

Traffic Impact Study
395 Buckland Road
Windsor Federal Savings Bank
South Windsor, Connecticut

July 2020

Town of South Windsor
Land Use Applications



146 Hartford Road
Manchester, CT 06040

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Summary Sheet

As an aid to reviewers, this Summary Sheet has been included to outline the various study parameters utilized in this report. Although a full explanation of the study methodologies is included in the text of the report, this summary can serve as a useful reference for reviewers.

Applicant:

Windsor Federal Savings & Loan Association

Site Location:

395 Buckland Road, South Windsor, Connecticut

Site Acreage:

0.87 acres

Development Size/Type:

2,682 square foot bank with drive through window

Parking:

33 parking spaces

Applications:

Town of South Windsor Land Use Applications

Build Year:

2021

Traffic Counts:

Fuss & O'Neill – October 17, 2019 (Turning Movement Counts)

Fuss & O'Neill – October 24, 2019 (Automatic Traffic Recorder)

Connecticut Department of Transportation – 2017 (Turning Movement Counts)

Connecticut Department of Transportation – Gateway Site Generated Traffic

Peak Hours Analyzed:

Morning Peak Hour – 8:00 a.m. to 9:00 a.m.

Afternoon Peak Hour – 4:45 p.m. to 5:45 p.m.

Expected Trip Generation:

Morning Peak Hour – 25 Trips (14 Entering, 10 Exiting)

Afternoon Peak Hour – 54 Trips (27 Entering, 27 Exiting)

Capacity Analysis:

Technique – 2000 Highway Capacity Manual

Execution – Synchro Professional Software, Version 10.0

1 Introduction

Windsor Federal Savings & Loan Association proposes to construct a 2,682 square foot Windsor Federal Savings Bank branch with a drive-through window at the intersection of Buckland Road and Deming Street in South Windsor, Connecticut as shown on the site location map, *Figure No.1 of Appendix B*. A total of 33 parking spaces will be provided on site, including 2 accessible spaces, and construction on the development is expected to be completed in 2021.

Fuss & O'Neill has been retained to study the impact of the proposed Windsor Federal Savings Bank on traffic conditions throughout the adjacent roadway network. This report has been prepared to document the findings of the study and is being submitted to the Town of South Windsor Planning and Zoning Commission in support of the project's land use applications.

2 Existing Conditions

2.1 Site of Development

The existing property is an undeveloped parcel of land bounded by Buckland Road to the east, Deming Street to the south, a medical office complex to the west, and a funeral home to the north. Currently, two driveways access this site; one approximately 450 feet north of the intersection of Buckland Road and Deming Street, and the other approximately 350 feet west of the aforementioned intersection that is shared with the adjacent medical offices and funeral home. The proposed Windsor Federal Savings Bank is located in South Windsor's Restricted Commercial Zone.

2.2 Adjacent Roadway Network

The adjacent roadway network consists of Buckland Road and Deming Street.

Buckland Road is a north/south, town-owned, roadway that stretches approximately one and one quarter mile between Sullivan Avenue (Route 194) to the north and Buckland Street in Manchester in the south. Buckland Road carries two lanes of travel in each direction with sidewalks on both sides of the street in the vicinity of the site. The roadway widens for turn lanes at signalized intersections. This roadway is classified by the Connecticut Department of Transportation (CTDOT) as an urban minor arterial roadway, providing access to land generally zoned for commercial and residential uses. The posted speed limit of the roadway is 40 miles per hour for its entire length.

Deming Street is an east/west, town-owned, roadway that stretches approximately two and one half miles between Clark Street to the west and Tolland Turnpike (Route 30) to the east. In the area of the site, Deming Street provides one travel lane in each direction plus turn lanes at the driveway to Evergreen Walk and at the Buckland Road intersection. From its intersection with Clark Street to its intersection with Buckland Road, Deming Street is classified by the CTDOT as an urban minor arterial roadway. East of its intersection with Buckland Road to its terminus, Deming Street is classified as an urban local roadway that provides access to land primarily zoned for commercial and residential uses. The posted speed limit of the roadway is 25 miles per hour for its entire length.

2.3 Study Area Intersections

The following study area intersections were reviewed:

- Buckland Road and Deming Street
- Buckland Road and the Existing Funeral Home Site Access Driveway
- Deming Street and the Existing Shared Site Access Driveway

Buckland Road and Deming Street is a four-way signalized intersection with Buckland Road providing the northbound and southbound approaches and Deming Street providing the eastbound and westbound approaches. Buckland Road provides one shared through/right turn lane, one dedicated through lane, and one dedicated left turn lane in both the northbound and southbound approaches. The eastbound approach on Deming Street offers one dedicated left turn lane, one dedicated through lane, and one dedicated right turn lane. The westbound direction on Deming Street offers a two lane approach at this intersection, a dedicated left turn lane and a shared through/right turn lane. Each approach provides sidewalks and crosswalk connections throughout the intersection in addition to an exclusive pedestrian phase.

Buckland Road and the Existing Funeral Home Site Access Driveway is an unsignalized intersection that provides northbound and southbound approaches on Buckland Road as well as an eastbound approach out of the existing funeral home driveway. The northbound and southbound approaches provide two lanes of travel in each direction. The Funeral Home driveway provides one lane of travel in and out of the site and is stop controlled. Sidewalks are provided on each side of Buckland Road through the intersection and a crosswalk has been installed across the existing driveway.

Deming Street and the Existing Shared Site Access Driveway is an unsignalized intersection that provides eastbound and westbound approaches on Deming Street as well as a southbound approach out of the site's existing shared driveway with the adjacent medical office complex and funeral home. The Deming Street approaches to the intersection provides two lane of travel in each direction and with the driveway being stop controlled. A sidewalk is provided along the south side of the intersection.

2.4 Traffic Volumes, Speeds and Counts

The greatest potential for traffic impact on the roadway network by the proposed Windsor Federal Savings Bank will occur during the morning and afternoon peak hours, the periods when commuter related trips are at their highest levels. In order to determine the traffic impact of the proposed Windsor Federal Savings Bank on adjacent street traffic, representatives of Fuss & O'Neill, Inc. conducted morning and afternoon peak hour manual turning movement counts (TMC) on Thursday, October 17, 2019 at the Deming Street intersection with the shared medical office and funeral home driveway as well as at the Buckland Road intersection with the shared funeral home driveway. In addition, the latest CTDOT Planning Department approved traffic volumes were obtained for the intersection of Buckland Road and Deming Street and adjusted to the design year per the growth rate described below in Section 3.1. The traffic count data collected indicates that the morning peak hour of traffic is 8:00 a.m. to 9:00

a.m., and the afternoon peak hour is 4:45 p.m. to 5:45 p.m. These peak hours were subsequently analyzed for impacts.

Fuss & O'Neill also conducted 24-hour traffic volume and speed counts with automatic traffic recorder (ATR) road tubes on Thursday, October 24, 2019. The counts were located along Buckland Road and Deming Street on each of the site frontages.

The 85th percentile speed on Buckland Road was recorded at 44 miles per hour in the northbound direction and 47 miles per hour in the southbound direction. The 24 hour total traffic volume on Buckland Road north of Deming Street was 19,616 vehicles per day.

The 85th percentile speed on Deming Street was recorded at 36 miles per hour in the eastbound direction and 33 miles per hour in the westbound direction. The 24-hour total traffic volume on Deming Street west of Buckland Road was recorded to be approximately 4,666 vehicles per day.

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

3 Background Traffic Conditions

3.1 Growth Rate

Upon consultation with the CTDOT Planning Department, the 2019 existing traffic volumes were projected to the 2021 design year utilizing a growth factor of 0.6 percent per year to account for the normal traffic growth in the study area over this two-year time period. These 2021 Baseline traffic volumes for the morning and afternoon peak hours are shown in *Figure No. 2 of Appendix B*.

3.2 Other Developments

Fuss & O'Neill contacted the CTDOT Planning Department and the Town of South Windsor Planning Department to identify any other pending or approved developments having site related traffic in the study area. One such development was identified. The proposed Gateway Development includes a mixed use development of housing, retail, and medical office spaces. This development will be located on Buckland Road south of the study area between the intersections of Hemlock Drive and Cedar Avenue. The roadway traffic volumes for the morning and afternoon peak hours for the proposed Gateway development are shown in *Figure No. 3 of Appendix B*. These volumes were then added to the 2021 Baseline volumes in *Figure No. 2 of Appendix B* to yield the 2021 Background traffic volumes in *Figure No. 4 of Appendix B* which are defined as the design year traffic volumes without the proposed bank traffic.

3.3 Planned Roadway Improvement Projects

Fuss & O'Neill contacted CTDOT and the South Windsor Planning Department to identify any roadway improvements scheduled within the study area. No such improvements were identified,

however the Town of South Windsor recently installed new pedestrian sidewalks along the western side of Buckland Road, including the site frontage.

4 Proposed Conditions

4.1 Development

Windsor Federal Savings & Loan Association proposes to construct a Windsor Federal Savings Bank branch with a drive-thru window at the intersection of Buckland Road and Deming Street in South Windsor, Connecticut as shown on the site location map, *Figure No.1 of Appendix B*. A total of 33 parking spaces, including 2 accessible spaces, will be provided on site. Of these spaces, 17 will be shared with the adjacent funeral home during bank operating hours and all spaces will be available for funeral home use after banking hours. The bank is expected to open in 2021.

4.2 Site Access and Circulation

Access to the site will be provided by two shared full-access driveways, one located north on Buckland Road and the other located west on Deming Street. The northern shared access driveway will provide one lane in each direction allowing full access onto the site. This driveway will be shared with the existing funeral home on the parcel of land north of the site. The west site driveway will also provide full access and will be shared amongst the medical offices, funeral home, and proposed bank. Both site access driveways will continue to be stop controlled. The shared access driveway on Deming Street is proposed to be expanded from 20 feet wide to 24 feet wide to improve driveway safety and comply with the Town of South Windsor regulations for minimum driveway width. In addition, the site driveway radii is proposed to be increased to better accommodate larger vehicle turns into and out of the shared access driveway and to improve safety at the intersection with Deming Street. The proposed Windsor Federal Savings Bank and existing funeral home will also share cross driveway easements so traffic will be able to travel across each property freely.

The proposed Windsor Federal Savings Bank will be installing a new sidewalk on the north side of Deming Street along the property frontage from the Buckland Road sidewalk to the shared driveway as well as new walkway connections into the site from both the Buckland Road and Deming Street sidewalks. The new sidewalks will improve pedestrian connectivity in and around the site.

4.3 Trip Generation

The expected site generated traffic data was calculated using existing empirical data from the Institute of Transportation Engineers (ITE) publication Trip Generation, 10th edition, 2017. This publication is an industry-accepted resource for determining trip generation. Trip generation for the weekday morning and weekday afternoon peak hours was calculated using the ITE land use code 912, "Drive-in Bank" A 2,682 square foot bank with a drive through window is expected to generate a total of 25 trips (14 entering, 10 exiting) in the morning peak hour, and 54 trips (27 entering, 27 exiting) in the afternoon peak hour.

A summary of the peak hour trip generation information for the proposed development is provided in *Table 1 of Appendix A*.

4.4 Trip Distribution

The distribution of traffic entering and exiting the proposed Windsor Federal Savings Bank was applied to the road network based on the existing regional traffic distributions and the layout of the adjacent roadway network. During the peak hours, the following arrival distributions of traffic are anticipated:

- 40% from Buckland Road from the north
- 40% from Buckland Road from the south
- 10% from Deming Street from the east
- 10% from Deming Street from the west

A regional arrival/departure distribution for the new site generated traffic traveling to and from the project site is shown in *Figure No. 5 of Appendix B*.

4.5 Combined Volumes

The site generated traffic was distributed to the roadway system based on the arrival/departure distributions with the results shown in *Figure No. 6 of Appendix B*. These volumes were then added to the 2021 background volumes (without the proposed bank traffic) to yield the year 2021 peak hour Combined traffic volumes (with the proposed bank traffic) shown in *Figure No. 7 of Appendix B*.

5 Analyses

5.1 Crash Analysis

Crash data was gathered from the UConn Crash Repository Database for the following intersections:

- Buckland Road and Deming Street
- Buckland Road and the Existing Funeral Home Site Access Driveway
- Deming Street and the Existing Shared Site Access Driveway

The records were gathered for the most recent three years of available data, 2017 through 2019. A summary of the crash data per intersection is provided in *Table 2 of Appendix A* and a full report of each crash can be found in *Appendix F*.

The intersection of Buckland Road and Deming Street experienced an average of over four crashes per year between 2017 and 2019. The majority of the crashes at this intersection were angle crashes. These crash patterns are not abnormal for a signalized arterial intersection of this size. Of the reported crashes, nearly three quarters resulted in property damage only with no injuries.

One crash was reported within the three year span at the Buckland Road and Existing Funeral Home Driveway which included a possible injury associated with a front to rear end collision with both vehicles involved travelling northbound. The intersection of Deming Street and the Existing Shared Driveway experienced one crash within the past three years which resulted in property damage only due to a vehicle in the left lane travelling westbound colliding with a vehicle travelling in the same direction in the right lane. No apparent injury was recorded. There were no crashes reported involving a vehicle turning out of either site driveway.

The type and frequency of crashes reported at the study area intersections are not considered abnormal for the traffic volumes and geometric characteristics of the study intersections.

5.2 Intersection Sight Distance Analysis

Intersection sight distances were measured at the existing shared site driveway locations in accordance with criteria set forth in the 2003 CTDOT *Highway Design Manual*. This sight distance is measured from a point 15 feet back from the edge of travel-way at a height of 3.5 feet, the standard height of a driver's eye.

The 85th percentile speed on Buckland Road was recorded at 44 miles per hour travelling northbound and 47 miles per hour travelling southbound. According to the CTDOT *Highway Design Manual*, the required intersection sight distance is 519 feet and 554 feet for passenger vehicles traveling northbound and southbound, respectively, when approaching a four-lane roadway with no median. The available sight distance looking left (north) from the intersection of Buckland Road and the Funeral Home Driveway is in excess of 1,000 feet. The available sight distance looking right (south) from the intersection of Buckland Road and the Funeral Home Driveway is 690 feet.

At the intersection of Deming Street and the Existing Shared Site Driveway, the 85th percentile speed was recorded at 36 miles per hour travelling eastbound and 33 miles per hour travelling westbound. According to the CTDOT *Highway Design Manual*, the required intersection sight distance is 427 feet and 391 feet for passenger vehicles traveling eastbound and westbound, respectively, when approaching a four-lane roadway with no median. The available sight distance looking left (east) and right (west) from the intersection of Deming Street and the Existing Shared Site Driveway is in excess of 700 feet in both directions. It is worth noting that there is a tree located in the southeast corner of the site that will not inhibit sight distance if properly maintained.

The intersection sight distances provided will meet the minimum sight distance required by CTDOT for safe egress.

5.3 Intersection Capacity 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.

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 “2000 Highway Capacity Manual” 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.

Using the above referenced methodologies, morning and afternoon peak hour capacity analyses were conducted at the signalized intersection of Buckland Road and Deming Street, and the unsignalized intersections of Buckland Road and the Existing Funeral Home Site Access Driveway, and Deming Street and the Existing Shared Site Access Driveway.

Tables No. 3 and 4 of Appendix A present a summary of the levels of service at the unsignalized and signalized intersections for both Background and Combined conditions traffic volumes. Copies of the analysis worksheets can be found in *Appendices C and D*, for the morning and afternoon peak hours, respectively.

The determination of the traffic impact from the proposed Windsor Federal Savings Bank is made through a comparison of the Existing condition LOS (without the proposed Windsor Federal Savings Bank) versus the Combined condition LOS (with the proposed Windsor Federal Savings Bank).

The signalized intersection of Buckland Road and Deming Street operates acceptably at LOS B during the morning peak hour and LOS D during the afternoon peak hour of the background condition.

During the combined condition of both the morning and afternoon peak hours, the intersection operation remains the same with no reduction in LOS.

The unsignalized intersection of Buckland Road and the Existing Funeral Home Site Access Driveway operates acceptably in the northbound direction (left turns into the site) at LOS A in the morning and afternoon peak hours for both the background and combined conditions. The eastbound site driveway approach operates at LOS B and LOS D in the morning and afternoon background conditions, respectively. The eastbound shared site driveway approach will experience a small reduction in LOS to LOS C and LOS E in morning and afternoon peak hours for the combined condition, respectively. While some delay may be experienced for traffic exiting this driveway during the afternoon peak hour, any queued vehicles will be stored on site and are able to clear during gaps in traffic created by the adjacent traffic signal at Deming Street.

At the unsignalized intersection of Deming Street and the Existing Shared Site Access Driveway, the Deming Street eastbound left turns into the site operate efficiently at LOS A in the morning and afternoon peak hours for both the background and combined conditions. The southbound shared site driveway approach also operates efficiently at LOS B in the morning and afternoon peak hours for both the background and combined conditions.

5.4 Queue Analysis

Existing and combined condition 95th percentile (design) queue lengths were reviewed at each intersection in the study area. The 95th percentile (design) vehicle queue lengths represent the maximum queue lengths that can be expected at each of the critical approach lanes of the study area intersections. The queue lengths are provided in the Synchro capacity analysis worksheets, which are attached as *Appendix C and D. Tables 5 and 6 of Appendix A* provide a summary of the queue lengths for the critical lanes at each intersection.

