELS OF SERVICE
Definitions

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).¹ The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay at an unsignalized intersection is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. This time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position.

Volume-to-capacity (v/c) ratios are also used to help signify the utilization of a movement's capacity at an intersection. A v/c ratio of ≥ 1.00 represents conditions when the movement is fully utilized and indicates a capacity failure. The capacity of the movements is based on the distribution of gaps in the major street traffic stream, the selection of gaps to complete the desired movement, and the follow-up headways for each driver in the queue. When an unsignalized intersection is located within 0.25 miles of a signalized intersection, traffic

¹ *HCM2010: Highway Capacity Manual*. Washington, D.C.: Transportation Research Board, 2010.

flows may not be random and some platoon structure may exist, thereby affecting the minor street operations. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

TABLE A-1

Level-of-Service Criteria for Intersections

Level of Service	Average Control Delay (Seconds per Vehicle)	V/C Ratio >1.00 ^a
A	≤10	F
B	>10 and ≤15	F
C	>15 and ≤25	F
D	>25 and ≤35	F
E	>35 and ≤50	F
F	>50	F

Note: ^aFor approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Source: *HCM2010: Highway Capacity Manual*. Washington, D.C.: Transportation Research Board, 2010. Pages 18-6 and 19-2.

COLLISION HISTORY

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles: **2**
 Automobiles, Motorcycles, etc.
 Number of Non-Motorists: **0**
 Pedestrians, Bicyclists, etc.

Form PR-1 REV July 2014.01
 Crash Summary (Front)

Case Number: **1500017586**
 DOT Identifier:
 For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD)	Time (0000-2359)	Town Name	Town #	Crash Severity
20151105	18:00	Ridgefield	118	<input type="radio"/> Fatal <input type="radio"/> Injury <input checked="" type="radio"/> PDO
Latitude	Crash occurred on (street name or route #) at its intersection with (street name or route #)			
41.2957	WEST MOUNTAIN RD at			
Longitude	If not at intersection: distance	N, S, E, W	name of nearest intersecting road, town line or mile marker.	
-73.5369	50.00 <input type="radio"/> Feet <input type="radio"/> Tenths of Mile	W	Old West Mountain	

CRASH FACTORS AND CONDITIONS

For all numeric fields: 99 = 'Unknown'

TRAFFICWAY OWNERSHIP 01. Public Road 01 02. Private Road 88. Not Applicable TRAFFICWAY CLASS 01. Trafficway, On Road 01 02. Trafficway, Not on Road 03. Non-Trafficway 04. Parking Lot LIGHT CONDITIONS 01. Daylight 04 02. Dawn 03. Dusk 04. Dark- Lighted 05. Dark- Not Lighted 06. Dark- Unknown Lighting 97. Other WEATHER CONDITIONS (choose up to 2) 01. Clear 01 02. Cloudy 03. Fog, Smog, Smoke 04. Rain 05. Sleet or Hail 06. Freezing Rain/Drizzle 88 07. Snow 08. Blowing Snow 09. Severe Crosswinds 10. Blowing Sand, Soil, Dirt 88. Not Applicable 97. Other TRAFFICWAY SURFACE CONDITIONS 01. Dry 02 02. Wet 03. Snow 04. Slush 05. Ice/Frost 06. Moving Water 07. Sand 08. Mud, Dirt, Gravel 09. Oil 10. Standing Water 97. Other	LOCATION OF FIRST HARMFUL EVENT 01. On Roadway 01 02. Shoulder 03. Median 04. Roadside 05. Gore 06. Separator 07. In Parking Lane or Zone 08. Off-Roadway Location Unknown 09. Outside Right-of-Way (trafficway) 97. Other CRASH SPECIFIC LOCATION 01. Non-Junction 01 02. Intersection 03. Intersection-Related 04. Entrance / Exit Ramp 05. Entrance / Exit Ramp-Related 06. Railway Grade Crossing 07. Crossover-Related 08. Driveway Access 09. Driveway Access-Related 10. Shared-Use Path or Trail 11. Through Roadway 12. Acceleration / Deceleration Lane 13. On A Bridge 14. HOV Lane 15. Service or Rest Area 16. Weight Station 17. Other Location Not Listed Above Within an Interchange Area (median, shoulder and roadside) 97. Other TYPE OF INTERSECTION 01. Not an Intersection 01 02. Four-Way Intersection 03. T-Intersection 04. Y-Intersection 05. L-Intersection 06. Traffic Circle 07. Roundabout 08. Five-Point, or More SCHOOL BUS RELATED 01. No 01 02. Yes, a school bus was directly involved 03. Yes, a school bus was indirectly involved	FIRST HARMFUL EVENT Non-Collision: 01. Overturn/ Rollover 02. Fire / Explosion 03. Immersion, Full or Partial 04. Jackknife 05. Cargo/Equipment Loss or Shift 06. Fell/Jumped from Vehicle 07. Thrown or Falling Object 08. Other Non-Collision Collision with Person, Vehicle, or Non-Fixed Object: 09. Pedestrian 10. Pedal cycle/Pedal-cyclist 11. Other Non-Motorist 12. Railway Vehicle (train, engine) 13. Animal Other Than Deer (live) 14. Motor Vehicle in Operation 15. Parked Motor Vehicle 16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 17. Work Zone/Maintenance Equipment 18. Other Non-Fixed Object Collision With Fixed Object: 19. Impact Attenuator/Crash Cushion 20. Bridge Overhead Structure 21. Bridge Pier or Support 22. Bridge Rail 23. Cable Barrier 24. Culvert 25. Curb 26. Ditch 27. Embankment 28. Guardrail Face 29. Guardrail End 30. Concrete Traffic Barrier 31. Other Traffic Barrier 32. Tree(standing) 33. Utility Pole/Light Support 34. Traffic Sign Support 35. Traffic Signal Support 36. Fence 37. Mailbox 38. Other Post, Pole or Support 39. Other Fixed Object (wall, building, tunnel, etc.)	MANNER OF IMPACT (Applies to: multi-vehicle crashes) 01. Front to Rear 03 02. Front to Front 03. Angle 04. Sideswipe, Same Direction 05. Sideswipe, Opposite Direction 06. Rear to Side 07. Rear to Rear 88. Not Applicable 97. Other CONTRIBUTING CIRCUMSTANCES ENVIRONMENTAL(choose up to 3) 00. None 00 01. Weather Conditions 02. Visual Obstruction(s) 03. Glare 88 04. Animal(s) in Roadway 88. Not Applicable 88 97. Other CONTRIBUTING CIRCUMSTANCES ROAD (choose up to 3) 00. None 01. Backup Due to Prior Crash 02. Backup Due to Prior Non-Recurring Incident 00 03. Backup Due to Regular Congestion 04. Toll Booth/Plaza Related 88 05. Road Surface Condition (wet, icy, snow, slush, etc.) 88 06. Debris 07. Ruts, Holes, Bumps 08. Work Zone (construction/maintenance/ utility) 09. Worn, Travel-Polished Surface 10. Obstruction in Roadway 11. Traffic Control Device Inoperative, Missing, or Obscured 12. Shoulder (none, low, soft, high) 13. Non-Highway Work 88. Not Applicable 97. Other
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For all numeric fields: 99 = 'Unknown'

WORK ZONE CRASH INFORMATION

Complete all for crashes occurring in a Work Zone

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

Form PR-1 REV July 2014.01

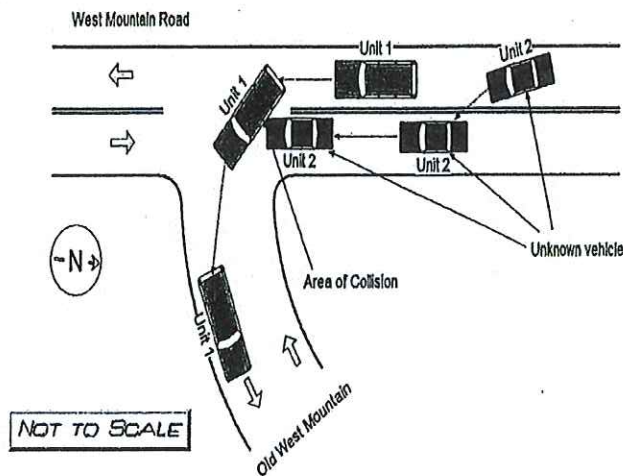
Crash Summary (Back)

Case Number

1500017586

DOT Identifier:
For DOT use only

DIAGRAM


☐ Vehicles were moved prior to police arrival

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.
Refer to each by motor vehicle number and/or non-motorist number

Operator of Traffic Unit #1 (Misaray) stated that she was traveling east on West Mountain Road. She was stopped to make a left hand turn onto Old West Mountain Road. As she attempted to make the turn an unknown vehicle attempted to pass her on the left, and struck the driver side rear passenger door. She then proceeded onto Old West Mountain and contacted the Ridgefield Police Department. Ms. Misaray stated that the operator got out of his vehicle and began screaming at her. He then got back in his vehicle and drove away from the scene. The operator was described as a white male with glasses in his 20's. The vehicle was described as a silver/gray 4 door sedan with a green license plate. A check of the area came up negative for the vehicle. A written statement was taken from Ms. Misaray and is attached to this report.