During the morning and afternoon peak hours, the 95th percentile queue lengths at both the unsignalized site driveways are expected to be less than one vehicle length exiting the site and turning left into the site.

During the morning and afternoon peak hours, the 95th percentile queue lengths at the signalized intersection of Buckland Road at Deming Street are expected to increase by less than one vehicle length during the morning and afternoon peak hours.

The design queue lengths in the combined condition can be accommodated in the available storage at each of the intersections, respectively.

6 Conclusions & Recommendations

The purpose of this Traffic Impact Study is to identify the impact of the proposed Windsor Federal Savings Bank branch with a drive-thru window on the surrounding roadway network. The study efforts

have indicated that the proposed development will generate a total of 25 trips (14 entering, 10 exiting) in the morning peak hour, and 54 trips (27 entering, 27 exiting) in the afternoon peak hour.

Capacity analysis revealed that both unsignalized shared access driveways will generally operate acceptably in the combined condition for both the morning and afternoon peak hours. While some delay may be experienced for traffic exiting the shared funeral home driveway on Buckland Road during the afternoon peak hour, any queued vehicles will be stored on site and are able to clear during gaps in traffic created by the adjacent traffic signal at Deming Street. Additionally, the signalized intersection of Buckland Road at Deming Street operates acceptably at LOS B throughout the morning peak hour and LOS D in afternoon peak hours of the background and combined conditions. This intersection will experience no reduction in LOS as a result of the additional traffic from the proposed bank.

The 95th percentile queue lengths for all movements at the three study area intersections are expected to increase by no more than one vehicle length. The design queue lengths in the combined condition can be accommodated in the available storage at each of the intersections.

The location of both shared site driveways provide sufficient intersection sight distance for vehicles exiting the development for all approaches. Each of the proposed driveway locations meet the minimum sight distance required by CTDOT for safe egress from the site driveway.

A review of the crash data provided by the UConn Crash Repository Database indicated that there were no abnormal crash patterns or frequencies in the study area.

It should be noted that this development will include a number of enhancements that will improve parking capacity, traffic flow, and pedestrian access in and around the site:

- A total of 33 parking spaces, including 2 accessible spaces, will be provided on site. Of these spaces, 17 will be shared with the adjacent funeral home during bank operating hours and all spaces will be available for funeral home use after banking hours. This will benefit the funeral home site which sometimes experiences parking shortages
- The shared access driveway on Deming Street is proposed to be expanded from 20 feet wide to 24 feet wide and the site driveway radii is proposed to be increased to better accommodate vehicle turns into and out of the site. Both improvements will provide for safer site driveway operations.
- The proposed Windsor Federal Savings Bank and existing funeral home will share cross driveway easements so traffic will be able to travel across each property freely without turning onto Buckland Road.
- The proposed Windsor Federal Savings Bank will be installing a new sidewalk on the north side of Deming Street along the property frontage from the Buckland Road sidewalk to the shared driveway as well as new walkway connections into the site from both the Buckland Road and Deming Street sidewalks. The new sidewalks will improve pedestrian connectivity in and around the site.

Based on the results of the foregoing analysis, it is the professional opinion of Fuss & O'Neill, Inc. that the proposed development will not have a significant impact to traffic operations within the study area.

Appendix A

Tables

Table 1

**Peak Hour Site Generated Traffic Volumes
395 Buckland Rd – Windsor Federal Savings Bank
South Windsor, Connecticut**

<u>Land Use</u>	<u>Trip Generation</u>		
912 – Drive-in Bank	Total Trips	Trips Entering	Trips Exiting
Morning Peak Hour	25	14	10
Afternoon Peak Hour	54	27	27

Note: Trip generation based on rate per land use code 912 (Drive-in Bank) as published in *Trip Generation*, 10th Edition, 2017.

Table 2

**Intersection Crash Data Summary
395 Buckland Rd – Windsor Federal Savings Bank
South Windsor, Connecticut**

Intersections	Crashes Per Year			
	2017	2018	2019	Average/Year
Buckland Road and Deming Street	7	5	2	4.66
Buckland Road and the Existing Funeral Home Site Access Driveway	0	0	1	<1
Deming Street and the Existing Shared Site Access Driveway	0	0	1	<1

Data provided by the UConn Crash Repository Database. Data includes crashes identified within 200 feet of each study intersection.

Table 3

**Unsignalized Intersection Level of Service Summary
395 Buckland Rd – Windsor Federal Savings Bank
South Windsor, Connecticut**

Stop Controlled Intersections (Critical Movements)	2021 Morning Peak Hour		2021 Afternoon Peak Hour	
	Background	Combined	Background	Combined
Buckland Road and the Existing Funeral Home Site Access Driveway				
Northbound Buckland Road Approach (left turns)	LOS A	LOS A	LOS A	LOS A
Eastbound Shared Driveway Approach	LOS B	LOS C	LOS D	LOS E
Deming Street and the Existing Shared Site Access Driveway				
Eastbound Deming Street Approach (left turns)	LOS A	LOS A	LOS A	LOS A
Southbound Shared Driveway Approach	LOS B	LOS B	LOS B	LOS B

*Values indicated are critical movement Level of Service (LOS)

Table 4

**Signalized Intersection Level of Service Summary
395 Buckland Rd – Windsor Federal Savings Bank
South Windsor, Connecticut**

Signalized Intersection	2021 Morning Peak Hour		2021 Afternoon Peak Hour	
	Background	Combined	Background	Combined
Buckland Road and Deming Street	0.57/LOS B*	0.57/LOS B	0.66/LOS D	0.66/LOS D

*Values indicated are intersection v/c Ratio/LOS

Table 5

**Morning Peak Hour Queue Length Summary
395 Buckland Rd – Windsor Federal Savings Bank
South Windsor, Connecticut**

Intersection	Approach Lane	2021 Background Queue	2021 Combined Queue	Available Storage
Buckland Road and Deming Street	EB Left	20 Feet	25 Feet	150 Feet
	EB Through	35 Feet	35 Feet	-
	EB Right	5 Feet	5 Feet	-
	WB Left	35 Feet	35 Feet	130 Feet
	WB Through	70 Feet	70 Feet	-
	NB Left	45 Feet	45 Feet	150 Feet
	NB Through	115 Feet	115 Feet	-
	SB Left	10 Feet	10 Feet	300 Feet
	SB Through	310 Feet	310 Feet	-
Buckland Road and the Existing Funeral Home Site Access Driveway	EB Approach	0 Feet	5 Feet	-
	NB Approach Left Turns	0 Feet	0 Feet	-
Deming Street and the Existing Shared Site Access Driveway	SB Approach	5 Feet	5 Feet	-
	EB Approach Left Turns	0 Feet	0 Feet	-

NOTE: Values indicated represent 95th percentile (design) vehicle queue lengths. Values are rounded to the nearest 5 feet.

Table 6

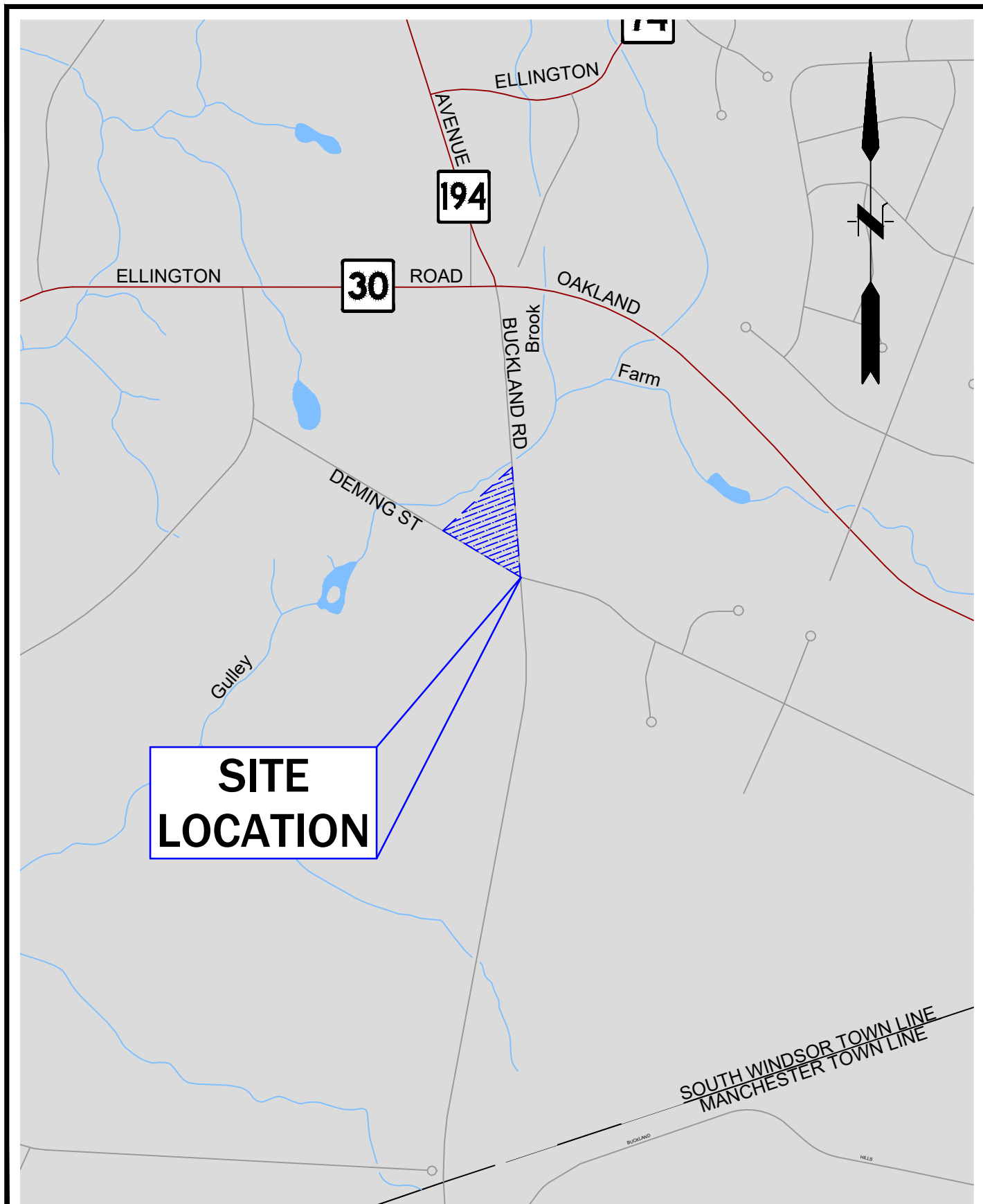
**Afternoon Peak Hour Queue Length Summary
395 Buckland Rd – Windsor Federal Savings Bank
South Windsor, Connecticut**

Intersection	Approach Lane	2021 Background Queue	2021 Combined Queue	Available Storage
Buckland Road and Deming Street	EB Left	40 Feet	40 Feet	150 Feet
	EB Through	65 Feet	65 Feet	-
	EB Right	45 Feet	45 Feet	-
	WB Left	45 Feet	45 Feet	130 Feet
	WB Through	60 Feet	60 Feet	-
	NB Left	40 Feet	45 Feet	150 Feet
	NB Through	425 Feet	425 Feet	-
	SB Left	20 Feet	20 Feet	300 Feet
	SB Through	395 Feet	395 Feet	-
Buckland Road and the Existing Funeral Home Site Access Driveway	EB Approach	10 Feet	15 Feet	-
	NB Approach Left Turns	0 Feet	0 Feet	-
Deming Street and the Existing Shared Site Access Driveway	SB Approach	5 Feet	5 Feet	-
	EB Approach Left Turns	0 Feet	0 Feet	-

NOTE: Values indicated represent 95th percentile (design) vehicle queue lengths. Values are rounded to the nearest 5 feet.

Appendix B

Figures



SCALE:
HORZ.: 1" = 1000'
VERT.:
DATUM:
HORZ.:
VERT.:
0 1 1000
GRAPHIC SCALE



FUSS & O'NEILL

146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

WINDSOR FEDERAL SAVINGS & LOAN ASSOC.