Based on the physical evidence located at the scene and the statement taken from Operator #1, investigation revealed that as Traffic Unit #1 was attempting to make a left turn onto Old West Mountain Road she was struck by an unknown vehicle who was attempting to pass on the left. A search of the area yielded negative results in locating the vehicle. Operator of Traffic Unit #1 declined medical treatment offered on scene by this Officer. Traffic Unit #1 sustained heavy damage to the drivers side passenger door. The vehicle was removed from the scene by Ms. Misaray.

Related Incident Number	Officer First Name Christopher	Officer Last Name DiFalco	Badge Number PO198	Police Agency Code CT0011800
Case Status O- Open C- Closed <input checked="" type="checkbox"/> C	Officer Signature: <u>/PO. Christopher C DiFalco/</u> Date & Time: 11/05/2015 22:14		Supervisor: <u>/SGT. John C Gogola/</u> Date & Time: 11/05/2015 22:14	
<input type="checkbox"/> This report is a revision to a previously submitted report				

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV July 2014.01

Motor Vehicle ID: 001

Case Number: 1500017586

Number of occupants in Vehicle: 1
(including the driver)Motor Vehicle Information (Front)
Complete One Sheet Per Motor VehicleDOT Identifier:
For DOT use only

MOTOR VEHICLE INFORMATION

VIN: 4JGDA5HB2EA431650	<input type="checkbox"/> VIN missing or removed	Plate # GBC3783	<input type="checkbox"/> Invalid Plate
Make: Merc	<input type="checkbox"/> Driver Evaded Responsibility	Plate State NY	<input type="checkbox"/> No Plate
Model: MI3	Color: Black	Direction of Travel N, S, E, W	Total Lanes in Roadway: 2
Year: 2014		<input type="checkbox"/> Vehicle was not in roadway	
Road on which vehicle was traveling: West Mountain Road		<input type="checkbox"/> Unknown direction	<input type="checkbox"/> Bike lanes/sharrows present

For all numeric fields, 99= 'Unknown'

MOTOR VEHICLE CRASH INFORMATION

SEQUENCE OF EVENTS
(Choose up to four, in chronological order)

Non-Collision

01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Equipment Failure (blown tire, brake failure, etc.)
07. Separation of Units
08. Ran Off Roadway Right
09. Ran Off Roadway Left
10. Cross Median
11. Cross Centerline
12. Downhill Runaway
13. Fell/Jumped From Motor Vehicle
14. Reentering Roadway
15. Thrown or Falling Object
16. Other Non- Collision

Collision With Person, Motor Vehicle, or Non-Fixed Object

17. Pedestrian
18. Pedal Cycle/Pedal-cyclist
19. Other Non- motorist
20. Railway Vehicle (train, engine)
21. Animal (live)
22. Motor Vehicle in Motion
23. Parked Motor Vehicle
24. Struck by Falling, Shifting Cargo or Anything Set in Motion By Motor Vehicle
25. Work Zone/Maintenance Equipment
26. Other Non-Fixed Object

Collision With Fixed Object

27. Impact Attenuator/Crash Cushion
28. Bridge Overhead Structure
29. Bridge Pier or Support
30. Bridge Rail
31. Cable Barrier
32. Culvert
33. Curb
34. Ditch
35. Embankment
36. Guardrail Face
37. Guardrail End
38. Concrete Traffic Barrier
39. Other Traffic Barrier
40. Tree (standing)
41. Utility Pole
42. Traffic Sign Support
43. Traffic Signal Support
44. Other Post, Pole, or Support
45. Fence
46. Mailbox
47. Other Fixed Object (wall, building, tunnel, etc.)
48. Light Support
88. Not Applicable

1st 22

2nd 22

3rd 88

4th 88

Most Harmful Event 22

MOTOR VEHICLE ACTION

01. Straight Ahead
02. Negotiating a Curve
03. Backing
04. Changing Lanes
05. Overtaking/ Passing Motor Vehicle
06. Turning Right
07. Turning Left
08. Making U-Turn
09. Leaving Traffic Lane
10. Entering Traffic Lane
11. Slowing
12. Parked
13. Stopped in Traffic
14. Overtaking/Passing Cyclist
15. Wrong Way or Wrong Side
16. Traveling in Bike Lane
97. Other

01

CONTRIBUTING CIRCUMSTANCES

Motor Vehicle (choose up to 2)

00. None
01. Brakes
02. Exhaust System
03. Body, Doors
04. Steering
05. Power Train
06. Suspension
07. Tires
08. Wheels
09. Lights (head, signal, tail)
10. Windows/Windshield
11. Mirrors
12. Wipers
13. Truck Coupling/ Trailer Hitch/ Safety Chains
88. Not Applicable
97. Other

00

88

POSTED/ STATUTORY SPEED LIMIT
(record the posted/statutory value as miles per hour)

01. Not Posted
- 10, 15, 20, 25, 30, 35, 40, 45
- 50, 55, 60, 65, 70, 75, 80, 85
88. Not Applicable

25

TOWED

01. Towed Due to Disabling Damage
02. Towed, But Not Due to Disabling Damage
03. Not Towed

03

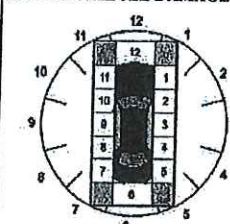
TOWED TO

BODY TYPE

01. Passenger Car
02. (Sport) Utility Vehicle
03. Passenger Van
04. Cargo Van (<10,000 lbs GVWR)
05. Pickup
06. Motor Home
07. School Bus
08. Transit Bus
09. Motor Coach
10. Other Bus
11. Motorcycle
12. Moped
13. Low Speed Vehicle
14. Golf Cart
15. All Terrain Vehicle (ATV)
16. Snowmobile
17. Other Light Trucks (10,000 lbs GVWR or less)
18. Medium/Heavy Trucks (more than 10,000 lbs GVWR)
97. Other

01

MOTOR VEHICLE DAMAGE



Use diagram above for values 1-12

See user guide for other vehicle diagrams.

Initial Contact Point

13. Non-Collision
14. Top
15. Undercarriage
16. Cargo loss

09

Damaged Areas (choose up to 3)

00. None
14. Top
15. Undercarriage
17. All Areas
88. Not Applicable

08

09

08

EXTENT OF DAMAGE

01. No Visible Damage
02. Minor Damage
03. Functional Damage
04. Disabling Damage

03

MOTOR VEHICLE TYPE

01. Motor Vehicle in Operation
02. Parked Motor Vehicle
03. Working Vehicle/Equipment
04. Non-Collision Vehicle

01

TRAFFICWAY DESCRIPTION

01. Two-Way, Not Divided
02. Two-Way, Not Divided w/ a Continuous Left Turn Lane
03. Two-Way, Divided, Unprotected (Painted >4Feet) Median
04. Two-Way, Divided, Positive Median Barrier
05. One-Way Trafficway
88. Not Applicable

01

ROADWAY GRADE

01. Level
02. Uphill
03. Hillcrest
04. Downhill
05. Sag (bottom)

01

ROADWAY ALIGNMENT

01. Straight
02. Curve Left
03. Curve Right

01

TRAFFIC CONTROL DEVICE TYPE

01. No Control Device
02. Person (flagger, law enforcement, crossing guard, etc.)
03. Traffic Control Signal
04. Flashing Traffic Control Signal
05. School Zone Sign/Device
06. Stop Sign
07. Yield Sign
08. Warning Sign
09. Railway Crossing Device
10. Marked Uncontrolled Crosswalk
11. Pedestrian Button
12. Bicycle Detection
97. Other

01

TRAFFIC CONTROL DEVICE FUNCTIONAL?

01. No
02. Yes
03. Missing
88. Not Applicable

88

INSURANCE INFORMATION

INSURANCE COMPANY

State Farm

INSURANCE POLICY NUMBER

219832181852

INSURANCE EXPIRATION DATE

20160216

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV May 2014.01

Case Number: 1500017586

Motor Vehicle Information (Back)
Complete One Sheet Per Motor VehicleDOT Identifier:
For DOT use only

MOTOR VEHICLE OWNERSHIP INFORMATION

Vehicle Owner Name (Last, First, Middle, Suffix)

☐ Information same as driver

Misaray, Maria Luisa

Street Address or Post Office Box

43 Rock RD

City

Ridgefield

State/Prov

CT

Country

Postal Code

06877

Email Address (optional)

Phone (optional)

SPECIAL VEHICLE FUNCTION

01. No Special Function
02. Taxi
03. Vehicle Used as School Bus
04. Vehicle Used as Other Bus
05. Military
06. Police
07. Ambulance
08. Fire Truck
09. Non-Transport Emergency
10. Incident Response Services Vehicle

01

EMERGENCY VEHICLE

01. Non-Emergency Situation, Not Transporting Patient
02. Non-Emergency Transport of Passenger
03. Emergency Operation, Emergency Warning Equipment Not in Use
04. Emergency Operation, Emergency Warning Equipment in Use
88. Not Applicable

88

BUS USE

01. Not a Bus
02. School
03. Transit/Commuter
04. Intercity
05. Charter/Tour
06. Shuttle
88. Not Applicable

01

PROPERTY DAMAGED

Complete if public or private property other than vehicles were damaged in the crash

NATURE AND EXTENT OF DAMAGE TO PROPERTY 1

NAME OF OWNER OF PROPERTY 1

NATURE AND EXTENT OF DAMAGE TO PROPERTY 2

NAME OF OWNER OF PROPERTY 2

NATURE AND EXTENT OF DAMAGE TO PROPERTY 3

NAME OF OWNER OF PROPERTY 3

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV July 2014.01

Motor Vehicle ID: 002

Case Number: 1500017586

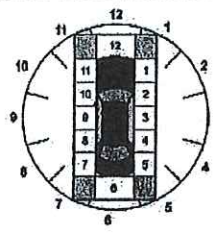
Number of occupants in Vehicle: 0
(including the driver)Motor Vehicle Information (Front)
Complete One Sheet Per Motor VehicleDOT Identifier:
For DOT use only

MOTOR VEHICLE INFORMATION

VIN:		<input checked="" type="checkbox"/> VIN missing or removed	Plate #	UNKNOWN	<input type="checkbox"/> Invalid Plate
Make:	UNKNOWN	<input checked="" type="checkbox"/> Driver Evaded Responsibility	Plate State	CT	<input type="checkbox"/> No Plate
Model:	UNKNOWN	Year:	Direction of Travel N, S, E, W	E	Total Lanes in Roadway: 2
Road on which vehicle was traveling: West Mountain Road			<input type="checkbox"/> Vehicle was not in roadway <input type="checkbox"/> Unknown direction <input type="checkbox"/> Bike lanes/sharrows present		

For all numeric fields: 99= 'Unknown'

MOTOR VEHICLE CRASH INFORMATION

SEQUENCE OF EVENTS (Choose up to four, in chronological order) Non-Collision 01. Overturn/Rollover 02. Fire / Explosion 03. Immersion, Full or Partial 04. Jackknife 05. Cargo/Equipment Loss or Shift 06. Equipment Failure (blown tire, brake failure, etc.) 07. Separation of Units 08. Ran Off Roadway Right 09. Ran Off Roadway Left 10. Cross Median 11. Cross Centerline 12. Downhill Runaway 13. Fell/Jumped From Motor Vehicle 14. Reentering Roadway 15. Thrown or Falling Object 16. Other Non- Collision Collision With Person, Motor Vehicle, or Non-Fixed Object 17. Pedestrian 18. Pedal Cycle/Pedal-cyclist 19. Other Non- motorist 20. Railway Vehicle (train, engine) 21. Animal (live) 22. Motor Vehicle in Motion 23. Parked Motor Vehicle 24. Struck by Falling, Shifting Cargo or Anything Set in Motion By Motor Vehicle 25. Work Zone/Maintenance Equipment 26. Other Non-Fixed Object Collision With Fixed Object 27. Impact Attenuator/Crash Cushion 28. Bridge Overhead Structure 29. Bridge Pier or Support 30. Bridge Rail 31. Cable Barrier 32. Culvert 33. Curb 34. Ditch 35. Embankment 36. Guardrail Face 37. Guardrail End 38. Concrete Traffic Barrier 39. Other Traffic Barrier 40. Tree (standing) 41. Utility Pole 42. Traffic Sign Support 43. Traffic Signal Support 44. Other Post, Pole, or Support 45. Fence 46. Mailbox 47. Other Fixed Object (wall, building, tunnel, etc.) 48. Light Support 88. Not Applicable	MOTOR VEHICLE ACTION 01. Straight Ahead 02. Negotiating a Curve 03. Backing 04. Changing Lanes 05. Overtaking/ Passing Motor Vehicle 06. Turning Right 07. Turning Left 08. Making U-Turn 09. Leaving Traffic Lane 10. Entering Traffic Lane 11. Slowing 12. Parked 13. Stopped in Traffic 14. Overtaking/Passing Cyclist 15. Wrong Way or Wrong Side 16. Traveling in Bike Lane 97. Other 05	BODY TYPE 01. Passenger Car 02. (Sport) Utility Vehicle 03. Passenger Van 04. Cargo Van (<10,000 lbs GVWR) 05. Pickup 06. Motor Home 07. School Bus 08. Transit Bus 09. Motor Coach 10. Other Bus 11. Motorcycle 12. Moped 13. Low Speed Vehicle 14. Golf Cart 15. All Terrain Vehicle (ATV) 16. Snowmobile 17. Other Light Trucks (10,000 lbs GVWR or less) 18. Medium/Heavy Trucks (more than 10,000 lbs GVWR) 97. Other 99	MOTOR VEHICLE TYPE 01. Motor Vehicle in Operation 02. Parked Motor Vehicle 03. Working Vehicle/Equipment 04. Non-Collision Vehicle 99
	CONTRIBUTING CIRCUMSTANCES Motor Vehicle (choose up to 2) 00. None 01. Brakes 02. Exhaust System 03. Body, Doors 04. Steering 05. Power Train 06. Suspension 07. Tires 08. Wheels 09. Lights (head, signal, tail) 10. Windows/Windshield 11. Mirrors 12. Wipers 13. Truck Coupling/ Trailer Hitch / Safety Chains 88. Not Applicable 97. Other 00 88	MOTOR VEHICLE DAMAGE  Use diagram above for values 1-12 See user guide for other vehicle diagrams. Initial Contact Point 13. Non-Collision 14. Top 15. Undercarriage 16. Cargo loss 99 Damaged Areas (choose up to 3) 00. None 14. Top 15. Undercarriage 17. All Areas 88. Not Applicable 99	TRAFFICWAY DESCRIPTION 01. Two-Way, Not Divided 02. Two-Way, Not Divided w/ a Continuous Left Turn Lane 03. Two-Way, Divided, Unprotected (Painted >4Feet) Median 04. Two-Way, Divided, Positive Median Barrier 05. One-Way Trafficway 88. Not Applicable 01 ROADWAY GRADE 01. Level 02. Uphill 03. Hillcrest 04. Downhill 05. Sag (bottom) 03 ROADWAY ALIGNMENT 01. Straight 02. Curve Left 03. Curve Right 01
POSTED/ STATUTORY SPEED LIMIT (record the posted/statutory value as miles per hour) 01. Not Posted 10, 15, 20, 25, 30, 35, 40, 45 50, 55, 60, 65, 70, 75, 80, 85 88. Not Applicable 35	TOWED 01. Towed Due to Disabling Damage 02. Towed, But Not Due to Disabling Damage 03. Not Towed TOWED TO	EXTENT OF DAMAGE 01. No Visible Damage 02. Minor Damage 03. Functional Damage 04. Disabling Damage	TRAFFIC CONTROL DEVICE TYPE 01. No Control Device 02. Person (flagger, law enforcement, crossing guard, etc.) 03. Traffic Control Signal 04. Flashing Traffic Control Signal 05. School Zone Sign/Device 06. Stop Sign 07. Yield Sign 08. Warning Sign 09. Railway Crossing Device 10. Marked Uncontrolled Crosswalk 11. Pedestrian Button 12. Bicycle Detection 97. Other 01 TRAFFIC CONTROL DEVICE FUNCTIONAL? 01. No 02. Yes 03. Missing 88. Not Applicable 88