WINDSOR FEDERAL SAVINGS BANK

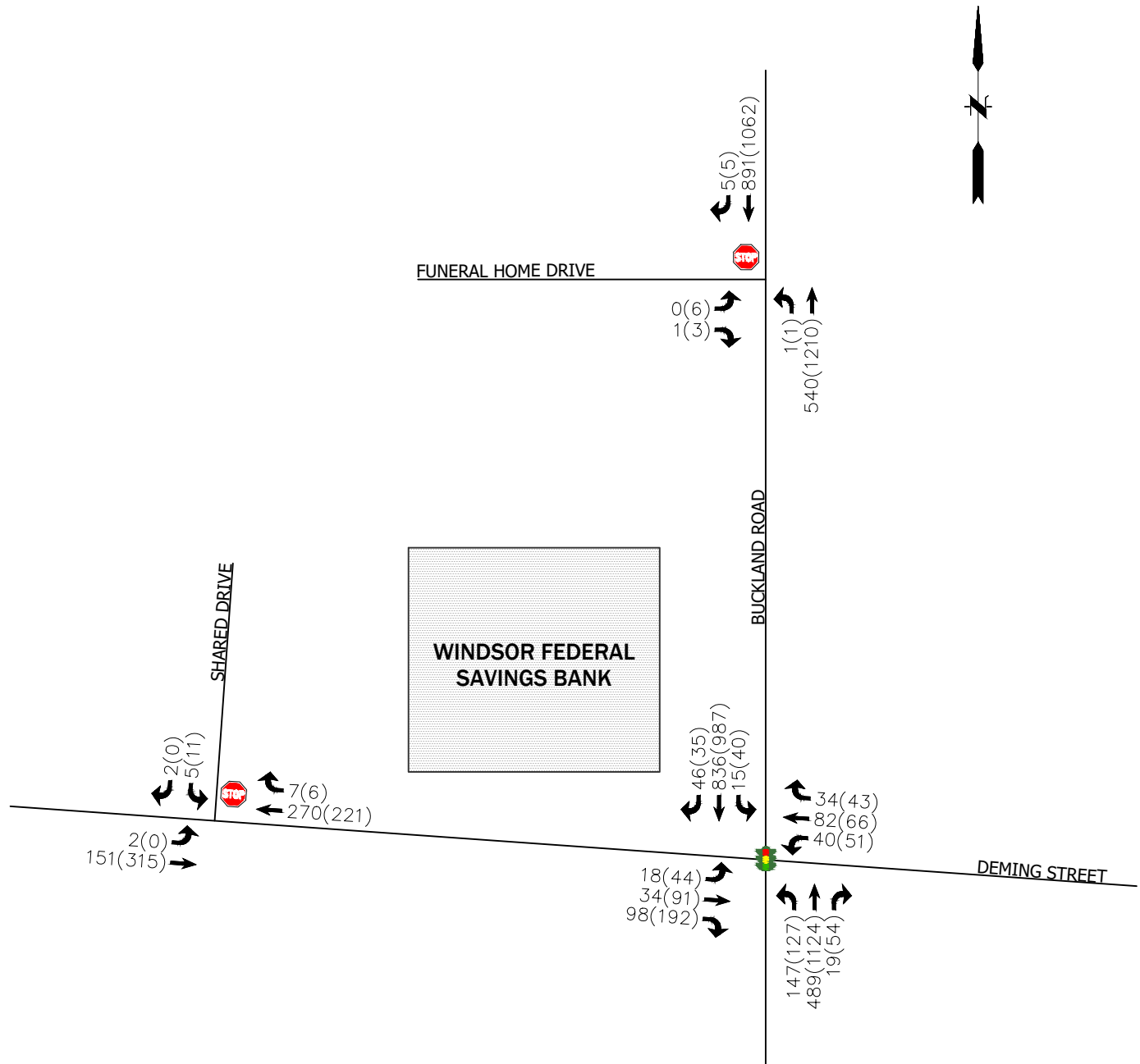
395 BUCKLAND ROAD

SOUTH WINDSOR

CONNECTICUT

PROJ. No.: 20191171.A10
DATE: JULY 2020

FIGURE 1



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



FUSS & O'NEILL

146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

FIGURE 2: 2021 BASELINE TRAFFIC VOLUMES

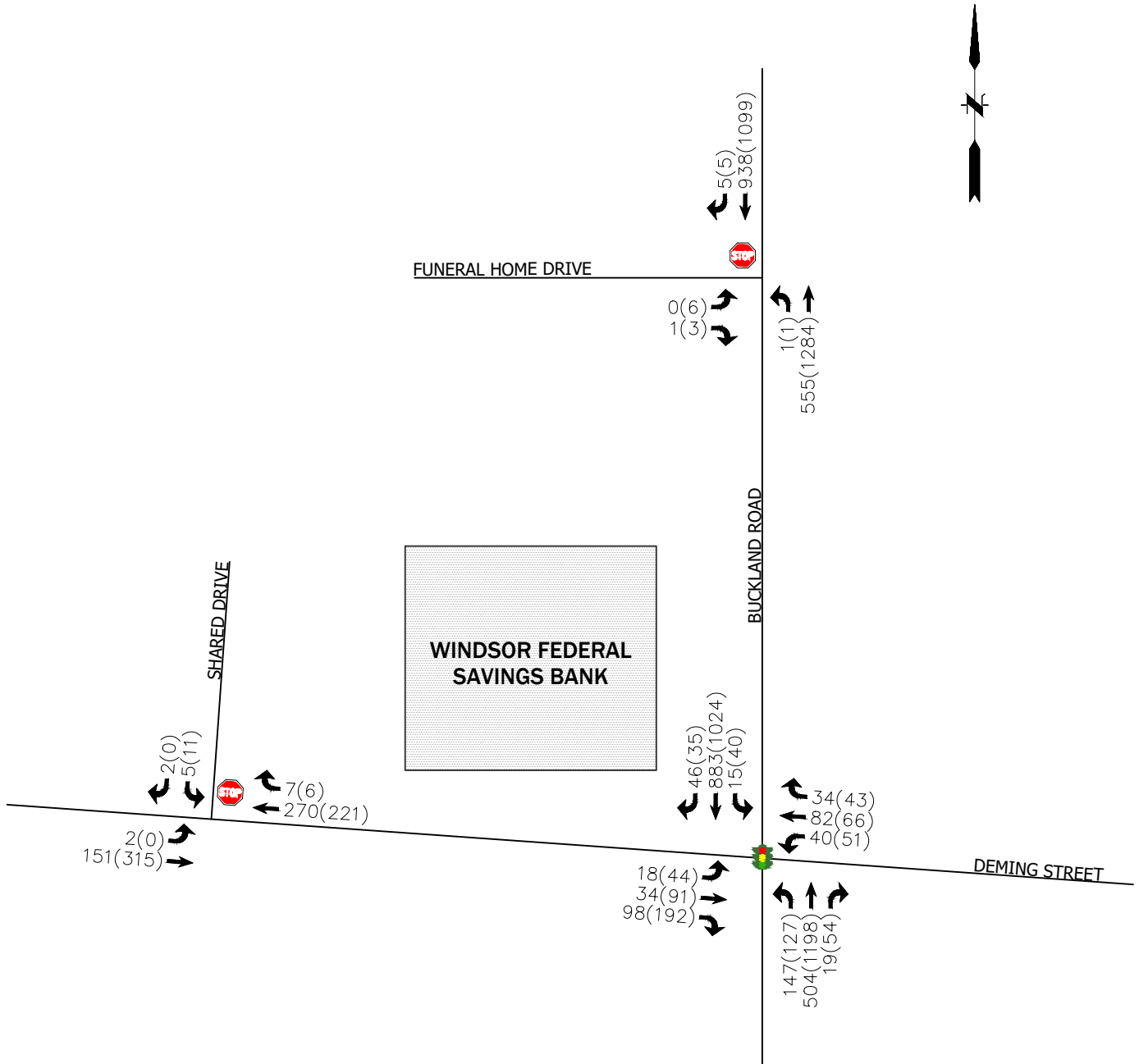
PROJ. NO: 20191171.A10 395 BUCKLAND ROAD - WINDSOR FEDERAL SAVINGS BANK

JULY 2020

File Path: \\private\DFS\CadProj\DWG\F2019\1171A10\CivilTraffic Figures\2019\1171A10_TV01.dwg Layout: FIG 3. OTHER GEN - GATEWAY Plotted: Mon, July 06, 2020 - 9:57 AM User: GINA DEPASQUALE



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



XX(XX) = ENTERING TRAFFIC (EXITING TRAFFIC)

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



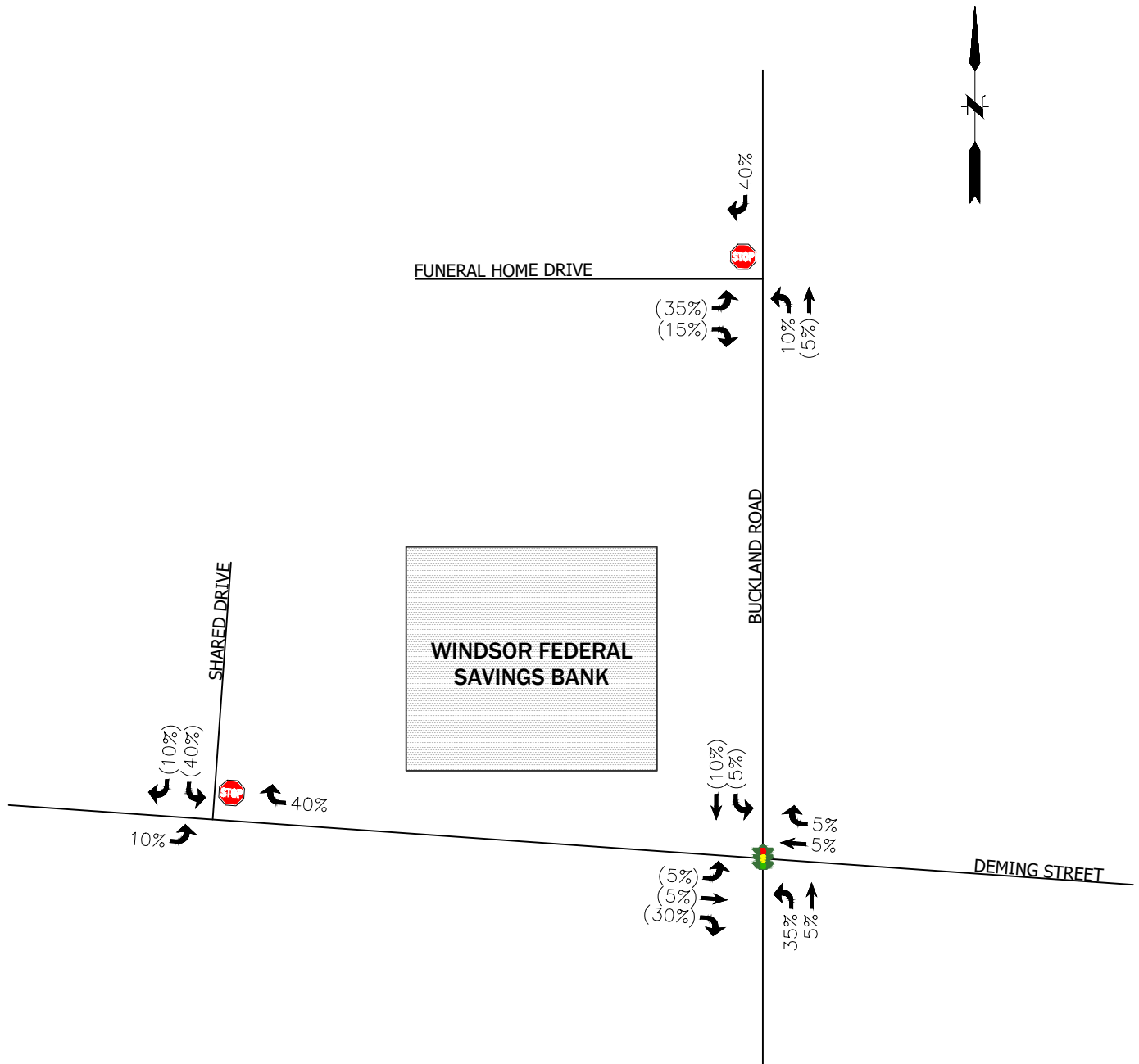
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860.646.2469
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FIGURE 4: 2021 BACKGROUND TRAFFIC VOLUMES

PROJ. NO: 20191171.A10 395 BUCKLAND ROAD - WINDSOR FEDERAL SAVINGS BANK

JULY 2020



XX(XX) = ENTERING TRAFFIC (EXITING TRAFFIC)



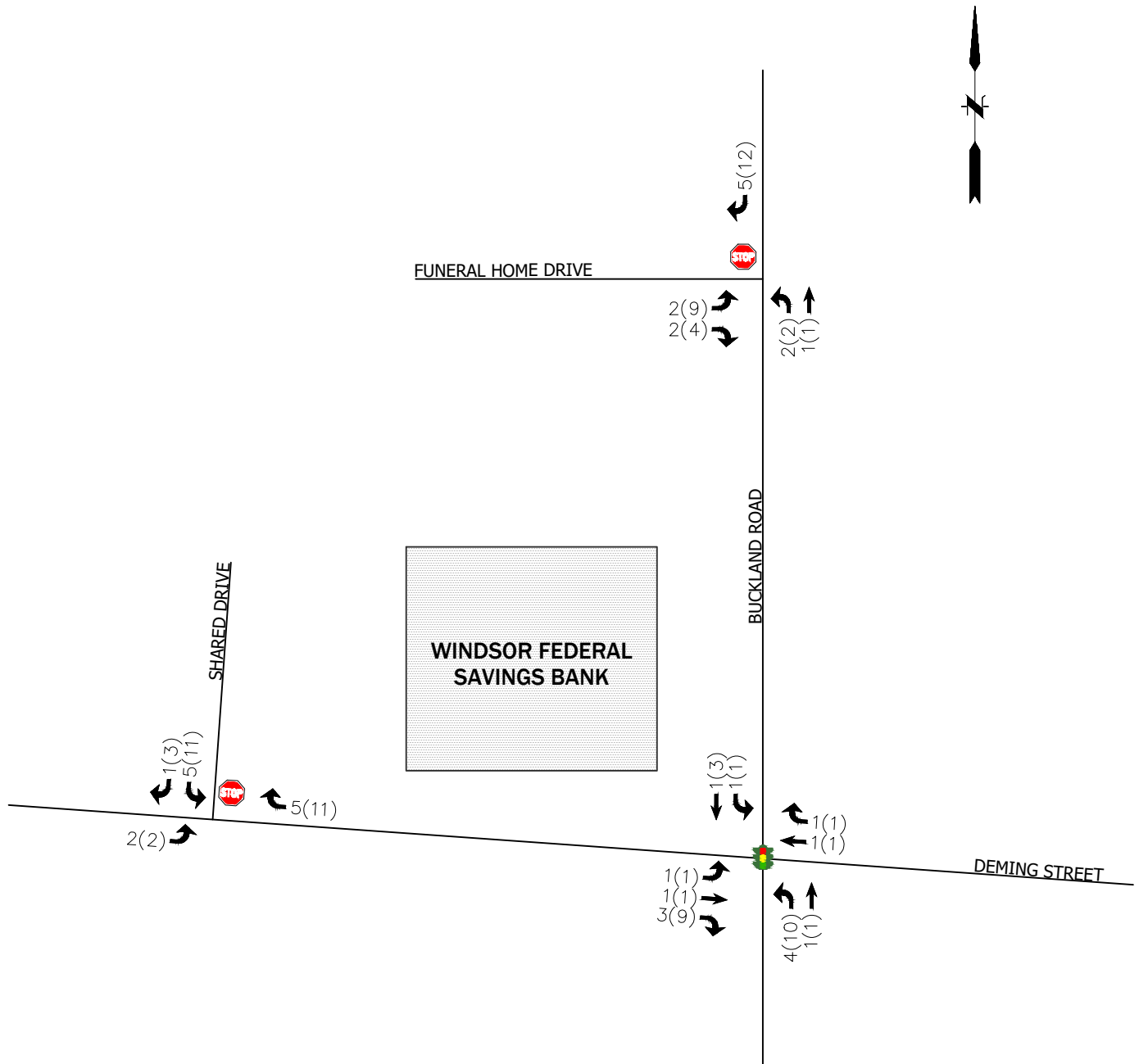
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FIGURE 5: TRIP DISTRIBUTION

PROJ. NO: 20191171.A10 395 BUCKLAND ROAD - WINDSOR FEDERAL SAVINGS BANK

JULY 2020



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

SITE GENERATED TRAFFIC VOLUMES

	ENTER	EXIT	TOTAL
MORNING	14	10	24
AFTERNOON	27	27	54



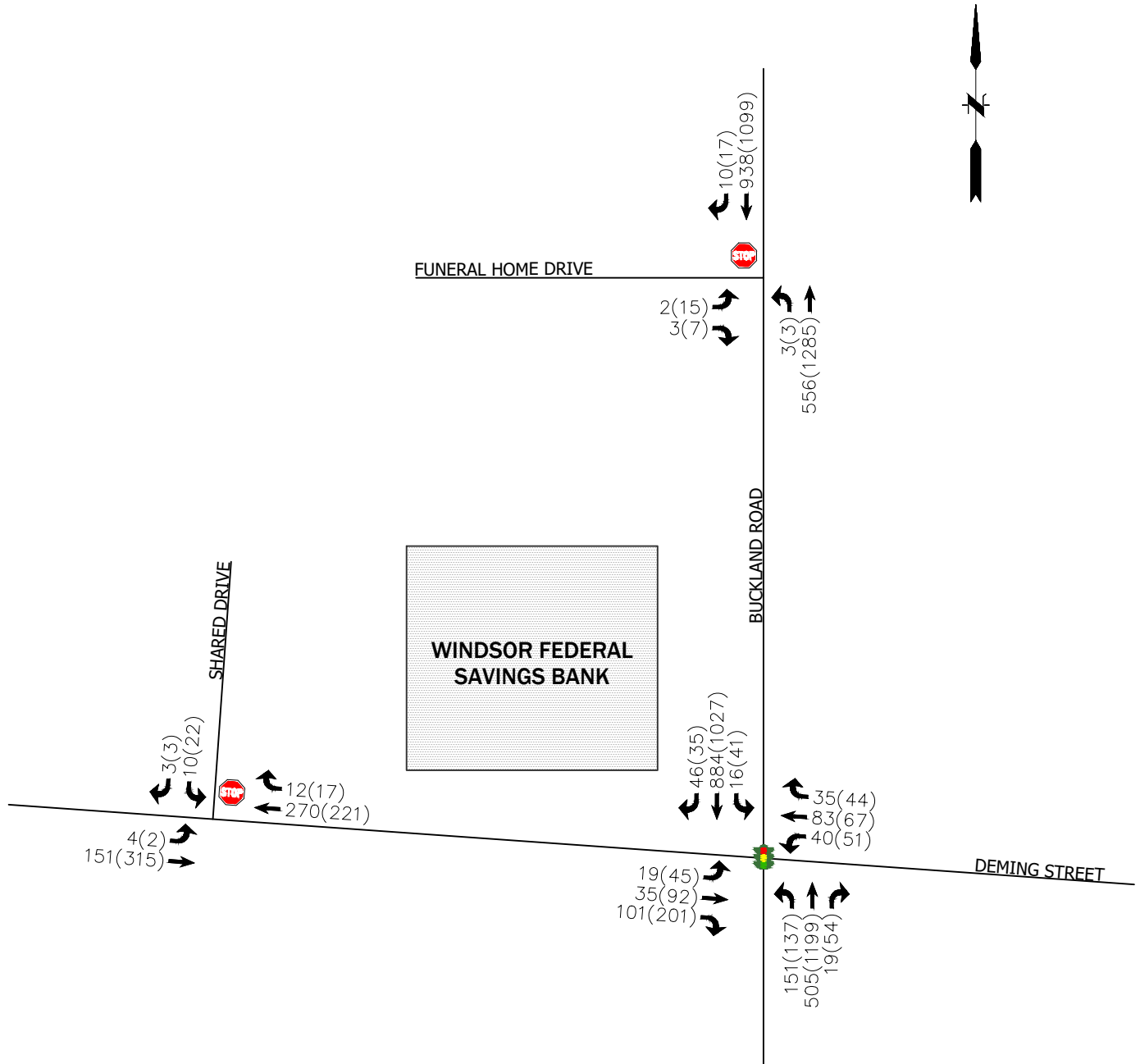
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FIGURE 6: TRIP GENERATION

PROJ. NO: 20191171.A10 395 BUCKLAND ROAD - WINDSOR FEDERAL SAVINGS BANK

JULY 2020



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



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FIGURE 7: 2021 COMBINED TRAFFIC VOLUMES

PROJ. NO: 20191171.A10 395 BUCKLAND ROAD - WINDSOR FEDERAL SAVINGS BANK

JULY 2020

Appendix C

Intersection Capacity Analysis Worksheets Morning Peak Hour 2021 Background Traffic Volumes

Lanes, Volumes, Timings
1: Deming Street & Buckland Road

Windsor Federal Savings Bank
2021 AM Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	34	98	40	82	34	147	504	19	15	883	46
Future Volume (vph)	18	34	98	40	82	34	147	504	19	15	883	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	130		0	150		0	300		0
Storage Lanes	1		1	1		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			0.850		0.956			0.994			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1781	0	1770	3518	0	1770	3514	0
Flt Permitted	0.676			0.733			0.179			0.438		
Satd. Flow (perm)	1259	1863	1583	1365	1781	0	333	3518	0	816	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			204		34			7			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			549			564			367	
Travel Time (s)		6.9			12.5			12.8			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	37	107	43	89	37	160	548	21	16	960	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	37	107	43	126	0	160	569	0	16	1010	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4			2			6		
Detector Phase	4	4	4	4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		15.0	15.0		10.0	15.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		19.0	24.2		14.0	24.2	
Total Split (s)	21.0	21.0	21.0	21.0	21.0		17.0	27.0		12.0	22.0	
Total Split (%)	35.0%	35.0%	35.0%	35.0%	35.0%		28.3%	45.0%		20.0%	36.7%	
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0		13.0	20.8		8.0	15.8	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		3.0	4.2	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	6.2		4.0	6.2	
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	3.0	
Recall Mode	None	None	None	None	None		Min	Max		Min	Max	
Walk Time (s)	7.0	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			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effect Green (s)	10.3	10.3	10.3	10.3	10.3		37.9	23.4		28.7	18.3	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19		0.71	0.44		0.53	0.34	
v/c Ratio	0.08	0.10	0.23	0.16	0.34		0.27	0.37		0.03	0.84	
Control Delay	19.7	19.7	1.3	20.9	18.2		5.2	12.3		4.7	26.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.7	19.7	1.3	20.9	18.2		5.2	12.3		4.7	26.8	

Lanes, Volumes, Timings
1: Deming Street & Buckland Road

Windsor Federal Savings Bank
2021 AM Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	C	B		A	B		A	C	
Approach Delay		7.7			18.9			10.8			26.4	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	6	11	0	12	27		15	64		1	160	
Queue Length 95th (ft)	20	31	3	34	66		41	113		7	#307	
Internal Link Dist (ft)		224			469			484			287	
Turn Bay Length (ft)	150			130			150			300		
Base Capacity (vph)	381	564	622	413	563		588	1537		580	1204	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.07	0.17	0.10	0.22		0.27	0.37		0.03	0.84	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.7

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 18.9

Intersection LOS: B

Intersection Capacity Utilization 59.9%

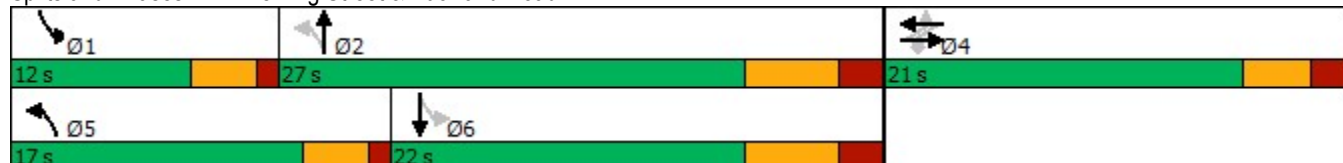
ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Deming Street & Buckland Road



HCM Signalized Intersection Capacity Analysis

1: Deming Street & Buckland Road

Windsor Federal Savings Bank
2021 AM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	34	98	40	82	34	147	504	19	15	883	46
Future Volume (vph)	18	34	98	40	82	34	147	504	19	15	883	46
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	5.0	5.0		4.0	6.2		4.0	6.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1781		1770	3520		1770	3513	
Flt Permitted	0.68	1.00	1.00	0.73	1.00		0.18	1.00		0.44	1.00	
Satd. Flow (perm)	1260	1863	1583	1365	1781		334	3520		816	3513	
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	37	107	43	89	37	160	548	21	16	960	50
RTOR Reduction (vph)	0	0	91	0	29	0	0	4	0	0	5	0
Lane Group Flow (vph)	20	37	16	43	97	0	160	565	0	16	1005	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4			2			6		
Actuated Green, G (s)	8.0	8.0	8.0	8.0	8.0		35.5	23.4		26.4	18.3	
Effective Green, g (s)	8.0	8.0	8.0	8.0	8.0		35.5	23.4		26.4	18.3	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.65	0.43		0.48	0.33	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	6.2		4.0	6.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	184	272	231	199	260		563	1505		535	1175	
v/s Ratio Prot		0.02			c0.05		c0.07	0.16		0.00	c0.29	
v/s Ratio Perm	0.02		0.01	0.03			0.12			0.01		
v/c Ratio	0.11	0.14	0.07	0.22	0.37		0.28	0.38		0.03	0.86	
Uniform Delay, d1	20.3	20.3	20.1	20.6	21.1		5.6	10.7		7.4	17.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.2	0.1	0.5	0.9		0.3	0.7		0.0	8.0	
Delay (s)	20.5	20.6	20.3	21.1	22.0		5.9	11.4		7.4	25.0	
Level of Service	C	C	C	C	C		A	B		A	C	
Approach Delay (s)		20.4			21.8			10.2			24.7	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			19.1			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			54.7			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			59.9%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
2: Buckland Road & Funeral Home Drive

Windsor Federal Savings Bank
2021 AM Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	1	555	938	5
Future Volume (vph)	0	1	1	555	938	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1611	0	0	3539	3536	0
Flt Permitted						
Satd. Flow (perm)	1611	0	0	3539	3536	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	133			367	198	
Travel Time (s)	3.0			8.3	4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1	1	603	1020	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	604	1025	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.1%			ICU Level of Service A		
Analysis Period (min)	15					

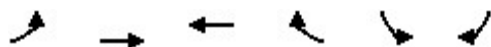
HCM Unsignalized Intersection Capacity Analysis 2: Buckland Road & Funeral Home Drive

Windsor Federal Savings Bank
2021 AM Background

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	1	555	938	5
Future Volume (Veh/h)	0	1	1	555	938	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1	603	1020	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				367		
pX, platoon unblocked	0.91					
vC, conflicting volume	1326	512	1025			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1153	512	1025			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	173	507	673			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	1	202	402	680	345	
Volume Left	0	1	0	0	0	
Volume Right	1	0	0	0	5	
cSH	507	673	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.24	0.40	0.20	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	12.1	0.1	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	12.1	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			36.1%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
3: Deming Street & Shared Drive

Windsor Federal Savings Bank
2021 AM Background



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Volume (vph)	2	151	270	7	5	2
Future Volume (vph)	2	151	270	7	5	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.996		0.961	
Flt Protected		0.999			0.966	
Satd. Flow (prot)	0	3536	3525	0	1729	0
Flt Permitted		0.999			0.966	
Satd. Flow (perm)	0	3536	3525	0	1729	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		132	304		176	
Travel Time (s)		3.0	6.9		4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	164	293	8	5	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	166	301	0	7	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 17.7% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

3: Deming Street & Shared Drive

Windsor Federal Savings Bank
2021 AM Background



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (veh/h)	2	151	270	7	5	2
Future Volume (Veh/h)	2	151	270	7	5	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	164	293	8	5	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			304			
pX, platoon unblocked						
vC, conflicting volume	301				383	150
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	301				383	150
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1257				591	869
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	57	109	195	106	7	
Volume Left	2	0	0	0	5	
Volume Right	0	0	0	8	2	
cSH	1257	1700	1700	1700	651	
Volume to Capacity	0.00	0.06	0.11	0.06	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.3	0.0	0.0	0.0	10.6	
Lane LOS	A				B	
Approach Delay (s)	0.1		0.0		10.6	
Approach LOS					B	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			17.7%		ICU Level of Service	A
Analysis Period (min)			15			

Appendix C

Intersection Capacity Analysis Worksheets Morning Peak Hour 2021 Combined Traffic Volumes

Lanes, Volumes, Timings
1: Deming Street & Buckland Road

Windsor Federal Savings Bank
2021 AM Combined

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	35	101	40	83	35	151	505	19	16	884	46
Future Volume (vph)	19	35	101	40	83	35	151	505	19	16	884	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	130		0	150		0	300		0
Storage Lanes	1		1	1		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			0.850		0.955			0.994			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1779	0	1770	3518	0	1770	3514	0
Flt Permitted	0.675			0.732			0.179			0.438		
Satd. Flow (perm)	1257	1863	1583	1364	1779	0	333	3518	0	816	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			204		35			7			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			549			564			367	
Travel Time (s)		6.9			12.5			12.8			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	38	110	43	90	38	164	549	21	17	961	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	38	110	43	128	0	164	570	0	17	1011	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4			2			6		
Detector Phase	4	4	4	4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		15.0	15.0		10.0	15.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		19.0	24.2		14.0	24.2	
Total Split (s)	21.0	21.0	21.0	21.0	21.0		17.0	27.0		12.0	22.0	
Total Split (%)	35.0%	35.0%	35.0%	35.0%	35.0%		28.3%	45.0%		20.0%	36.7%	
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0		13.0	20.8		8.0	15.8	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		3.0	4.2	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	6.2		4.0	6.2	
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	3.0	
Recall Mode	None	None	None	None	None		Min	Max		Min	Max	
Walk Time (s)	7.0	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			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effect Green (s)	10.4	10.4	10.4	10.4	10.4		37.8	23.4		28.7	18.3	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19		0.70	0.44		0.53	0.34	
v/c Ratio	0.09	0.11	0.23	0.16	0.35		0.28	0.37		0.03	0.84	
Control Delay	19.8	19.7	1.5	20.9	18.2		5.3	12.3		4.8	26.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.8	19.7	1.5	20.9	18.2		5.3	12.3		4.8	26.9	

Lanes, Volumes, Timings
1: Deming Street & Buckland Road

Windsor Federal Savings Bank
2021 AM Combined

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	C	B		A	B		A	C	
Approach Delay		7.9			18.9			10.7			26.5	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	6	11	0	12	27		15	64		1	160	
Queue Length 95th (ft)	21	31	5	34	67		41	114		8	#307	
Internal Link Dist (ft)		224			469			484			287	
Turn Bay Length (ft)	150			130			150			300		
Base Capacity (vph)	381	564	621	413	563		588	1536		580	1203	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.07	0.18	0.10	0.23		0.28	0.37		0.03	0.84	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.7

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 18.9

Intersection LOS: B

Intersection Capacity Utilization 59.9%

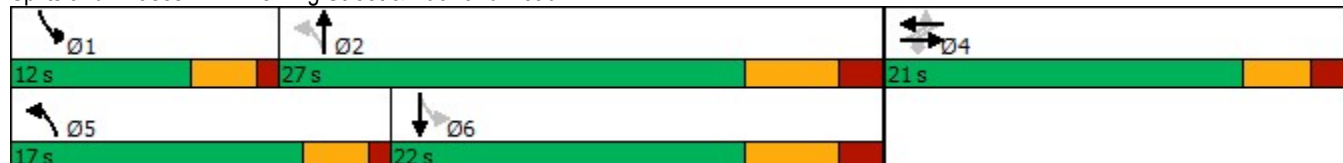
ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Deming Street & Buckland Road



HCM Signalized Intersection Capacity Analysis

1: Deming Street & Buckland Road

Windsor Federal Savings Bank

2021 AM Combined

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	35	101	40	83	35	151	505	19	16	884	46
Future Volume (vph)	19	35	101	40	83	35	151	505	19	16	884	46
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	5.0	5.0		4.0	6.2		4.0	6.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1780		1770	3520		1770	3513	
Flt Permitted	0.67	1.00	1.00	0.73	1.00		0.18	1.00		0.44	1.00	
Satd. Flow (perm)	1257	1863	1583	1364	1780		334	3520		815	3513	
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	38	110	43	90	38	164	549	21	17	961	50
RTOR Reduction (vph)	0	0	94	0	30	0	0	4	0	0	5	0
Lane Group Flow (vph)	21	38	16	43	98	0	164	566	0	17	1006	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4			2			6		
Actuated Green, G (s)	8.0	8.0	8.0	8.0	8.0		35.5	23.4		26.4	18.3	
Effective Green, g (s)	8.0	8.0	8.0	8.0	8.0		35.5	23.4		26.4	18.3	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.65	0.43		0.48	0.33	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	6.2		4.0	6.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	183	272	231	199	260		563	1505		534	1175	
v/s Ratio Prot		0.02			c0.06		c0.07	0.16		0.00	c0.29	
v/s Ratio Perm	0.02		0.01	0.03			0.12			0.01		
v/c Ratio	0.11	0.14	0.07	0.22	0.38		0.29	0.38		0.03	0.86	
Uniform Delay, d1	20.3	20.4	20.1	20.6	21.1		5.7	10.7		7.4	17.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.2	0.1	0.5	0.9		0.3	0.7		0.0	8.1	
Delay (s)	20.6	20.6	20.3	21.1	22.0		6.0	11.4		7.4	25.1	
Level of Service	C	C	C	C	C		A	B		A	C	
Approach Delay (s)		20.4			21.8			10.2			24.8	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			19.1			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			54.7			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			59.9%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
2: Buckland Road & Funeral Home Drive

Windsor Federal Savings Bank
2021 AM Combined

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	2	3	3	556	938	10
Future Volume (vph)	2	3	3	556	938	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.919				0.998	
Flt Protected	0.980					
Satd. Flow (prot)	1678	0	0	3539	3532	0
Flt Permitted	0.980					
Satd. Flow (perm)	1678	0	0	3539	3532	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	133			367	198	
Travel Time (s)	3.0			8.3	4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	3	3	604	1020	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	607	1031	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

2: Buckland Road & Funeral Home Drive

Windsor Federal Savings Bank
2021 AM Combined

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	3	3	556	938	10
Future Volume (Veh/h)	2	3	3	556	938	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	3	3	604	1020	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				367		
pX, platoon unblocked	0.91					
vC, conflicting volume	1334	516	1031			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1161	516	1031			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	170	504	670			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	5	204	403	680	351	
Volume Left	2	3	0	0	0	
Volume Right	3	0	0	0	11	
cSH	282	670	1700	1700	1700	
Volume to Capacity	0.02	0.00	0.24	0.40	0.21	
Queue Length 95th (ft)	1	0	0	0	0	
Control Delay (s)	18.0	0.2	0.0	0.0	0.0	
Lane LOS	C	A				
Approach Delay (s)	18.0	0.1		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			36.2%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
3: Deming Street & Shared Drive

Windsor Federal Savings Bank
2021 AM Combined



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	151	270	12	10	3
Future Volume (vph)	4	151	270	12	10	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.994		0.971	
Flt Protected		0.999			0.962	
Satd. Flow (prot)	0	3536	3518	0	1740	0
Flt Permitted		0.999			0.962	
Satd. Flow (perm)	0	3536	3518	0	1740	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		132	304		176	
Travel Time (s)		3.0	6.9		4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	164	293	13	11	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	168	306	0	14	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

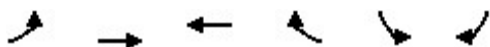
Intersection Capacity Utilization 17.8% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

3: Deming Street & Shared Drive

Windsor Federal Savings Bank
2021 AM Combined



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (veh/h)	4	151	270	12	10	3
Future Volume (Veh/h)	4	151	270	12	10	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	164	293	13	11	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			304			
pX, platoon unblocked						
vC, conflicting volume	306				390	153
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	306				390	153
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1252				585	866
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	59	109	195	111	14	
Volume Left	4	0	0	0	11	
Volume Right	0	0	0	13	3	
cSH	1252	1700	1700	1700	629	
Volume to Capacity	0.00	0.06	0.11	0.07	0.02	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.6	0.0	0.0	0.0	10.9	
Lane LOS	A				B	
Approach Delay (s)	0.2		0.0		10.9	
Approach LOS					B	
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			17.8%		ICU Level of Service	A
Analysis Period (min)			15			

Appendix D

Intersection Capacity Analysis Worksheets Afternoon Peak Hour 2021 Background Traffic Volumes

Lanes, Volumes, Timings
1: Deming Street & Buckland Road

Windsor Federal Savings Bank
2021 PM Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	91	192	51	66	43	127	1198	54	40	1024	35
Future Volume (vph)	44	91	192	51	66	43	127	1198	54	40	1024	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	130		0	150		0	300		0
Storage Lanes	1		1	1		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			0.850		0.941			0.993			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1753	0	1770	3514	0	1770	3522	0
Flt Permitted	0.681			0.693			0.182			0.222		
Satd. Flow (perm)	1269	1863	1583	1291	1753	0	339	3514	0	414	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209		47			8			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			549			564			367	
Travel Time (s)		6.9			12.5			12.8			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	99	209	55	72	47	138	1302	59	43	1113	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	99	209	55	119	0	138	1361	0	43	1151	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4			2			6		
Detector Phase	4	4	4	4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		15.0	15.0		10.0	15.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		19.0	24.2		14.0	24.2	
Total Split (s)	21.0	21.0	21.0	21.0	21.0		17.0	27.0		12.0	22.0	
Total Split (%)	35.0%	35.0%	35.0%	35.0%	35.0%		28.3%	45.0%		20.0%	36.7%	
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0		13.0	20.8		8.0	15.8	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		3.0	4.2	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	6.2		4.0	6.2	
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	3.0	
Recall Mode	None	None	None	None	None		Min	Max		Min	Max	
Walk Time (s)	7.0	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			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effect Green (s)	10.8	10.8	10.8	10.8	10.8		37.3	23.0		28.2	18.0	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19		0.65	0.40		0.49	0.32	
v/c Ratio	0.20	0.28	0.45	0.23	0.32		0.25	0.96		0.11	1.03	
Control Delay	21.2	21.7	6.8	21.6	15.4		5.5	35.0		5.7	58.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.2	21.7	6.8	21.6	15.4		5.5	35.0		5.7	58.4	

Lanes, Volumes, Timings
1: Deming Street & Buckland Road

Windsor Federal Savings Bank
2021 PM Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	B		A	D		A	E	
Approach Delay		12.9			17.4			32.3			56.5	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)	14	29	0	16	21		13	213		4	~196	
Queue Length 95th (ft)	38	63	44	41	57		40	#424		16	#391	
Internal Link Dist (ft)		224			469			484			287	
Turn Bay Length (ft)	150			130			150			300		
Base Capacity (vph)	356	523	594	362	525		547	1422		395	1115	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.19	0.35	0.15	0.23		0.25	0.96		0.11	1.03	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 57.1

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 38.3

Intersection LOS: D

Intersection Capacity Utilization 65.3%

ICU Level of Service C

Analysis Period (min) 15

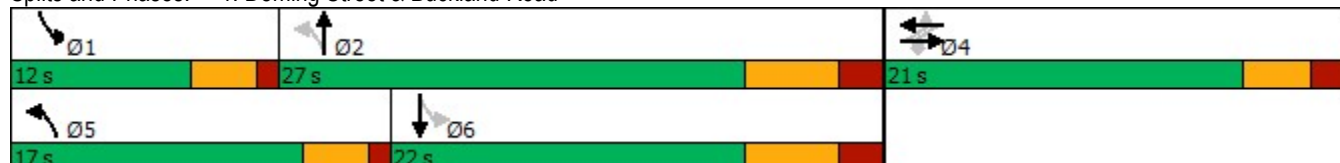
~ Volume exceeds capacity, queue is theoretically infinite.