INSURANCE INFORMATION

INSURANCE COMPANY	INSURANCE POLICY NUMBER	INSURANCE EXPIRATION DATE
		00000000

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV May 2014.01

Case Number: 1500017586

Motor Vehicle Information (Back)
Complete One Sheet Per Motor VehicleDOT Identifier:
For DOT use only

MOTOR VEHICLE OWNERSHIP INFORMATION

Vehicle Owner Name (Last, First, Middle, Suffix)

☐ Information same as driver

Street Address or Post Office Box

City

State/Prov

Country

Postal Code

Email Address (optional)

Phone (optional)

SPECIAL VEHICLE FUNCTION

01. No Special Function
02. Taxi
03. Vehicle Used as School Bus
04. Vehicle Used as Other Bus
05. Military
06. Police
07. Ambulance
08. Fire Truck
09. Non-Transport Emergency
10. Incident Response Services Vehicle

01

EMERGENCY VEHICLE

01. Non-Emergency Situation, Not Transporting Patient
02. Non-Emergency Transport of Passenger
03. Emergency Operation, Emergency Warning Equipment Not in Use
04. Emergency Operation, Emergency Warning Equipment in Use
88. Not Applicable

88

BUS USE

01. Not a Bus
02. School
03. Transit/Commuter
04. Intercity
05. Charter/Tour
06. Shuttle
88. Not Applicable

01

PROPERTY DAMAGED

Complete if public or private property other than vehicles were damaged in the crash

NATURE AND EXTENT OF DAMAGE TO PROPERTY 1

NAME OF OWNER OF PROPERTY 1

NATURE AND EXTENT OF DAMAGE TO PROPERTY 2

NAME OF OWNER OF PROPERTY 2

NATURE AND EXTENT OF DAMAGE TO PROPERTY 3

NAME OF OWNER OF PROPERTY 3

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV July 2014.01

Motor Vehicle ID: 001

Case Number: 1500017586

Person ID: 1

Motor Vehicle Driver Information

DOT Identifier: [REDACTED]

Complete One Sheet Per Driver

For DOT use only

NAME (Last, First, Middle, Suffix): Misaray, Maria Luisa		GENDER 01. Male 02. Female 99. Unknown	DATE OF BIRTH (YYYYMMDD) 19760719 <input type="checkbox"/> Date of Birth is unknown
Street Address or PO Box: 43 Rock RD		Phone/Email (optional):	
City: Ridgefield	State or Prov: CT	Postal Code: 06877	

LICENSE INFO

For all numeric fields: 99 = 'Unknown'

DRIVER INFORMATION

LICENSE NUMBER

199035194

STATE

CT

DRIVER LICENSE JURISDICTION

01. Not Licensed
02. State
03. Tribal Nation
04. U.S. Government
05. Canadian Providence
06. Mexican State
07. International License (other than Mexico and Canada)
08. Valid License (other country)
88. Not Applicable

02

LICENSE CLASS

00. None
01. Class A
02. Class B
03. Class C
04. Class D
05. Class M
88. Not Applicable

04

COMMERCIAL LICENSE

01. No
02. Yes

01

ENDORSEMENTS

- ☐ A - Activity Vehicles
☐ F - Taxi, Livery, Motor Coach
☐ H - Hazardous Materials
☐ M - Motorcycles
☐ N - Tank Vehicles
☐ P - Passenger
☐ Q - Fire Fighting Vehicles
☐ S - School Bus
☐ T - Double/Triple Trailers
☐ V - Student Transportation
☐ X - Combination of Tank Vehicle and Hazardous Materials

EJECTION

01. Not Ejected
02. Ejected, Partially
03. Ejected, Totally
88. Not Applicable

01

RESTRAINT SYSTEM

00. None Used-Motor Vehicle Occupant
01. Shoulder and Lap Belt Used
02. Shoulder Belt Only Used
03. Lap Belt Only Used
04. Restraint Used Type Unknown
88. Not Applicable
97. Other

01

HELMET USE

01. No Helmet
02. DOT-Compliant Motorcycle Helmet
03. Helmet, Other Than DOT-Compliant Motorcycle Helmet
04. Helmet, Unknown If DOT-Compliant
88. Not Applicable

88

AIRBAG

01. Not Deployed
02. Deployed-Front
03. Deployed-Side
04. Deployed-Curtain
05. Deployed-Other
06. Deployed-Combination
88. Not Applicable

01

SPEED RELATED

01. No
02. Racing
03. Exceeded Speed Limit
04. Too Fast For Conditions

01

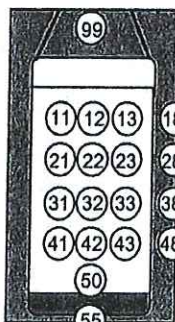
SEATING POSITION FIRST DIGIT

1. Front

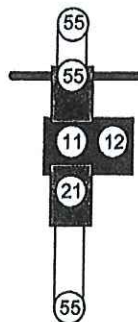
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SECOND DIGIT

1. Left Seat (usually the motor vehicle or motorcycle driver except for postal vehicles and some foreign vehicles)
2. Middle
3. Right
8. Other



Example: Car, SUV, Van



Motorcycle

DRIVER ACTIONS (choose up to 4)

01. No Contributing Action
02. Ran Off Roadway
03. Failed to Yield Right-of-Way
04. Ran Red Light
05. Ran Stop Sign
06. Disregarded Other Traffic Sign
07. Disregarded Other Road Markings
08. Improper Turn
09. Improper Backing
10. Improper Passing
11. Wrong Side or Wrong Way
12. Followed Too Closely
13. Failed to Keep in Proper Lane
14. Operated Vehicle in Reckless Aggressive Manner
15. Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner
16. Swerved or Avoided Due to Wind, Motor Vehicle, Object, Non-Motorist in Roadway, etc.
17. Over-Correcting/ Over-Steering
18. Overtaking Cyclist
88. Not Applicable
97. Other Contributing Action
99. Unknown

01

88

88

88

DRIVER DISTRACTED BY

01. Not Distracted
02. Manually Operating an Electronic Communication Device (Texting, etc.)
03. Taking on Hands-Free Electronic Device
04. Talking on Hand-Held Electronic Device
05. Other Activity, Electronic Device
06. Passenger
07. Other Inside the Vehicle (eating, hygiene, etc.)
08. Outside the Vehicle
99. Unknown if Distracted

01

CONDITION AT TIME OF CRASH(choose up to 2)

01. Apparently Normal
02. Physically Impaired
03. Emotional (depressed, angry, etc.)
04. Ill (sick), Fainted
05. Asleep or Fatigued
06. Under the Influence (Medications/Drugs/Alcohol)
97. Other
99. Unknown

01

88

INJURY AND EMS INFORMATION

INJURY STATUS

- K. Fatal Injury
A. Suspected Serious Injury
B. Suspected Minor Injury
C. Possible Injury
O. No Apparent Injury

O

TRANSPORTED TO FIRST MEDICAL FACILITY BY

01. Not Transported
02. EMS Air
03. EMS Ground
04. Law Enforcement
97. Other

01

EMS COMPANY NAME

EMS RUN NUMBER

INTENDED RECEIVING FACILITY

ENFORCEMENT ACTIONS TAKEN

DRUG/ALCOHOL INFORMATION

ACTION BY OFFICER

00. None Taken
01. Verbal Warning
02. Written Warning
03. Infraction
04. Arrest/ Summons

00

VIOLATION STATUTES

ALCOHOL TEST STATUS

01. Test Not Given
02. Test Refused
03. Test Given
99. Unknown if Tested

01

TYPE OF ALCOHOL TEST

01. Blood
02. Urine
03. Breath
88. Not Applicable
97. Other

88

DRUG TEST STATUS

01. Test Not Given
02. Test Refused
03. Test Given
99. Unknown if Tested

01

TYPE OF DRUG TEST

01. Blood
02. Urine
88. Not Applicable
97. Other

88

TURNING MOVEMENT COUNTS

Kensington, Connecticut 06037
(860) 828-1693

Old Mountain Rd at Old West Mountain Rd
Ridgefield, Connecticut

File Name : 14728
Site Code : 14728
Start Date : 10/13/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