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: 1: Deming Street & Buckland Road



HCM Signalized Intersection Capacity Analysis

1: Deming Street & Buckland Road

Windsor Federal Savings Bank

2021 PM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	91	192	51	66	43	127	1198	54	40	1024	35
Future Volume (vph)	44	91	192	51	66	43	127	1198	54	40	1024	35
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	5.0	5.0		4.0	6.2		4.0	6.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1752		1770	3516		1770	3522	
Flt Permitted	0.68	1.00	1.00	0.69	1.00		0.18	1.00		0.22	1.00	
Satd. Flow (perm)	1268	1863	1583	1291	1752		339	3516		414	3522	
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)	48	99	209	55	72	47	138	1302	59	43	1113	38
RTOR Reduction (vph)	0	0	169	0	38	0	0	5	0	0	3	0
Lane Group Flow (vph)	48	99	40	55	81	0	138	1356	0	43	1148	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4			2			6		
Actuated Green, G (s)	10.8	10.8	10.8	10.8	10.8		35.0	23.0		26.0	18.0	
Effective Green, g (s)	10.8	10.8	10.8	10.8	10.8		35.0	23.0		26.0	18.0	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19		0.61	0.40		0.46	0.32	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	6.2		4.0	6.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	240	352	299	244	331		534	1418		379	1112	
v/s Ratio Prot		c0.05			0.05		c0.06	c0.39		0.02	0.33	
v/s Ratio Perm	0.04		0.03	0.04			0.10			0.04		
v/c Ratio	0.20	0.28	0.13	0.23	0.24		0.26	0.96		0.11	1.03	
Uniform Delay, d1	19.5	19.8	19.2	19.6	19.6		7.6	16.5		9.8	19.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.4	0.2	0.5	0.4		0.3	15.5		0.1	35.5	
Delay (s)	19.9	20.2	19.4	20.0	20.0		7.8	32.1		9.9	55.0	
Level of Service	B	C	B	C	C		A	C		A	E	
Approach Delay (s)		19.7			20.0			29.8			53.4	
Approach LOS		B			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			36.9			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			57.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			65.3%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
2: Buckland Road & Funeral Home Drive

Windsor Federal Savings Bank
2021 PM Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	1	1284	1099	5
Future Volume (vph)	6	3	1	1284	1099	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.959				0.999	
Flt Protected	0.966					
Satd. Flow (prot)	1726	0	0	3539	3536	0
Flt Permitted	0.966					
Satd. Flow (perm)	1726	0	0	3539	3536	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	133			367	198	
Travel Time (s)	3.0			8.3	4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	3	1	1396	1195	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	1397	1200	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

2: Buckland Road & Funeral Home Drive

Windsor Federal Savings Bank
2021 PM Background

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	3	1	1284	1099	5
Future Volume (Veh/h)	6	3	1	1284	1099	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	3	1	1396	1195	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				367		
pX, platoon unblocked	0.63					
vC, conflicting volume	1898	600	1200			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1246	600	1200			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	99	100			
cM capacity (veh/h)	104	444	577			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	10	466	931	797	403	
Volume Left	7	1	0	0	0	
Volume Right	3	0	0	0	5	
cSH	135	577	1700	1700	1700	
Volume to Capacity	0.07	0.00	0.55	0.47	0.24	
Queue Length 95th (ft)	6	0	0	0	0	
Control Delay (s)	33.8	0.1	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	33.8	0.0		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			46.2%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
3: Deming Street & Shared Drive

Windsor Federal Savings Bank
2021 PM Background



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Volume (vph)	0	315	221	6	11	0
Future Volume (vph)	0	315	221	6	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.996			
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	3525	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3525	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		132	304		176	
Travel Time (s)		3.0	6.9		4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	342	240	7	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	342	247	0	12	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 18.7% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

3: Deming Street & Shared Drive

Windsor Federal Savings Bank
2021 PM Background



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (veh/h)	0	315	221	6	11	0
Future Volume (Veh/h)	0	315	221	6	11	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	342	240	7	12	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)			304			
pX, platoon unblocked						
vC, conflicting volume	247				414	124
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	247				414	124
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1316				566	904
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	114	228	160	87	12	
Volume Left	0	0	0	0	12	
Volume Right	0	0	0	7	0	
cSH	1316	1700	1700	1700	566	
Volume to Capacity	0.00	0.13	0.09	0.05	0.02	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	0.0	0.0	11.5	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		11.5	
Approach LOS					B	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			18.7%		ICU Level of Service	A
Analysis Period (min)			15			

Appendix D

Intersection Capacity Analysis Worksheets Afternoon Peak Hour 2021 Combined Traffic Volumes

Lanes, Volumes, Timings
1: Deming Street & Buckland Road

Windsor Federal Savings Bank
2021 PM Combined

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	92	201	51	67	44	137	1199	54	41	1027	35
Future Volume (vph)	45	92	201	51	67	44	137	1199	54	41	1027	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	130		0	150		0	300		0
Storage Lanes	1		1	1		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			0.850		0.940			0.994			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1751	0	1770	3518	0	1770	3522	0
Flt Permitted	0.679			0.692			0.182			0.222		
Satd. Flow (perm)	1265	1863	1583	1289	1751	0	339	3518	0	414	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218		48			8			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			549			564			367	
Travel Time (s)		6.9			12.5			12.8			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	100	218	55	73	48	149	1303	59	45	1116	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	100	218	55	121	0	149	1362	0	45	1154	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4			2			6		
Detector Phase	4	4	4	4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		15.0	15.0		10.0	15.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		19.0	24.2		14.0	24.2	
Total Split (s)	21.0	21.0	21.0	21.0	21.0		17.0	27.0		12.0	22.0	
Total Split (%)	35.0%	35.0%	35.0%	35.0%	35.0%		28.3%	45.0%		20.0%	36.7%	
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0		13.0	20.8		8.0	15.8	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		3.0	4.2	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	6.2		4.0	6.2	
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	3.0	
Recall Mode	None	None	None	None	None		Min	Max		Min	Max	
Walk Time (s)	7.0	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			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effect Green (s)	10.8	10.8	10.8	10.8	10.8		37.3	23.0		28.2	18.0	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19		0.65	0.40		0.49	0.32	
v/c Ratio	0.21	0.28	0.46	0.23	0.33		0.27	0.96		0.11	1.03	
Control Delay	21.3	21.8	6.8	21.6	15.4		5.6	34.9		5.7	59.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.3	21.8	6.8	21.6	15.4		5.6	34.9		5.7	59.2	

Lanes, Volumes, Timings
1: Deming Street & Buckland Road

Windsor Federal Savings Bank
2021 PM Combined

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	B		A	C		A	E	
Approach Delay		12.8			17.3			32.0			57.2	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)	14	30	0	16	21		14	213		4	~198	
Queue Length 95th (ft)	38	64	45	41	58		42	#424		16	#392	
Internal Link Dist (ft)		224			469			484			287	
Turn Bay Length (ft)	150			130			150			300		
Base Capacity (vph)	355	523	601	361	526		547	1424		395	1115	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.19	0.36	0.15	0.23		0.27	0.96		0.11	1.03	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 57.1

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 38.3

Intersection LOS: D

Intersection Capacity Utilization 65.4%

ICU Level of Service C

Analysis Period (min) 15

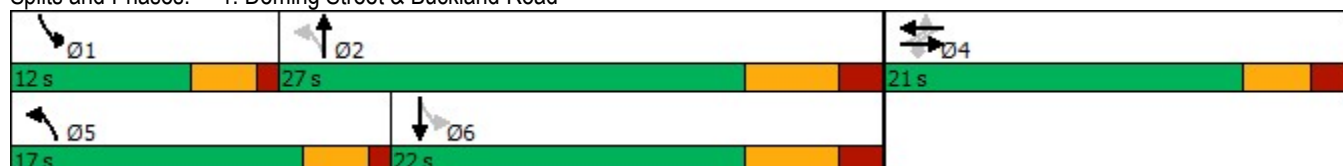
~ Volume exceeds capacity, queue is theoretically infinite.

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: 1: Deming Street & Buckland Road



HCM Signalized Intersection Capacity Analysis

1: Deming Street & Buckland Road

Windsor Federal Savings Bank

2021 PM Combined

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	92	201	51	67	44	137	1199	54	41	1027	35
Future Volume (vph)	45	92	201	51	67	44	137	1199	54	41	1027	35
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	5.0	5.0		4.0	6.2		4.0	6.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1752		1770	3516		1770	3522	
Flt Permitted	0.68	1.00	1.00	0.69	1.00		0.18	1.00		0.22	1.00	
Satd. Flow (perm)	1265	1863	1583	1290	1752		339	3516		414	3522	
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)	49	100	218	55	73	48	149	1303	59	45	1116	38
RTOR Reduction (vph)	0	0	177	0	39	0	0	5	0	0	3	0
Lane Group Flow (vph)	49	100	41	55	82	0	149	1357	0	45	1151	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4			2			6		
Actuated Green, G (s)	10.8	10.8	10.8	10.8	10.8		35.0	23.0		26.0	18.0	
Effective Green, g (s)	10.8	10.8	10.8	10.8	10.8		35.0	23.0		26.0	18.0	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19		0.61	0.40		0.46	0.32	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	6.2		4.0	6.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	239	352	299	244	331		534	1418		379	1112	
v/s Ratio Prot		c0.05			0.05		c0.06	c0.39		0.02	0.33	
v/s Ratio Perm	0.04		0.03	0.04			0.11			0.04		
v/c Ratio	0.21	0.28	0.14	0.23	0.25		0.28	0.96		0.12	1.03	
Uniform Delay, d1	19.5	19.8	19.2	19.6	19.6		7.6	16.5		9.8	19.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.4	0.2	0.5	0.4		0.3	15.6		0.1	36.3	
Delay (s)	19.9	20.2	19.4	20.0	20.0		7.9	32.2		10.0	55.8	
Level of Service	B	C	B	C	C		A	C		A	E	
Approach Delay (s)		19.7			20.0			29.8			54.1	
Approach LOS		B			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			37.1			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			57.0			Sum of lost time (s)			15.2			
Intersection Capacity Utilization			65.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
2: Buckland Road & Funeral Home Drive

Windsor Federal Savings Bank
2021 PM Combined

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	15	7	3	1285	1099	17
Future Volume (vph)	15	7	3	1285	1099	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.955				0.998	
Flt Protected	0.968					
Satd. Flow (prot)	1722	0	0	3539	3532	0
Flt Permitted	0.968					
Satd. Flow (perm)	1722	0	0	3539	3532	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	133			367	198	
Travel Time (s)	3.0			8.3	4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	8	3	1397	1195	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	1400	1213	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	47.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

2: Buckland Road & Funeral Home Drive

Windsor Federal Savings Bank
2021 PM Combined

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	7	3	1285	1099	17
Future Volume (Veh/h)	15	7	3	1285	1099	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	8	3	1397	1195	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				367		
pX, platoon unblocked	0.63					
vC, conflicting volume	1908	606	1213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1263	606	1213			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	84	98	99			
cM capacity (veh/h)	101	440	571			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	24	469	931	797	416	
Volume Left	16	3	0	0	0	
Volume Right	8	0	0	0	18	
cSH	136	571	1700	1700	1700	
Volume to Capacity	0.18	0.01	0.55	0.47	0.24	
Queue Length 95th (ft)	15	0	0	0	0	
Control Delay (s)	37.1	0.2	0.0	0.0	0.0	
Lane LOS	E	A				
Approach Delay (s)	37.1	0.1		0.0		
Approach LOS	E					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			47.6%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
3: Deming Street & Shared Drive

Windsor Federal Savings Bank
2021 PM Combined



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Volume (vph)	2	315	221	17	22	3
Future Volume (vph)	2	315	221	17	22	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.990		0.985	
Flt Protected					0.957	
Satd. Flow (prot)	0	3539	3504	0	1756	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	3539	3504	0	1756	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		132	304		176	
Travel Time (s)		3.0	6.9		4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	342	240	18	24	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	344	258	0	27	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 20.1% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

3: Deming Street & Shared Drive

Windsor Federal Savings Bank
2021 PM Combined



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (veh/h)	2	315	221	17	22	3
Future Volume (Veh/h)	2	315	221	17	22	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	342	240	18	24	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			304			
pX, platoon unblocked						
vC, conflicting volume	258				424	129
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	258				424	129
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	100
cM capacity (veh/h)	1304				557	897
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	116	228	160	98	27	
Volume Left	2	0	0	0	24	
Volume Right	0	0	0	18	3	
cSH	1304	1700	1700	1700	582	
Volume to Capacity	0.00	0.13	0.09	0.06	0.05	
Queue Length 95th (ft)	0	0	0	0	4	
Control Delay (s)	0.1	0.0	0.0	0.0	11.5	
Lane LOS	A				B	
Approach Delay (s)	0.0		0.0		11.5	
Approach LOS					B	
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			20.1%		ICU Level of Service	A
Analysis Period (min)			15			

Appendix E

Automatic Traffic Recorder (ATR) Data
Turning Movement Counts (TMC) Data

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Buckland Road at Deming Street
South Windsor, Connecticut

File Name : 19535
Site Code : 19535
Start Date : 10/17/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Buckland Road From North					Deming Street From East					Buckland Road From South					Deming 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	3	162	2	0	167	7	6	10	0	23	4	70	9	0	83	15	4	6	0	25	298
07:15 AM	5	190	3	0	198	1	10	9	0	20	2	73	20	0	95	17	2	0	0	19	332
07:30 AM	7	190	1	0	198	4	19	8	1	32	5	98	20	0	123	15	6	0	0	21	374
07:45 AM	16	188	2	0	206	11	13	14	1	39	10	86	40	0	136	18	6	3	0	27	408
Total	31	730	8	0	769	23	48	41	2	114	21	327	89	0	437	65	18	9	0	92	1412
08:00 AM	14	192	4	0	210	6	12	5	3	26	4	91	20	0	115	16	3	13	0	32	383
08:15 AM	12	146	3	1	162	8	18	5	0	31	4	101	22	0	127	25	9	0	0	34	354
08:30 AM	8	186	4	0	198	8	13	7	0	28	2	90	26	0	118	40	1	7	0	48	392
08:45 AM	14	149	4	0	167	10	14	4	1	29	7	110	28	0	145	28	8	11	0	47	388
Total	48	673	15	1	737	32	57	21	4	114	17	392	96	0	505	109	21	31	0	161	1517
Grand Total	79	1403	23	1	1506	55	105	62	6	228	38	719	185	0	942	174	39	40	0	253	2929
Apprch %	5.2	93.2	1.5	0.1		24.1	46.1	27.2	2.6		4	76.3	19.6	0		68.8	15.4	15.8	0		
Total %	2.7	47.9	0.8	0	51.4	1.9	3.6	2.1	0.2	7.8	1.3	24.5	6.3	0	32.2	5.9	1.3	1.4	0	8.6	
Lights	79	1377																			
% Lights	100	98.1	100	100	98.3	100	100	100	100	100	100	96.8	100	0	97.6	99.4	100	100	0	99.6	98.3
Trucks	0	23	0	0	23	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	39
% Trucks	0	1.6	0	0	1.5	0	0	0	0	0	0	2.2	0	0	1.7	0	0	0	0	0	1.3
Buses	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	11
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	1	0	0	0.7	0.6	0	0	0	0.4	0.4

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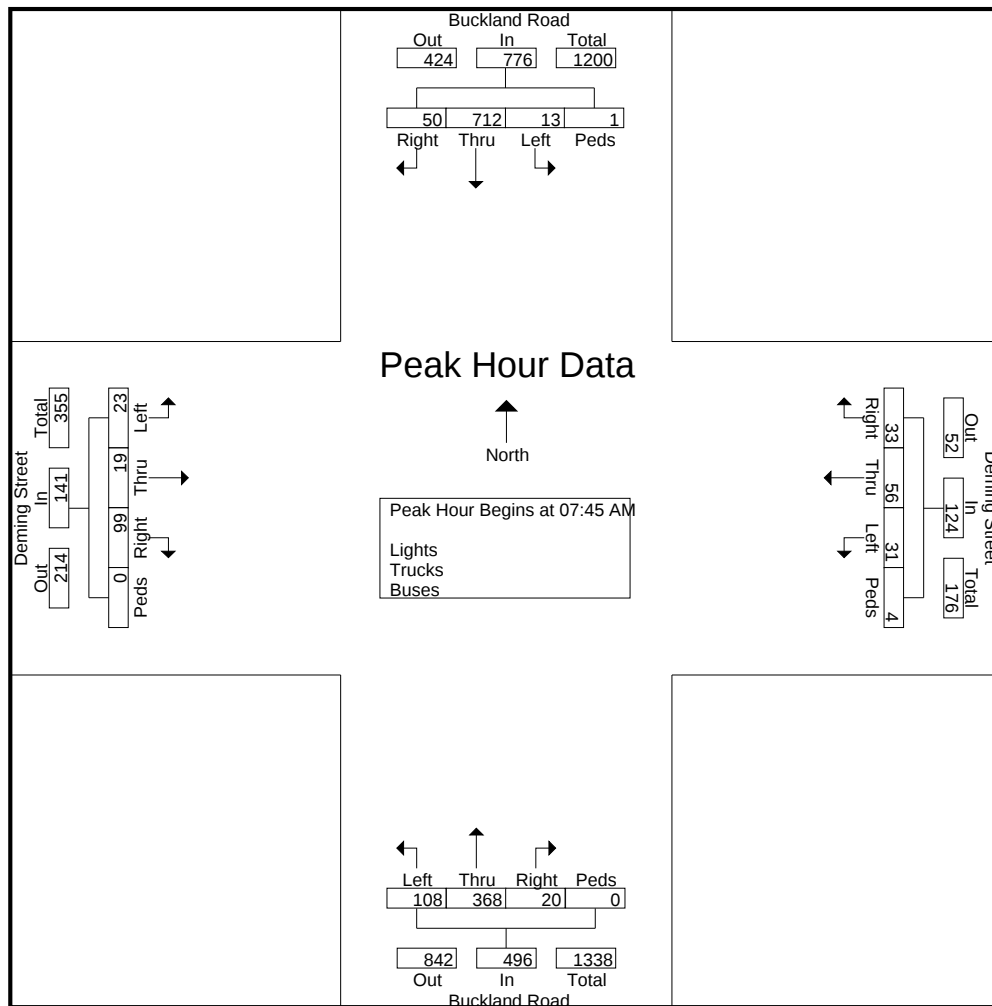
File Name : 19535
Site Code : 19535
Start Date : 10/17/2019
Page No : 2