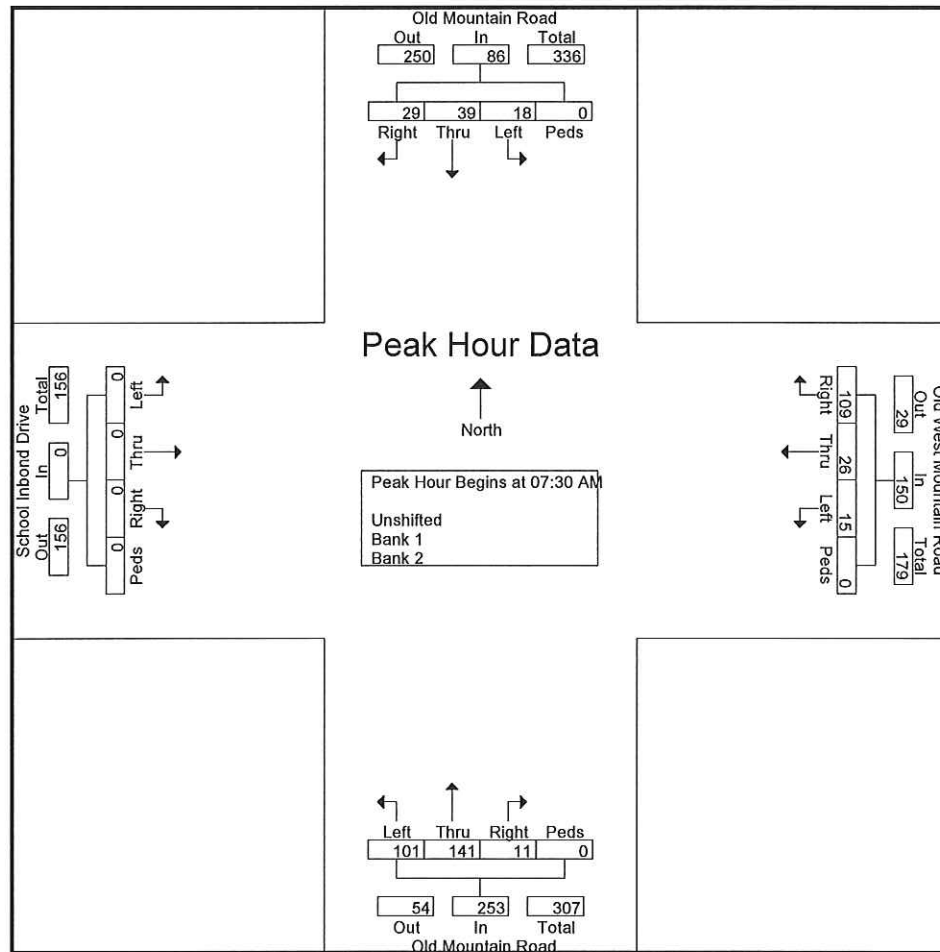
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Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14728
Site Code : 14728
Start Date : 10/13/2016
Page No : 2

	Old Mountain Road From North					Old West Mountain Road From East					Old Mountain Road From South					School Inbond Drive 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 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	8	4	0	12	37	5	2	0	44	1	32	8	0	41	0	0	0	0	0	97
07:45 AM	4	7	3	0	14	23	3	4	0	30	1	28	14	0	43	0	0	0	0	0	87
08:00 AM	7	11	4	0	22	22	9	6	0	37	3	36	26	0	65	0	0	0	0	0	124
08:15 AM	18	13	7	0	38	27	9	3	0	39	6	45	53	0	104	0	0	0	0	0	181
Total Volume	29	39	18	0	86	109	26	15	0	150	11	141	101	0	253	0	0	0	0	0	489
% App. Total	33.7	45.3	20.9	0		72.7	17.3	10	0		4.3	55.7	39.9	0		0	0	0	0	0	
PHF	.403	.750	.643	.000	.566	.736	.722	.625	.000	.852	.458	.783	.476	.000	.608	.000	.000	.000	.000	.000	.675



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

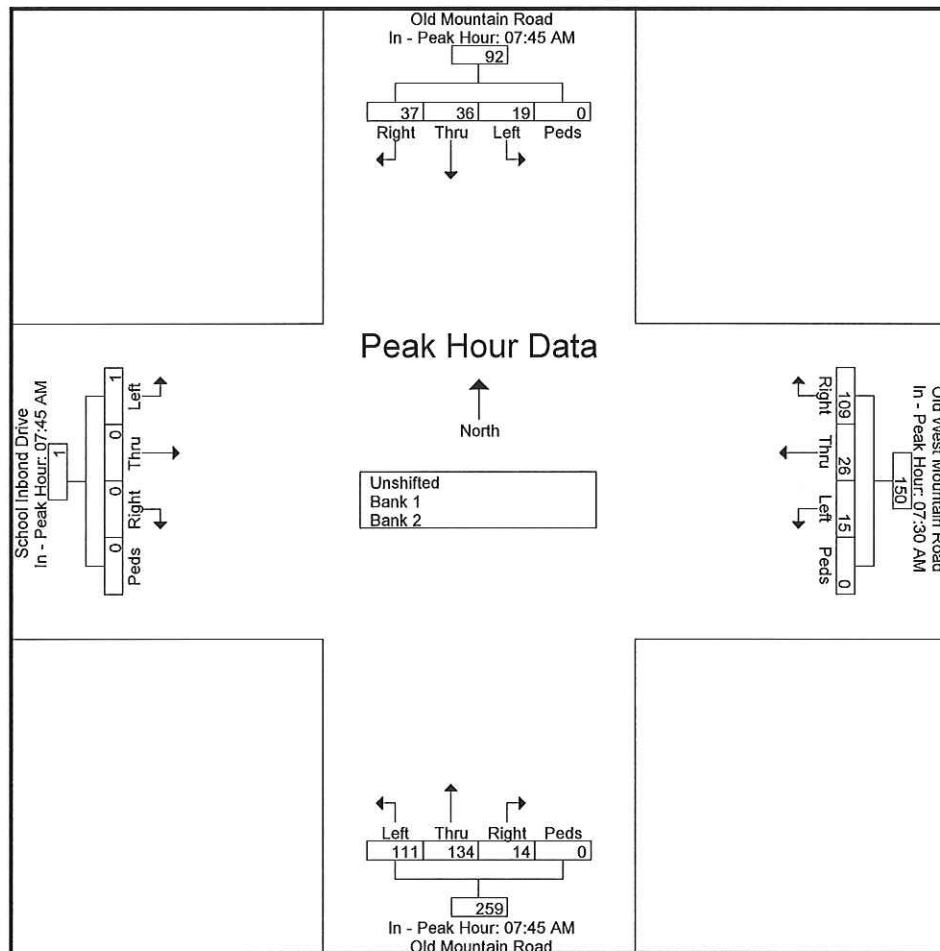
File Name : 14728
Site Code : 14728
Start Date : 10/13/2016
Page No : 3

	Old Mountain Road From North					Old West Mountain Road From East					Old Mountain Road From South					School Inbond Drive 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 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach at:

	07:45 AM					07:30 AM					07:45 AM					07:45 AM				
+0 mins.	4	7	3	0	14	37	5	2	0	44	1	28	14	0	43	0	0	0	0	0
+15 mins.	7	11	4	0	22	23	3	4	0	30	3	36	26	0	65	0	0	0	0	0
+30 mins.	18	13	7	0	38	22	9	6	0	37	6	45	53	0	104	0	0	0	0	0
+45 mins.	8	5	5	0	18	27	9	3	0	39	4	25	18	0	47	0	0	1	0	1
Total Volume	37	36	19	0	92	109	26	15	0	150	14	134	111	0	259	0	0	1	0	1
% App. Total	40.2	39.1	20.7	0		72.7	17.3	10	0		5.4	51.7	42.9	0		0	0	100	0	
PHF	.514	.692	.679	.000	.605	.736	.722	.625	.000	.852	.583	.744	.524	.000	.623	.000	.000	.250	.000	.250



Kensington, Connecticut 06037
(860) 828-1693

Old Mountain Rd at Old West Mountain Rd
Ridgefield, Connecticut

File Name : 14729
Site Code : 14729
Start Date : 10/13/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

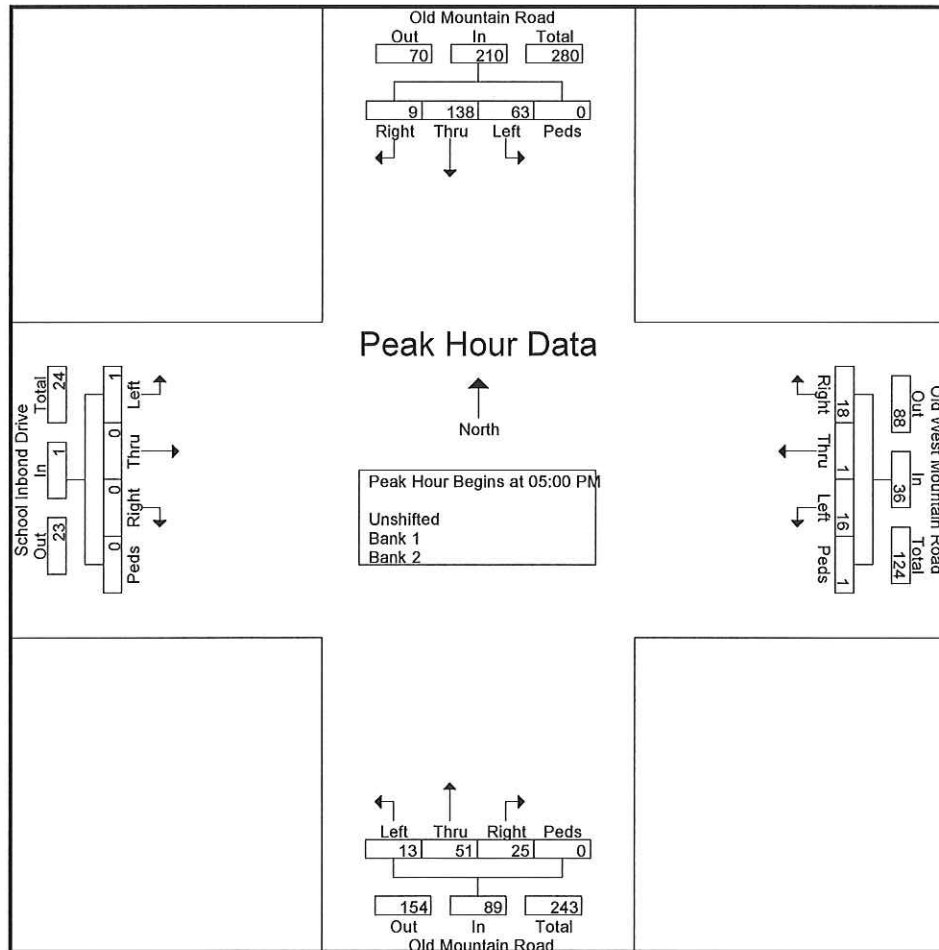
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Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14729
Site Code : 14729
Start Date : 10/13/2016
Page No : 2

	Old Mountain Road From North					Old West Mountain Road From East					Old Mountain Road From South					School Inbond Drive 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 04:15 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	33	16	0	50	2	0	6	0	8	8	18	8	0	34	0	0	0	0	0	92
05:15 PM	2	24	14	0	40	5	1	4	0	10	8	7	2	0	17	0	0	0	0	0	67
05:30 PM	3	45	19	0	67	3	0	5	1	9	5	15	2	0	22	0	0	0	0	0	98
05:45 PM	3	36	14	0	53	8	0	1	0	9	4	11	1	0	16	0	0	1	0	1	79
Total Volume	9	138	63	0	210	18	1	16	1	36	25	51	13	0	89	0	0	1	0	1	336
% App. Total	4.3	65.7	30	0		50	2.8	44.4	2.8		28.1	57.3	14.6	0		0	0	100	0		
PHF	.750	.767	.829	.000	.784	.563	.250	.667	.250	.900	.781	.708	.406	.000	.654	.000	.000	.250	.000	.250	.857



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 14729

Site Code : 14729

Start Date : 10/13/2016

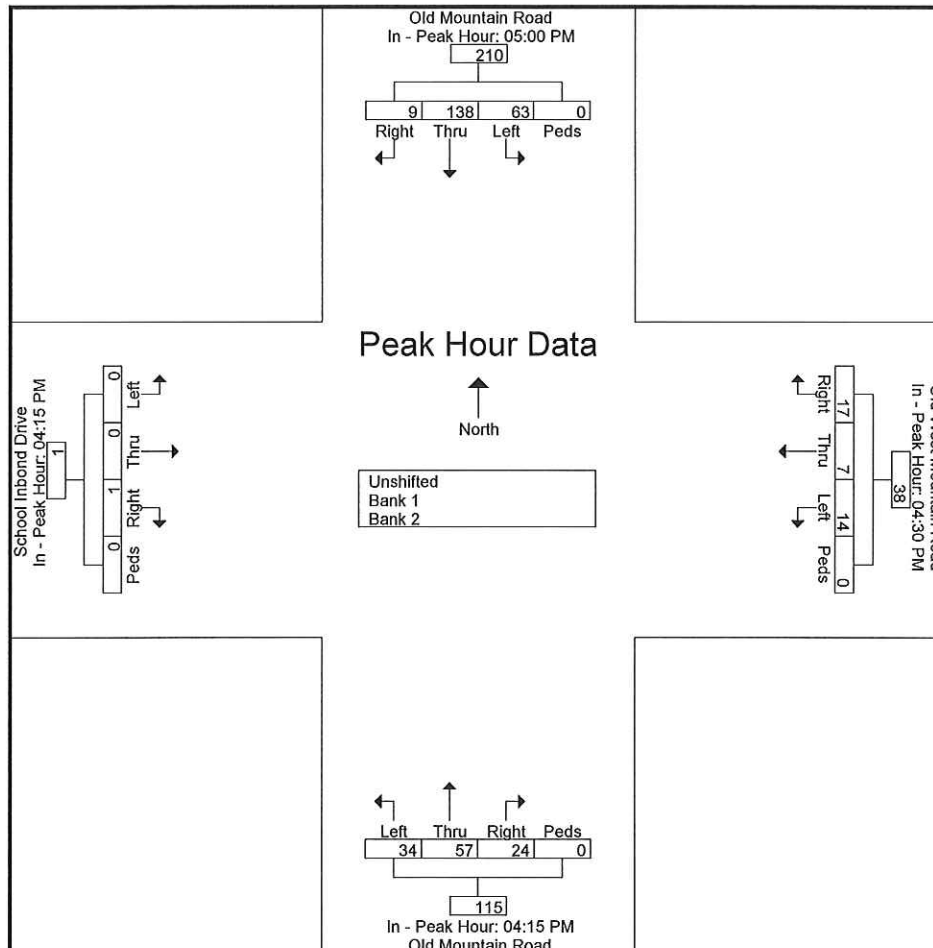
Page No : 3

	Old Mountain Road From North					Old West Mountain Road From East					Old Mountain Road From South					School Inbond Drive 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 04:15 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:30 PM					04:15 PM					04:15 PM				
+0 mins.	1	33	16	0	50	4	5	3	0	12	7	9	11	0	27	0	0	0	0	0
+15 mins.	2	24	14	0	40	6	1	1	0	8	3	13	10	0	26	0	0	0	0	0
+30 mins.	3	45	19	0	67	2	0	6	0	8	6	17	5	0	28	1	0	0	0	1
+45 mins.	3	36	14	0	53	5	1	4	0	10	8	18	8	0	34	0	0	0	0	0
Total Volume	9	138	63	0	210	17	7	14	0	38	24	57	34	0	115	1	0	0	0	1
% App. Total	4.3	65.7	30	0		44.7	18.4	36.8	0		20.9	49.6	29.6	0		100	0	0	0	
PHF	.750	.767	.829	.000	.784	.708	.350	.583	.000	.792	.750	.792	.773	.000	.846	.250	.000	.000	.000	.250