	Buckland Road From North					Deming Street From East					Buckland Road From South					Deming 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 07:45 AM

07:45 AM	16	188	2	0	206	11	13	14	1	39	10	86	40	0	136	18	6	3	0	27	408
08:00 AM	14	192	4	0	210	6	12	5	3	26	4	91	20	0	115	16	3	13	0	32	383
08:15 AM	12	146	3	1	162	8	18	5	0	31	4	101	22	0	127	25	9	0	0	34	354
08:30 AM	8	186	4	0	198	8	13	7	0	28	2	90	26	0	118	40	1	7	0	48	392
Total Volume	50	712	13	1	776	33	56	31	4	124	20	368	108	0	496	99	19	23	0	141	1537
% App. Total	6.4	91.8	1.7	0.1		26.6	45.2	25	3.2		4	74.2	21.8	0		70.2	13.5	16.3	0		
PHF	.781	.927	.813	.250	.924	.750	.778	.554	.333	.795	.500	.911	.675	.000	.912	.619	.528	.442	.000	.734	.942



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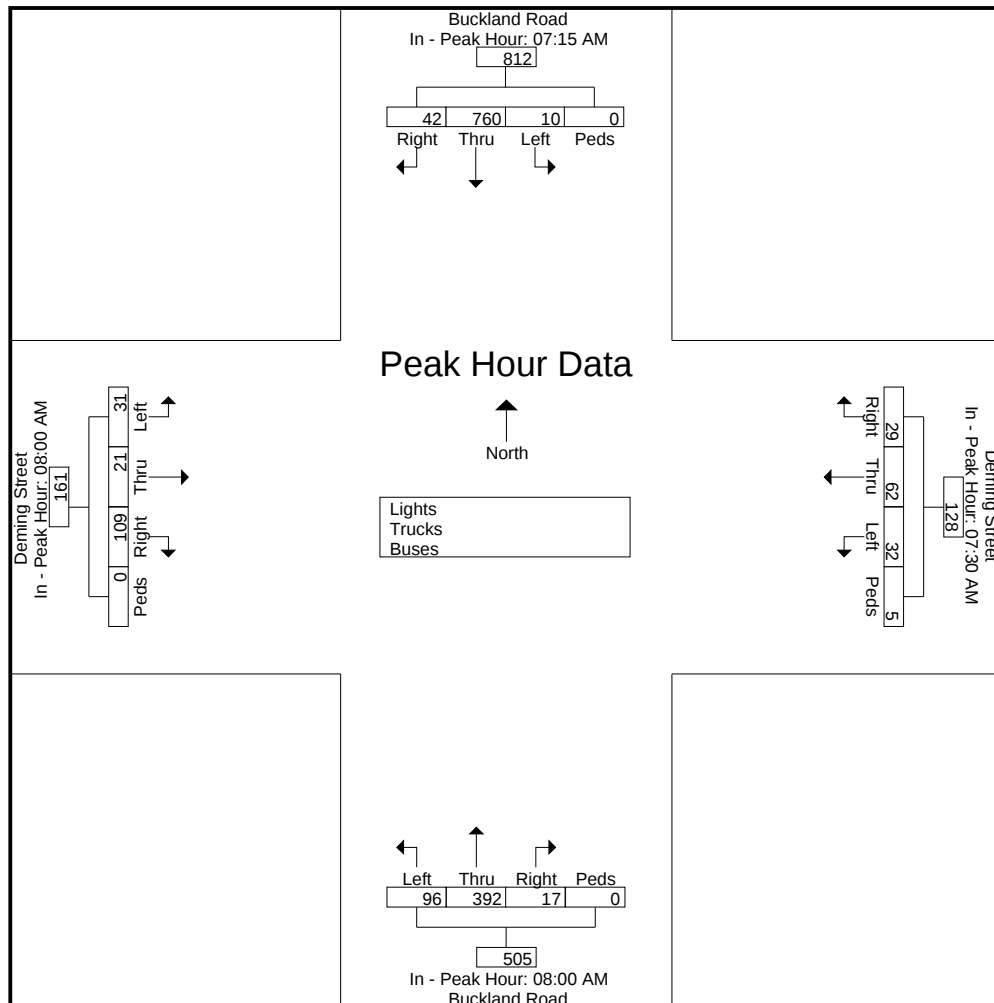
Kensington, Connecticut 06037
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File Name : 19535
Site Code : 19535
Start Date : 10/17/2019
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	Buckland Road From North					Deming Street From East					Buckland Road From South					Deming Street From 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:

	07:15 AM					07:30 AM					08:00 AM					08:00 AM				
+0 mins.	5	190	3	0	198	4	19	8	1	32	4	91	20	0	115	16	3	13	0	32
+15 mins.	7	190	1	0	198	11	13	14	1	39	4	101	22	0	127	25	9	0	0	34
+30 mins.	16	188	2	0	206	6	12	5	3	26	2	90	26	0	118	40	1	7	0	48
+45 mins.	14	192	4	0	210	8	18	5	0	31	7	110	28	0	145	28	8	11	0	47
Total Volume	42	760	10	0	812	29	62	32	5	128	17	392	96	0	505	109	21	31	0	161
% App. Total	5.2	93.6	1.2	0		22.7	48.4	25	3.9		3.4	77.6	19	0		67.7	13	19.3	0	
PHF	.656	.990	.625	.000	.967	.659	.816	.571	.417	.821	.607	.891	.857	.000	.871	.681	.583	.596	.000	.839



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Buckland Road at Deming Street
South Windsor, Connecticut

File Name : 19536
Site Code : 19536
Start Date : 10/17/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Buckland Road From North					Deming Street From East					Buckland Road From South					Deming 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	5	131	6	0	142	15	15	11	1	42	27	210	36	0	273	41	26	28	0	95	552
04:15 PM	17	154	19	0	190	8	6	9	0	23	18	199	32	0	249	28	14	9	0	51	513
04:30 PM	6	160	5	0	171	9	12	13	0	34	20	158	21	0	199	45	25	13	0	83	487
04:45 PM	9	194	11	0	214	8	8	13	0	29	23	246	30	0	299	39	23	9	0	71	613
Total	37	639	41	0	717	40	41	46	1	128	88	813	119	0	1020	153	88	59	0	300	2165
05:00 PM	19	241	9	0	269	6	13	9	0	28	29	252	17	0	298	56	28	23	0	107	702
05:15 PM	9	199	5	0	213	5	7	7	0	19	30	208	23	0	261	28	14	9	0	51	544
05:30 PM	6	169	5	0	180	7	7	12	0	26	29	222	24	0	275	31	13	8	0	52	533
05:45 PM	9	204	19	0	232	8	9	21	0	38	16	211	13	0	240	31	9	4	0	44	554
Total	43	813	38	0	894	26	36	49	0	111	104	893	77	0	1074	146	64	44	0	254	2333
Grand Total	80	1452	79	0	1611	66	77	95	1	239	192	1706	196	0	2094	299	152	103	0	554	4498
Apprch %	5	90.1	4.9	0		27.6	32.2	39.7	0.4		9.2	81.5	9.4	0		54	27.4	18.6	0		
Total %	1.8	32.3	1.8	0	35.8	1.5	1.7	2.1	0	5.3	4.3	37.9	4.4	0	46.6	6.6	3.4	2.3	0	12.3	
Lights	80	1444										1702									
% Lights	100	99.4	100	0	99.5	100	100	100	100	100	100	99.8	100	0	99.8	100	100	99	0	99.8	99.7
Trucks	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	7
% Trucks	0	0.3	0	0	0.3	0	0	0	0	0	0	0.1	0	0	0	0	0	1	0	0.2	0.2
Buses	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0.1

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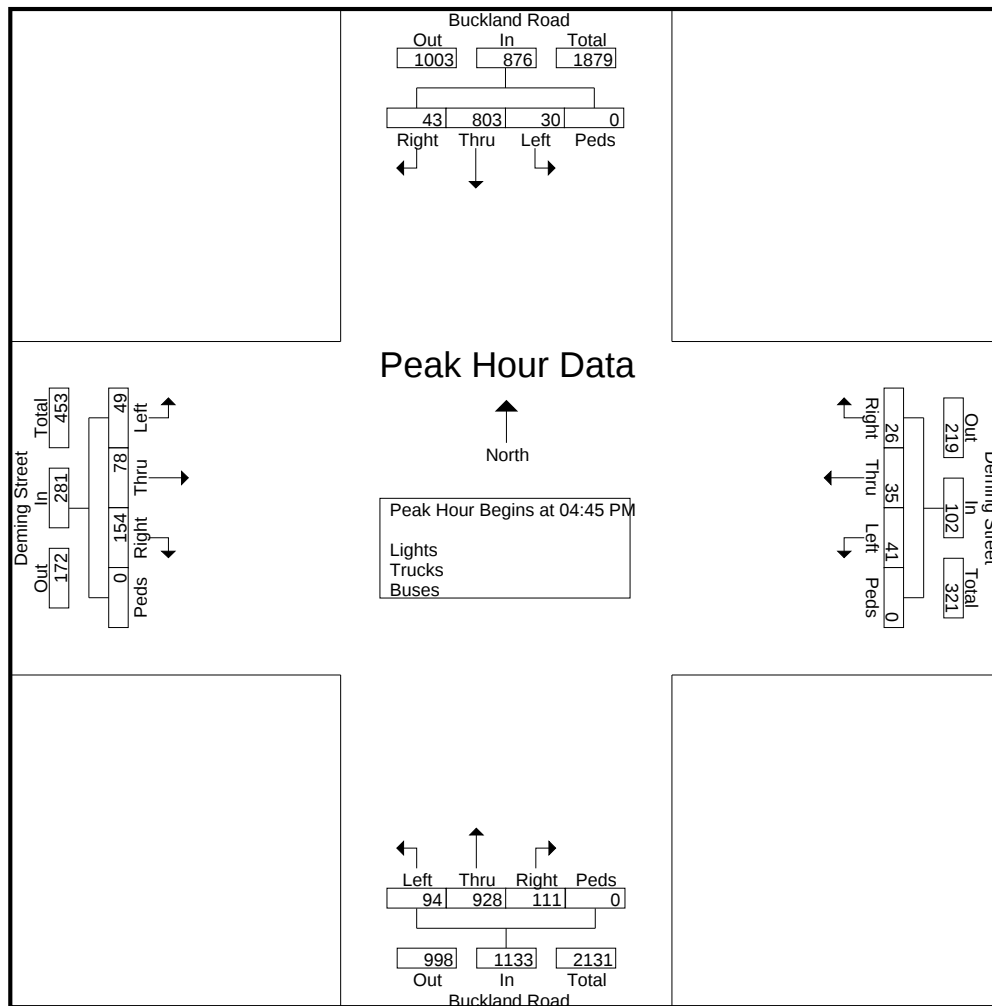
File Name : 19536
Site Code : 19536
Start Date : 10/17/2019
Page No : 2

	Buckland Road From North					Deming Street From East					Buckland Road From South					Deming 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 04:45 PM

04:45 PM	9	194	11	0	214	8	8	13	0	29	23	246	30	0	299	39	23	9	0	71	613
05:00 PM	19	241	9	0	269	6	13	9	0	28	29	252	17	0	298	56	28	23	0	107	702
05:15 PM	9	199	5	0	213	5	7	7	0	19	30	208	23	0	261	28	14	9	0	51	544
05:30 PM	6	169	5	0	180	7	7	12	0	26	29	222	24	0	275	31	13	8	0	52	533
Total Volume	43	803	30	0	876	26	35	41	0	102	111	928	94	0	1133	154	78	49	0	281	2392
% App. Total	4.9	91.7	3.4	0		25.5	34.3	40.2	0		9.8	81.9	8.3	0		54.8	27.8	17.4	0		
PHF	.566	.833	.682	.000	.814	.813	.673	.788	.000	.879	.925	.921	.783	.000	.947	.688	.696	.533	.000	.657	.852



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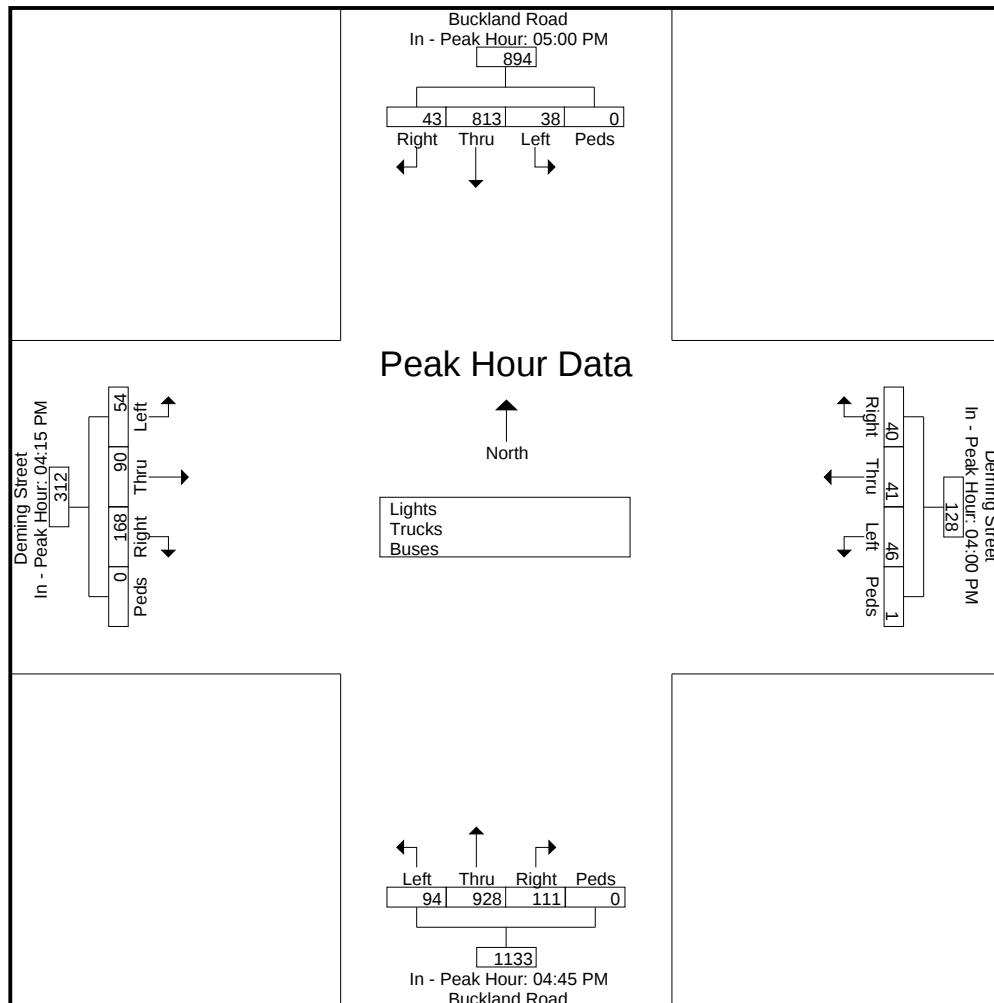
File Name : 19536
Site Code : 19536
Start Date : 10/17/2019
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	Buckland Road From North					Deming Street From East					Buckland Road From South					Deming Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	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:

	05:00 PM					04:00 PM					04:45 PM					04:15 PM				
+0 mins.	19	241	9	0	269	15	15	11	1	42	23	246	30	0	299	28	14	9	0	51
+15 mins.	9	199	5	0	213	8	6	9	0	23	29	252	17	0	298	45	25	13	0	83
+30 mins.	6	169	5	0	180	9	12	13	0	34	30	208	23	0	261	39	23	9	0	71
+45 mins.	9	204	19	0	232	8	8	13	0	29	29	222	24	0	275	56	28	23	0	107
Total Volume	43	813	38	0	894	40	41	46	1	128	111	928	94	0	1133	168	90	54	0	312
% App. Total	4.8	90.9	4.3	0		31.2	32	35.9	0.8		9.8	81.9	8.3	0		53.8	28.8	17.3	0	
PHF	.566	.843	.500	.000	.831	.667	.683	.885	.250	.762	.925	.921	.783	.000	.947	.750	.804	.587	.000	.729



Connecticut Counts LLC

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Buckland Road at Funeral Home Drive
South Windsor, Connecticut

File Name : 19537
Site Code : 19537
Start Date : 10/17/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

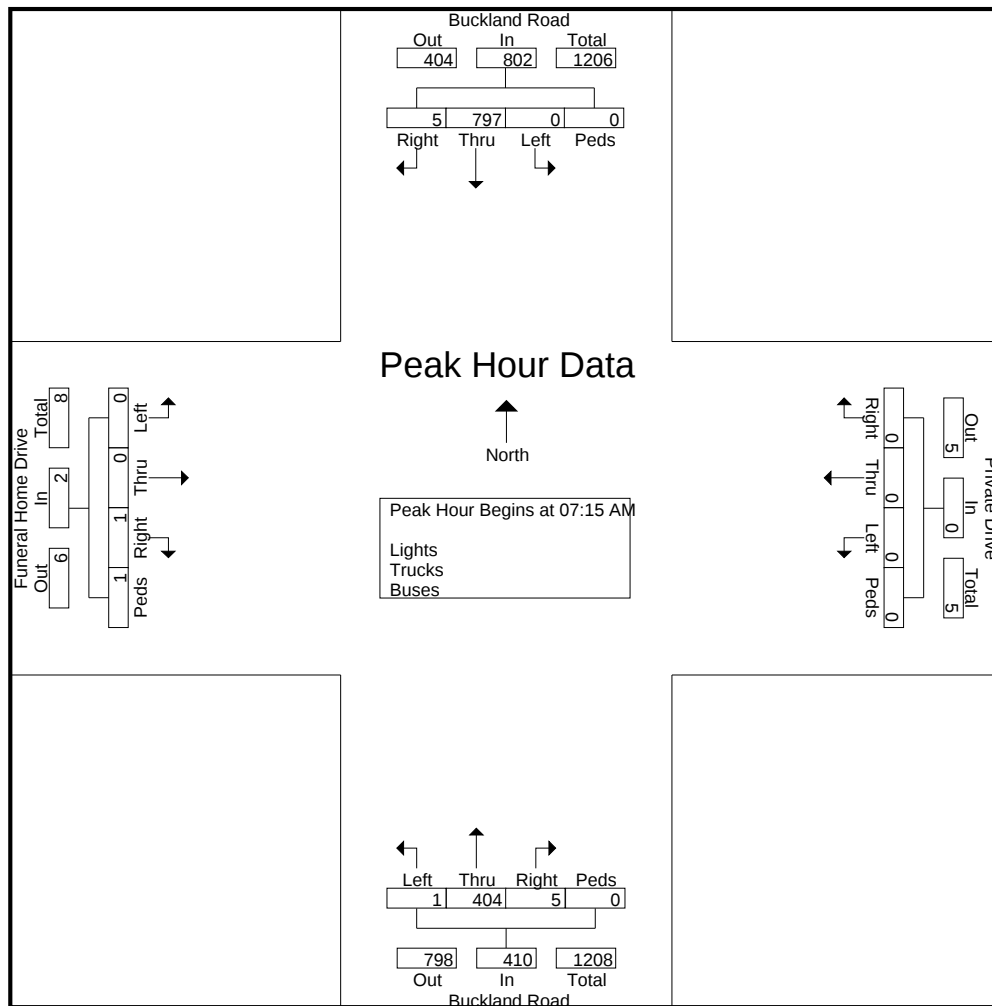
	Buckland Road From North					Private Drive From East					Buckland Road From South					Funeral Home Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	184	1	0	185	1	0	3	0	4	3	72	1	0	76	0	0	0	0	0	265
07:15 AM	0	201	0	0	201	0	0	0	0	0	2	99	0	0	101	0	0	0	1	1	303
07:30 AM	1	192	0	0	193	0	0	0	0	0	2	96	1	0	99	0	0	0	0	0	292
07:45 AM	2	199	0	0	201	0	0	0	0	0	0	106	0	0	106	1	0	0	0	1	308
Total	3	776	1	0	780	1	0	3	0	4	7	373	2	0	382	1	0	0	1	2	1168
08:00 AM	2	205	0	0	207	0	0	0	0	0	1	103	0	0	104	0	0	0	0	0	311
08:15 AM	2	166	0	0	168	0	0	0	0	0	0	101	0	0	101	0	0	1	1	2	271
08:30 AM	1	198	0	0	199	0	0	0	0	0	0	107	1	0	108	2	0	0	0	2	309
08:45 AM	2	195	1	0	198	1	0	2	0	3	3	116	1	0	120	0	0	0	0	0	321
Total	7	764	1	0	772	1	0	2	0	3	4	427	2	0	433	2	0	1	1	4	1212
Grand Total	10	1540	2	0	1552	2	0	5	0	7	11	800	4	0	815	3	0	1	2	6	2380
Apprch %	0.6	99.2	0.1	0		28.6	0	71.4	0		1.3	98.2	0.5	0		50	0	16.7	33.3		
Total %	0.4	64.7	0.1	0	65.2	0.1	0	0.2	0	0.3	0.5	33.6	0.2	0	34.2	0.1	0	0	0.1	0.3	
Lights	10	1511																			
% Lights	100	98.1	100	0	98.1	100	0	100	0	100	100	97.2	100	0	97.3	100	0	100	100	100	97.9
Trucks	0	27	0	0	27	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	42
% Trucks	0	1.8	0	0	1.7	0	0	0	0	0	0	1.9	0	0	1.8	0	0	0	0	0	1.8
Buses	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 19537
Site Code : 19537
Start Date : 10/17/2019
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	Buckland Road From North					Private Drive From East					Buckland Road From South					Funeral Home 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 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	201	0	0	201	0	0	0	0	0	2	99	0	0	101	0	0	0	1	1	303
07:30 AM	1	192	0	0	193	0	0	0	0	0	2	96	1	0	99	0	0	0	0	0	292
07:45 AM	2	199	0	0	201	0	0	0	0	0	0	106	0	0	106	1	0	0	0	1	308
08:00 AM	2	205	0	0	207	0	0	0	0	0	1	103	0	0	104	0	0	0	0	0	311
Total Volume	5	797	0	0	802	0	0	0	0	0	5	404	1	0	410	1	0	0	1	2	1214
% App. Total	0.6	99.4	0	0		0	0	0	0		1.2	98.5	0.2	0		50	0	0	50		
PHF	.625	.972	.000	.000	.969	.000	.000	.000	.000	.000	.625	.953	.250	.000	.967	.250	.000	.000	.250	.500	.976



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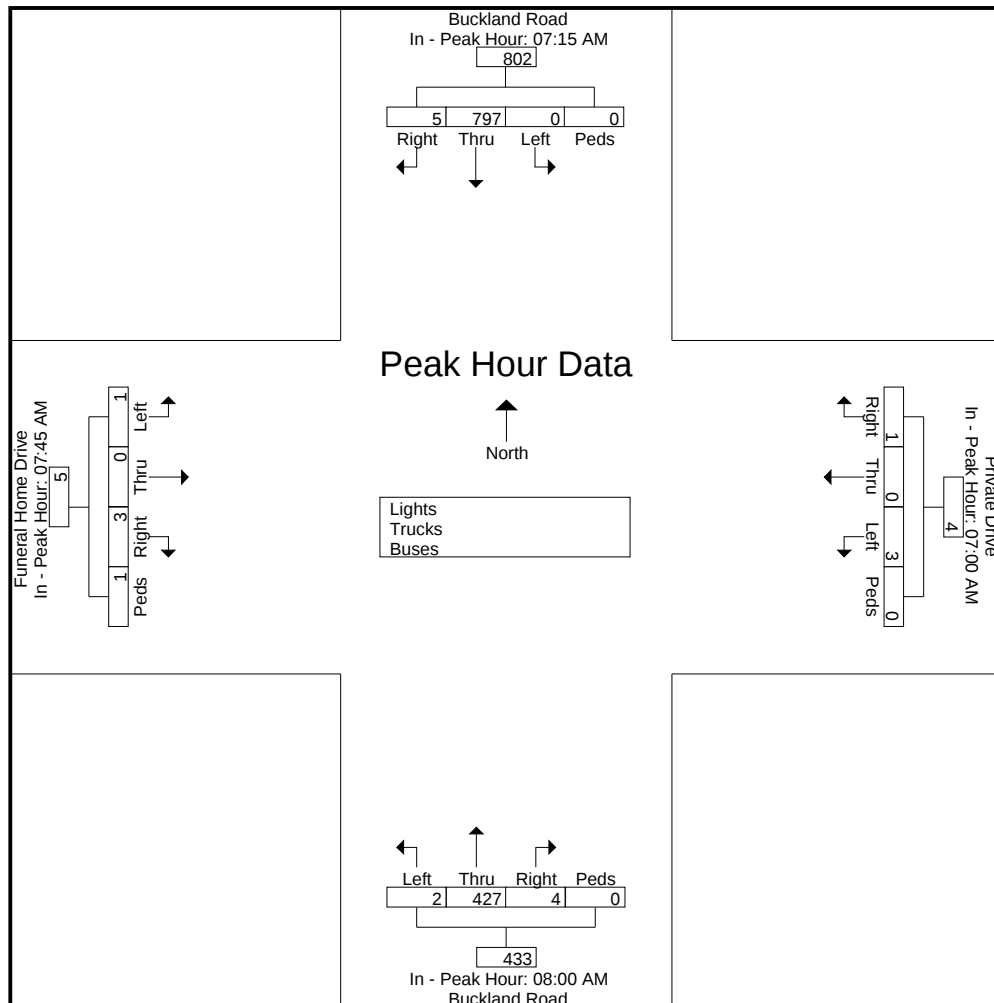
File Name : 19537
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Page No : 3

	Buckland Road From North					Private Drive From East					Buckland Road From South					Funeral Home 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 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					08:00 AM					07:45 AM				
+0 mins.	0	201	0	0	201	1	0	3	0	4	1	103	0	0	104	1	0	0	0	1
+15 mins.	1	192	0	0	193	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0
+30 mins.	2	199	0	0	201	0	0	0	0	0	0	107	1	0	108	0	0	1	1	2
+45 mins.	2	205	0	0	207	0	0	0	0	0	3	116	1	0	120	2	0	0	0	2
Total Volume	5	797	0	0	802	1	0	3	0	4	4	427	2	0	433	3	0	1	1	5
% App. Total	0.6	99.4	0	0		25	0	75	0		0.9	98.6	0.5	0		60	0	20	20	
PHF	.625	.972	.000	.000	.969	.250	.000	.250	.000	.250	.333	.920	.500	.000	.902	.375	.000	.250	.250	.625



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Buckland ROad at Funeral Home Drive
South Windsor, Connecticut

File Name : 19538
Site Code : 19538
Start Date : 10/17/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Buckland Road From North					Private Drive From East					Buckland Road From South					Funeral Home Dr 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	229	2	0	234	3	0	3	0	6	4	189	0	0	193	0	0	1	0	1	434
04:15 PM	2	205	2	0	209	1	0	2	0	3	3	202	1	0	206	0	0	2	0	2	420
04:30 PM	1	171	1	0	173	0	0	1	0	1	4	220	0	0	224	0	0	1	0	1	399
04:45 PM	2	222	0	0	224	1	0	1	0	2	1	217	0	0	218	0	0	6	0	6	450
Total	8	827	5	0	840	5	0	7	0	12	12	828	1	0	841	0	0	10	0	10	1703
05:00 PM	1	216	0	0	217	0	0	3	0	3	0	269	0	0	269	0	0	1	0	1	490
05:15 PM	0	197	0	0	197	2	0	3	0	5	3	251	0	0	254	1	0	1	0	2	458
05:30 PM	2	209	2	0	213	2	0	1	0	3	4	216	0	0	220	1	0	0	0	1	437
05:45 PM	2	219	1	0	222	1	0	2	0	3	0	255	1	0	256	1	0	4	0	5	486
Total	5	841	3	0	849	5	0	9	0	14	7	991	1	0	999	3	0	6	0	9	1871
Grand Total	13	1668	8	0	1689	10	0	16	0	26	19	1819	2	0	1840	3	0	16	0	19	3574
Apprch %	0.8	98.8	0.5	0		38.5	0	61.5	0		1	98.9	0.1	0		15.8	0	84.2	0		
Total %	0.4	46.7	0.2	0	47.3	0.3	0	0.4	0	0.7	0.5	50.9	0.1	0	51.5	0.1	0	0.4	0	0.5	
Lights	13	1664										1813									
% Lights	100	99.8	100	0	99.8	100	0	100	0	100	100	99.7	100	0	99.7	100	0	100	0	100	99.7
Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Buses	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2

Connecticut Counts LLC

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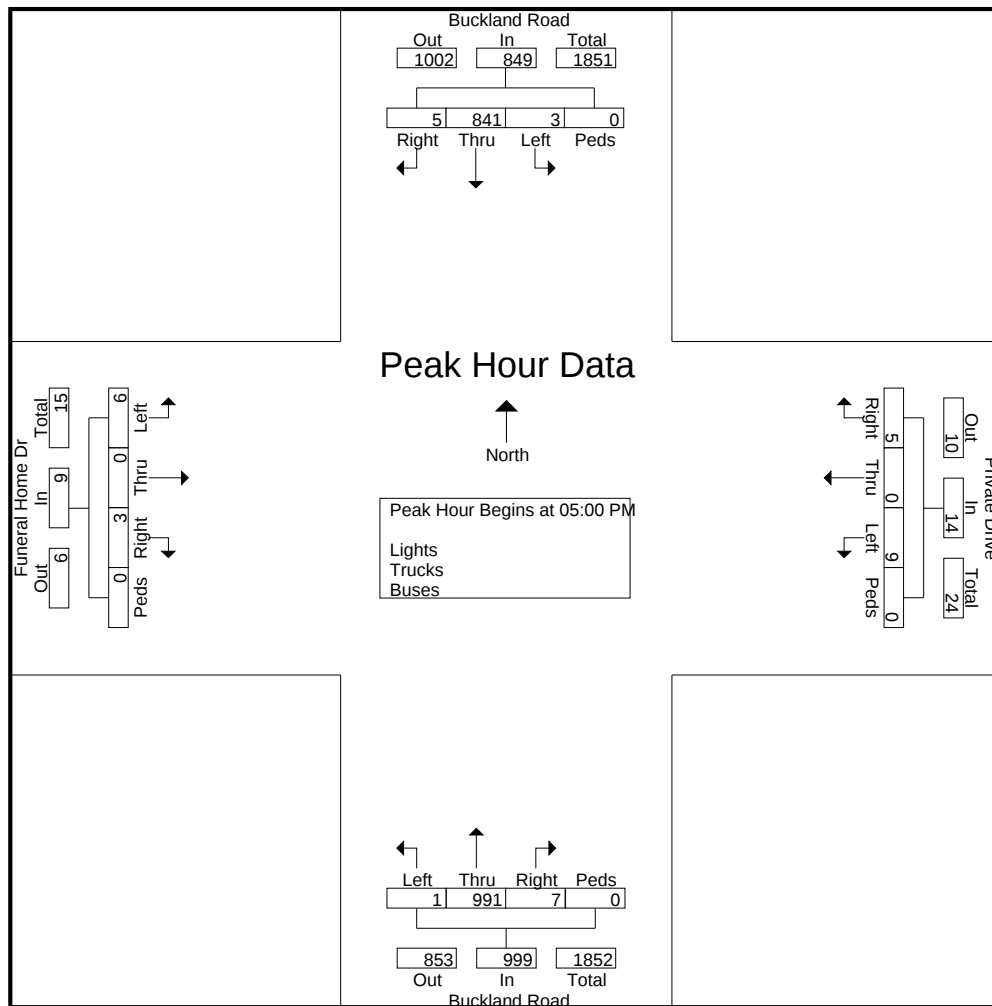
File Name : 19538
Site Code : 19538
Start Date : 10/17/2019
Page No : 2

	Buckland Road From North					Private Drive From East					Buckland Road From South					Funeral Home Dr 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 05:00 PM

05:00 PM	1	216	0	0	217	0	0	3	0	3	0	269	0	0	269	0	0	1	0	1	490
05:15 PM	0	197	0	0	197	2	0	3	0	5	3	251	0	0	254	1	0	1	0	2	458
05:30 PM	2	209	2	0	213	2	0	1	0	3	4	216	0	0	220	1	0	0	0	1	437
05:45 PM	2	219	1	0	222	1	0	2	0	3	0	255	1	0	256	1	0	4	0	5	486
Total Volume	5	841	3	0	849	5	0	9	0	14	7	991	1	0	999	3	0	6	0	9	1871
% App. Total	0.6	99.1	0.4	0		35.7	0	64.3	0		0.7	99.2	0.1	0		33.3	0	66.7	0		
PHF	.625	.960	.375	.000	.956	.625	.000	.750	.000	.700	.438	.921	.250	.000	.928	.750	.000	.375	.000	.450	.955