AUTOMATIC TRAFFIC COUNTS

Tighe&Bond

Latitude: 0' 0.0000 Undefined

[illegible]

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Old Mt. West Rd East of Lynch Brook Ln
 Ridgefield, Connecticut

Site Code: 4110
 Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	99
10/15/16	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	2	38	39
01:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	38	39
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	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	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	2	2	2	4	1	0	0	0	0	0	0	0	0	3	42	44
07:00	0	1	0	1	5	4	2	1	0	0	0	0	0	0	0	14	34	38
08:00	0	0	0	2	8	14	1	3	0	0	0	0	0	0	0	25	41	46
09:00	0	1	3	8	9	6	2	0	0	0	0	0	0	0	0	29	38	41
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	2	5	14	23	29	6	4	0	0	0	0	0	0	0	83		
Percent	0.0%	2.4%	6.0%	16.9%	27.7%	34.9%	7.2%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	09:00	09:00	09:00	08:00	07:00	08:00								09:00		
Vol.	1	3	8	14	9	14	2	3								29		
PM Peak																		
Vol.																		
Percent	0.0%	0.7%	4.3%	14.6%	39.2%	31.6%	7.8%	1.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Total	0	7	44	150	404	325	80	14	6	0	0	0	0	0	0	1030
Percent	0.0%	0.7%	4.3%	14.6%	39.2%	31.6%	7.8%	1.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

15th Percentile :	28 MPH
50th Percentile :	33 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	729
	Percent in Pace :	70.8%
	Number of Vehicles > 25 MPH :	979
	Percent of Vehicles > 25 MPH :	95.0%
	Mean Speed(Average) :	34 MPH

Connecticut Counts LLC

63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Old Mt. West Rd East of Lynch Brook Ln
Ridgefield, Connecticut

Site Code: 4110
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85			
10/13/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	1	2	2	6	2	2	0	0	0	0	0	0	0	0	13	35	38
11:00	1	1	1	13	8	2	1	1	0	0	0	0	0	0	0	27	34	39
12 PM	0	0	0	10	3	3	0	0	0	1	0	0	0	0	0	17	37	50
13:00	0	0	4	11	11	9	1	1	0	0	0	0	0	0	0	36	37	39
14:00	0	2	5	12	9	4	2	0	0	0	0	0	0	0	0	34	36	40
15:00	0	3	6	14	21	3	3	2	0	0	0	0	0	0	0	49	34	39
16:00	0	3	5	19	27	3	0	2	0	0	0	0	0	0	0	59	34	38
17:00	0	0	2	27	42	5	1	0	0	0	0	0	0	0	0	77	34	37
18:00	0	0	1	30	34	11	3	0	0	0	0	0	0	0	0	79	35	39
19:00	0	1	4	28	24	4	1	0	0	0	0	0	0	0	0	62	34	37
20:00	0	0	4	12	15	3	2	0	0	0	0	0	0	0	0	36	34	40
21:00	0	0	1	8	11	5	0	0	0	0	0	0	0	0	0	25	36	38
22:00	0	0	1	8	8	1	0	0	0	0	0	0	0	0	0	18	33	35
23:00	0	0	1	6	7	3	0	0	0	0	0	0	0	0	0	17	35	38
Total	1	11	37	200	226	58	13	2	2	1	0	0	0	0	0	549		
Percent	0.2%	2.0%	6.7%	36.4%	41.2%	10.6%	2.4%	0.4%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	10:00	11:00	11:00	10:00	11:00									11:00		
Vol.	1	1	2	13	8	2	1									27		
PM Peak	15:00	15:00	15:00	18:00	17:00	18:00	18:00	16:00	16:00	12:00						18:00		
Vol.	3	3	6	30	42	11	3	2	2	1						79		

vestibular Time	1		16		21		26		31		36		41		46		51		56		61		66		71		76		85th		95th	
	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	Percent	Percent		
10/14/16	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	36	38		
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	44	44		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	
05:00	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	33	34		
06:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33	34			
07:00	0	0	5	8	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	36	39			
08:00	0	1	1	15	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	33	34			
09:00	0	0	5	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	31	33			
10:00	0	1	4	6	5	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	36	38			
11:00	2	0	1	7	8	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	34	38			
12 PM	0	1	3	10	7	3	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	35	39			
13:00	0	1	4	3	12	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	34	37			
14:00	0	0	1	16	14	5	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	35	39			
15:00	0	0	8	16	25	8	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	35	39			
16:00	0	0	4	21	26	7	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	34	38			
17:00	0	0	4	28	40	16	1	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	36	38			
18:00	0	0	3	37	49	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	34	37			
19:00	0	0	4	18	16	8	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	36	39			
20:00	0	0	4	9	13	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	36	38			
21:00	0	1	3	8	8	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	34	39			
22:00	0	0	0	8	5	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	37	39			
23:00	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	33	34			
Total	2	6	56	230	265	87	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	657					
Percent	0.3%	0.9%	8.5%	35.0%	40.3%	13.2%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
AM Peak	11:00	05:00	07:00	08:00	08:00	10:00	01:00																					08:00				
Vol.	2	1	5	15	12	5	1																					30				
PM Peak	12:00	15:00	18:00	18:00	18:00	17:00	15:00																					18:00				
Vol.	1	8	37	49	16	2	2																					99				

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
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Old Mt. West Rd East of Lynch Brook Ln
 Ridgefield, Connecticut

Site Code: 4110
 Station ID:

Latitude: 0' 0.0000 Undefined

Westbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
Start Time	15	16	20	25	30	35	40	45	50	55	60	65	70	75	999			
10/15/16	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	8	38	39
01:00	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	4	37	39
02:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	32	33
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
06:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	27	29
07:00	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4	42	43
08:00	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0	11	37	39
09:00	0	0	0	1	3	5	0	1	0	0	0	0	0	0	0	10	34	42
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	3	3	1	12	19	9	2	0	0	0	0	0	0	0	46		
Percent	0.0%	6.5%	6.5%	2.2%	26.1%	41.3%	19.6%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		06:00		09:00	00:00	08:00	08:00	07:00								08:00		
Vol.		2		1	3	6	4	1								11		
PM Peak																		
Vol.																		

Total	3	20	94	442	510	154	26	2	1	0	0	0	0	0	0	1252		
Percent	0.2%	1.6%	7.5%	35.3%	40.7%	12.3%	2.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	25 MPH
50th Percentile :	30 MPH
85th Percentile :	34 MPH
95th Percentile :	38 MPH

Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	952
	Percent in Pace :	76.0%
	Number of Vehicles > 25 MPH :	1135
	Percent of Vehicles > 25 MPH :	90.7%
	Mean Speed(Average) :	31 MPH

Latitude: 0' 0.0000 Undefined

Start Time	10-Oct-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
12:00 AM	*	*	*	*	*	*	*	*	*	0	5	2	8	*	1	6
01:00	*	*	*	*	*	*	*	*	0	1	2	4	*	1	2	
02:00	*	*	*	*	*	*	*	*	0	0	1	4	*	0	2	
03:00	*	*	*	*	*	*	*	*	0	0	0	1	*	0	0	
04:00	*	*	*	*	*	*	*	*	2	1	0	0	*	1	0	
05:00	*	*	*	*	*	*	*	*	10	5	3	1	*	6	3	
06:00	*	*	*	*	*	*	*	*	38	2	7	3	*	22	2	
07:00	*	*	*	*	*	*	*	*	101	27	14	4	*	58	16	
08:00	*	*	*	*	*	*	*	*	122	30	25	11	*	74	20	
09:00	*	*	*	*	*	*	*	*	53	22	29	10	*	41	16	
10:00	*	*	*	*	*	*	*	22	34	21	*	*	*	28	17	
11:00	*	*	*	*	18	27	13	*	30	21	*	*	*	24	24	
12:00 PM	*	*	*	*	15	17	18	27	18	25	*	*	*	16	21	
01:00	*	*	*	*	16	36	22	36	23	22	*	*	*	20	29	
02:00	*	*	*	*	40	34	37	40	31	37	*	*	*	36	36	
03:00	*	*	*	*	40	49	31	49	31	59	*	*	*	36	54	
04:00	*	*	*	*	23	59	37	59	37	59	*	*	*	30	59	
05:00	*	*	*	*	32	77	43	77	43	89	*	*	*	38	83	
06:00	*	*	*	*	30	79	28	79	28	99	*	*	*	29	89	
07:00	*	*	*	*	28	62	24	62	24	48	*	*	*	26	55	
08:00	*	*	*	*	11	36	12	36	12	33	*	*	*	12	34	
09:00	*	*	*	*	12	25	11	25	11	23	*	*	*	12	24	
10:00	*	*	*	*	1	18	5	18	5	18	*	*	*	3	18	
11:00	*	*	*	*	2	17	4	17	4	10	*	*	*	3	14	
Lane	0	0	0	0	290	549	657	549	657	657	83	46	0	517	624	
Day	0	0	0	839	290	839	1314	839	1314	129	0	1141	0	1141	624	
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	10:00	11:00	08:00	27	08:00	30	09:00	11	29	08:00	74	24
PM Peak	-	-	-	-	14:00	18:00	17:00	79	18:00	99	-	-	-	17:00	38	89
Vol.	-	-	-	-	40	40	43	40	43	99	-	-	-	38	89	

CAPACITY ANALYSES

Intersection												
Int Delay, s/veh	5.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	15	26	109	101	141	11	18	39	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	22	38	160	149	207	16	26	57	43

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	645	666	215	100	0	0	224	0	0
Stage 1	513	513	-	-	-	-	-	-	-
Stage 2	132	153	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	437	380	825	1493	-	-	1345	-	-
Stage 1	601	536	-	-	-	-	-	-	-
Stage 2	894	771	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	379	0	825	1493	-	-	1345	-	-
Mov Cap-2 Maneuver	379	0	-	-	-	-	-	-	-
Stage 1	532	0	-	-	-	-	-	-	-
Stage 2	875	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	3.1	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	722	1345	-	-
HCM Lane V/C Ratio	0.099	-	-	0.306	0.02	-	-
HCM Control Delay (s)	7.7	0	-	12.2	7.7	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.3	0.1	-	-

HCM 2010 TWSC
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Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	0	0	29	150	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	32	163	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	195	163	163 0
Stage 1	163	-	- -
Stage 2	32	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	794	882	1416 -
Stage 1	866	-	- -
Stage 2	991	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	794	882	1416 -
Mov Cap-2 Maneuver	794	-	- -
Stage 1	866	-	- -
Stage 2	991	-	- -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1416	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	16	1	18	13	51	25	63	138	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	19	1	21	15	59	29	73	160	10

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	416	421	74	171	0	0	88	0	0
Stage 1	104	104	-	-	-	-	-	-	-
Stage 2	312	317	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	593	524	988	1406	-	-	1508	-	-
Stage 1	920	809	-	-	-	-	-	-	-
Stage 2	742	654	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	555	0	988	1406	-	-	1508	-	-
Mov Cap-2 Maneuver	555	0	-	-	-	-	-	-	-
Stage 1	910	0	-	-	-	-	-	-	-
Stage 2	702	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	1.1	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1406	-	-	723	1508	-	-
HCM Lane V/C Ratio	0.011	-	-	0.056	0.049	-	-
HCM Control Delay (s)	7.6	0	-	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	-	-

HCM 2010 TWSC
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Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	0	0	88	35	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	96	38	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	134	38	38 0
Stage 1	38	-	- -
Stage 2	96	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	860	1034	1572 -
Stage 1	984	-	- -
Stage 2	928	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	860	1034	1572 -
Mov Cap-2 Maneuver	860	-	- -
Stage 1	984	-	- -
Stage 2	928	-	- -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	15	26	110	102	143	11	18	39	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	22	38	162	150	210	16	26	57	43

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	650	671	218	100	0	0	226	0	0
Stage 1	518	518	-	-	-	-	-	-	-
Stage 2	132	153	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	378	822	1493	-	-	1342	-	-
Stage 1	598	533	-	-	-	-	-	-	-
Stage 2	894	771	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	376	0	822	1493	-	-	1342	-	-
Mov Cap-2 Maneuver	376	0	-	-	-	-	-	-	-
Stage 1	529	0	-	-	-	-	-	-	-
Stage 2	875	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	3.1	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	720	1342	-	-
HCM Lane V/C Ratio	0.1	-	-	0.308	0.02	-	-
HCM Control Delay (s)	7.7	0	-	12.2	7.7	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.3	0.1	-	-

HCM 2010 TWSC
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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	0	0	29	151	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	32	164	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	196	164	164	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	793	881	1414	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	793	881	1414	-	-	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	991	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1414	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	2.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	16	1	18	13	52	25	64	140	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	19	1	21	15	60	29	74	163	10

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	422	427	75	173	0	0	90	0	0
Stage 1	105	105	-	-	-	-	-	-	-
Stage 2	317	322	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	588	520	986	1404	-	-	1505	-	-
Stage 1	919	808	-	-	-	-	-	-	-
Stage 2	738	651	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	550	0	986	1404	-	-	1505	-	-
Mov Cap-2 Maneuver	550	0	-	-	-	-	-	-	-
Stage 1	909	0	-	-	-	-	-	-	-
Stage 2	698	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	1.1	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	718	1505	-	-
HCM Lane V/C Ratio	0.011	-	-	0.057	0.049	-	-
HCM Control Delay (s)	7.6	0	-	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	-	-

HCM 2010 TWSC
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Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	0	0	89	35	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	97	38	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	135	38	38 0
Stage 1	38	-	- -
Stage 2	97	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	859	1034	1572 -
Stage 1	984	-	- -
Stage 2	927	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	859	1034	1572 -
Mov Cap-2 Maneuver	859	-	- -
Stage 1	984	-	- -
Stage 2	927	-	- -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 TWSC

201: West Mountain Rd & Ridgefield Acad./Old West Mountain Rd

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Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	15	26	111	102	143	14	24	39	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	22	38	163	150	210	21	35	57	43

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	670	692	221	100	0	0	231	0	0
Stage 1	521	521	-	-	-	-	-	-	-
Stage 2	149	171	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	422	367	819	1493	-	-	1337	-	-
Stage 1	596	532	-	-	-	-	-	-	-
Stage 2	879	757	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	363	0	819	1493	-	-	1337	-	-
Mov Cap-2 Maneuver	363	0	-	-	-	-	-	-	-
Stage 1	527	0	-	-	-	-	-	-	-
Stage 2	854	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	3	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	712	1337	-	-
HCM Lane V/C Ratio	0.1	-	-	0.314	0.026	-	-
HCM Control Delay (s)	7.7	0	-	12.4	7.8	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.3	0.1	-	-

HCM 2010 TWSC
202: Old West Mountain Road & Main Site Driveway

10/31/2016

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	9	29	151	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	10	32	164	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	215	164	164
Stage 1	164	-	-
Stage 2	51	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	773	881	1414
Stage 1	865	-	-
Stage 2	971	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	768	881	1414
Mov Cap-2 Maneuver	768	-	-
Stage 1	865	-	-
Stage 2	964	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1414	-	881	-	-
HCM Lane V/C Ratio	0.007	-	0.001	-	-
HCM Control Delay (s)	7.6	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 2010 TWSC

201: West Mountain Rd & Ridgefield Acad./Old West Mountain Rd

10/31/2016

Intersection												
Int Delay, s/veh	3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	19	1	24	13	52	26	66	140	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	22	1	28	15	60	30	77	163	10

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	428	433	76	173	0	0	91	0	0
Stage 1	106	106	-	-	-	-	-	-	-
Stage 2	322	327	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	584	516	985	1404	-	-	1504	-	-
Stage 1	918	807	-	-	-	-	-	-	-
Stage 2	735	648	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	545	0	985	1404	-	-	1504	-	-
Mov Cap-2 Maneuver	545	0	-	-	-	-	-	-	-
Stage 1	908	0	-	-	-	-	-	-	-
Stage 2	693	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	1.1	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	726	1504	-	-
HCM Lane V/C Ratio	0.011	-	-	0.07	0.051	-	-
HCM Control Delay (s)	7.6	0	-	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	-	-

HCM 2010 TWSC
202: Old West Mountain Road & Main Site Driveway

10/31/2016

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	9	3	89	35	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	3	97	38	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	141	38	38 0
Stage 1	38	-	- -
Stage 2	103	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	852	1034	1572 -
Stage 1	984	-	- -
Stage 2	921	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	850	1034	1572 -
Mov Cap-2 Maneuver	850	-	- -
Stage 1	984	-	- -
Stage 2	919	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	1034	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-