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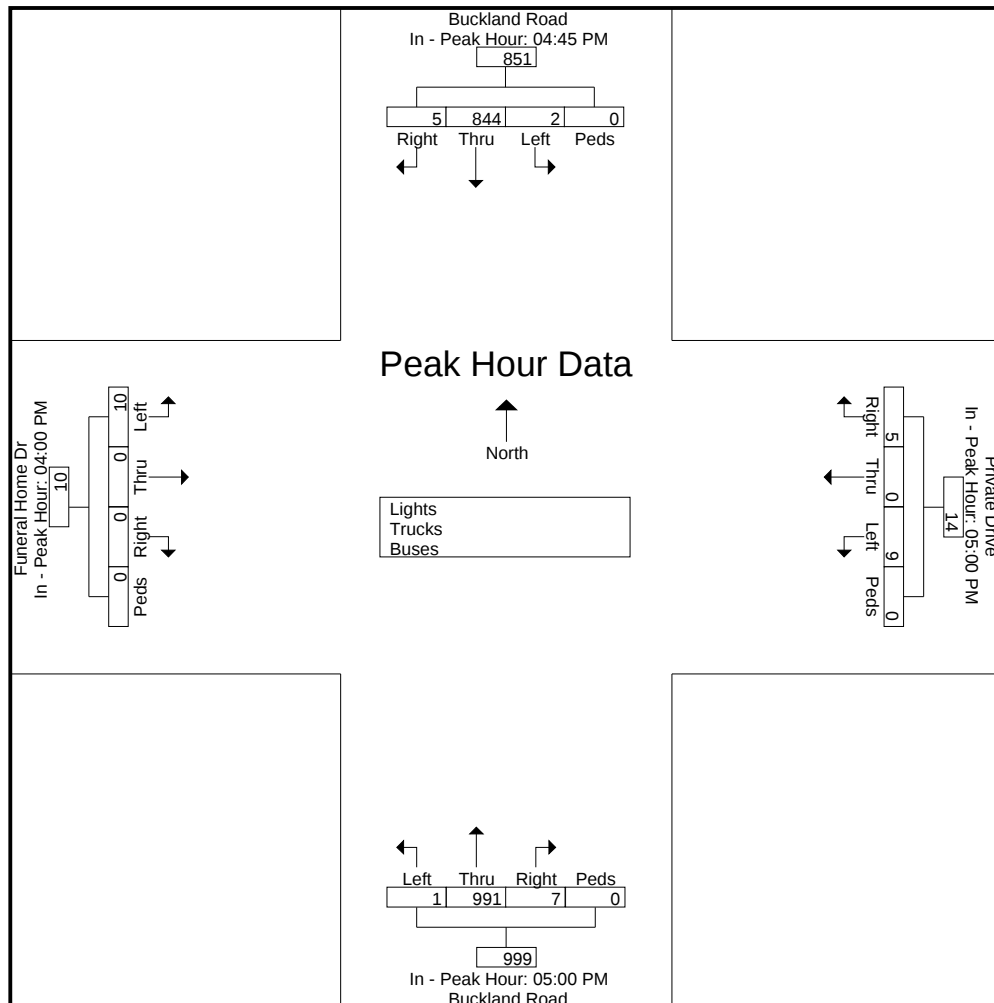
File Name : 19538
Site Code : 19538
Start Date : 10/17/2019
Page No : 3

	Buckland Road From North					Private Drive From East					Buckland Road From South					Funeral Home Dr 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					05:00 PM					05:00 PM					04:00 PM					
+0 mins.	2	222	0	0	224	0	0	3	0	3	0	269	0	0	269	0	0	1	0	1	
+15 mins.	1	216	0	0	217	2	0	3	0	5	3	251	0	0	254	0	0	2	0	2	
+30 mins.	0	197	0	0	197	2	0	1	0	3	4	216	0	0	220	0	0	1	0	1	
+45 mins.	2	209	2	0	213	1	0	2	0	3	0	255	1	0	256	0	0	6	0	6	
Total Volume	5	844	2	0	851	5	0	9	0	14	7	991	1	0	999	0	0	10	0	10	
% App. Total	0.6	99.2	0.2	0		35.7	0	64.3	0		0.7	99.2	0.1	0		0	0	100	0		
PHF	.625	.950	.250	.000	.950	.625	.000	.750	.000	.700	.438	.921	.250	.000	.928	.000	.000	.417	.000	.417	



Kensington, Connecticut 06037
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Deming Street at Funeral Home Drive
South Windsor, Connecticut

File Name : 19539
Site Code : 19539
Start Date : 10/17/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

[illegible]

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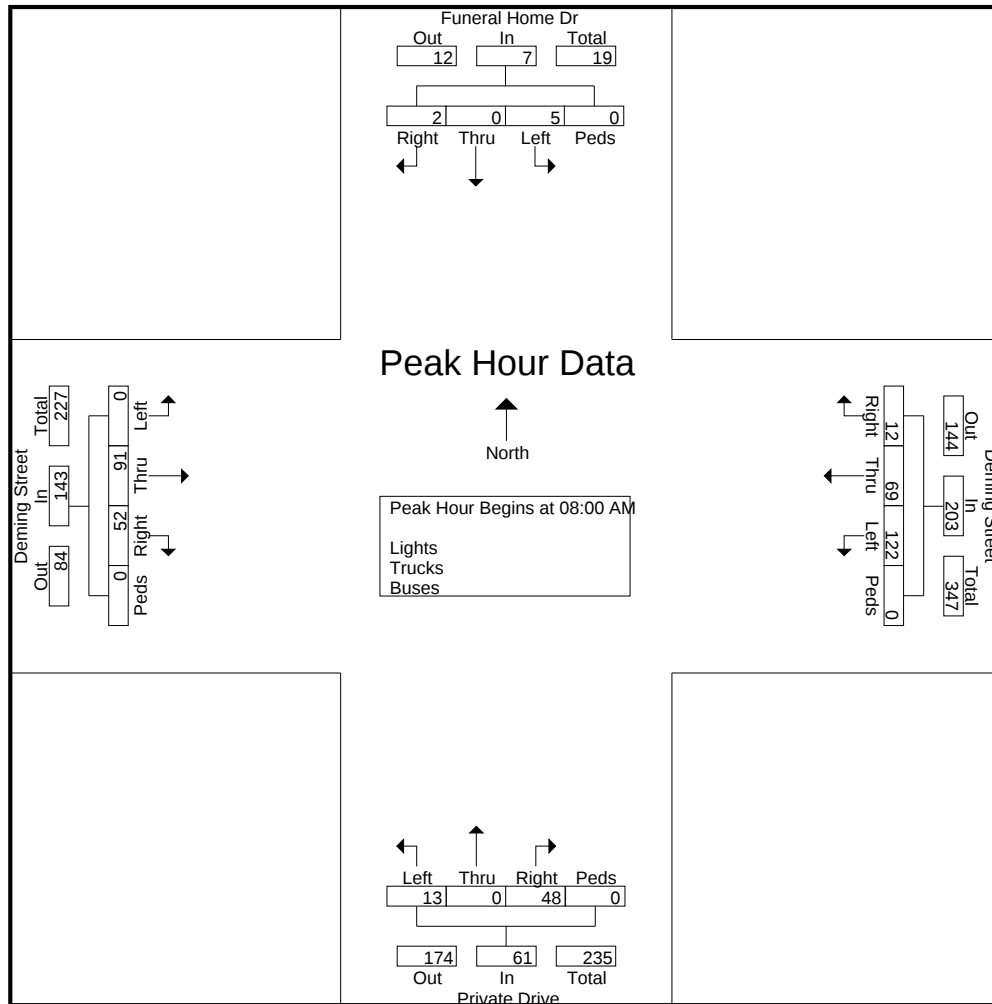
File Name : 19539
Site Code : 19539
Start Date : 10/17/2019
Page No : 2

	Funeral Home Dr From North					Deming Street From East					Private Drive From South					Deming 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 08:00 AM

08:00 AM	0	0	3	0	3	5	11	26	0	42	8	0	1	0	9	15	17	0	0	32	86
08:15 AM	0	0	1	0	1	2	18	30	0	50	11	0	4	0	15	14	21	0	0	35	101
08:30 AM	1	0	1	0	2	1	17	27	0	45	11	0	3	0	14	11	30	0	0	41	102
08:45 AM	1	0	0	0	1	4	23	39	0	66	18	0	5	0	23	12	23	0	0	35	125
Total Volume	2	0	5	0	7	12	69	122	0	203	48	0	13	0	61	52	91	0	0	143	414
% App. Total	28.6	0	71.4	0		5.9	34	60.1	0		78.7	0	21.3	0		36.4	63.6	0	0		
PHF	.500	.000	.417	.000	.583	.600	.750	.782	.000	.769	.667	.000	.650	.000	.663	.867	.758	.000	.000	.872	.828



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Kensington, Connecticut 06037

(860) 828-1693

File Name : 19539

Site Code : 19539

Start Date : 10/17/2019

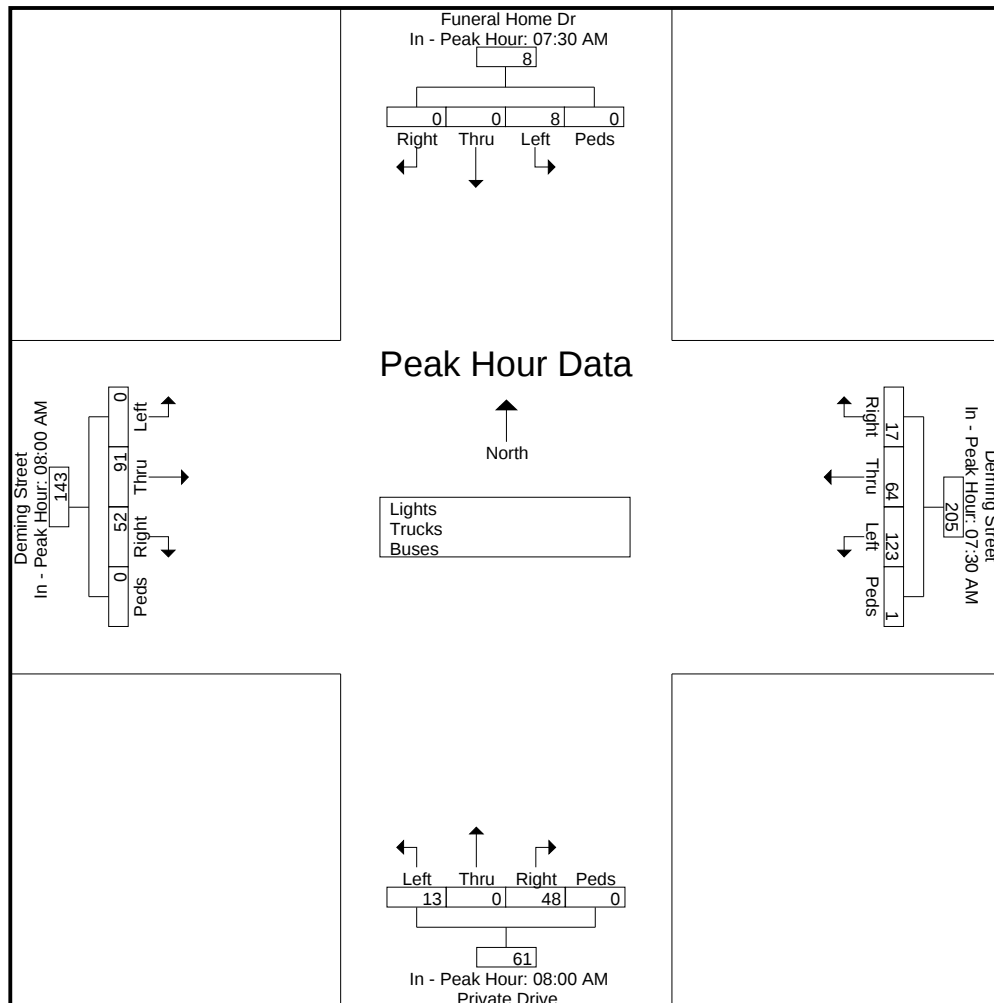
Page No : 3

	Funeral Home Dr From North					Deming Street From East					Private Drive From South					Deming 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					07:30 AM					08:00 AM					08:00 AM				
+0 mins.	0	0	3	0	3	7	19	22	0	48	8	0	1	0	9	15	17	0	0	32
+15 mins.	0	0	1	0	1	3	16	45	1	65	11	0	4	0	15	14	21	0	0	35
+30 mins.	0	0	3	0	3	5	11	26	0	42	11	0	3	0	14	11	30	0	0	41
+45 mins.	0	0	1	0	1	2	18	30	0	50	18	0	5	0	23	12	23	0	0	35
Total Volume	0	0	8	0	8	17	64	123	1	205	48	0	13	0	61	52	91	0	0	143
% App. Total	0	0	100	0		8.3	31.2	60	0.5		78.7	0	21.3	0		36.4	63.6	0	0	
PHF	.000	.000	.667	.000	.667	.607	.842	.683	.250	.788	.667	.000	.650	.000	.663	.867	.758	.000	.000	.872



Kensington, Connecticut 06037
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Deming Street at Funeral Home Drive Soth Windsor, Connecticut

File Name : 19540
Site Code : 19540
Start Date : 10/17/2019
Page No : 1

Groups Printed- Lights - Trucks - Buses

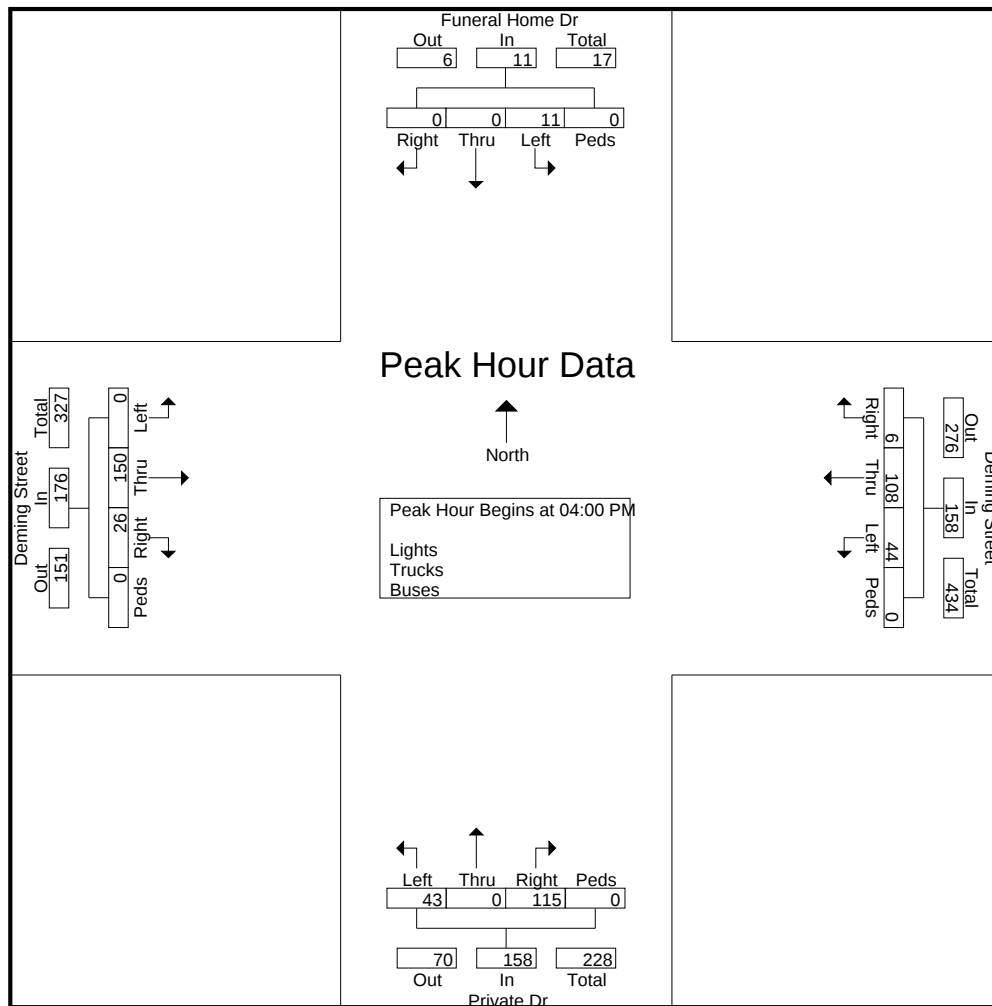
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(860) 828-1693

File Name : 19540
Site Code : 19540
Start Date : 10/17/2019
Page No : 2

	Funeral Home Dr From North					Deming Street From East					Private Dr From South					Deming 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 04:00 PM																					
04:00 PM	0	0	7	0	7	0	24	11	0	35	39	0	12	0	51	8	42	0	0	50	143
04:15 PM	0	0	2	0	2	4	28	15	0	47	30	0	11	0	41	8	32	0	0	40	130
04:30 PM	0	0	0	0	0	2	27	8	0	37	28	0	11	0	39	3	42	0	0	45	121
04:45 PM	0	0	2	0	2	0	29	10	0	39	18	0	9	0	27	7	34	0	0	41	109
Total Volume	0	0	11	0	11	6	108	44	0	158	115	0	43	0	158	26	150	0	0	176	503
% App. Total	0	0	100	0		3.8	68.4	27.8	0		72.8	0	27.2	0		14.8	85.2	0	0		
PHF	.000	.000	.393	.000	.393	.375	.931	.733	.000	.840	.737	.000	.896	.000	.775	.813	.893	.000	.000	.880	.879



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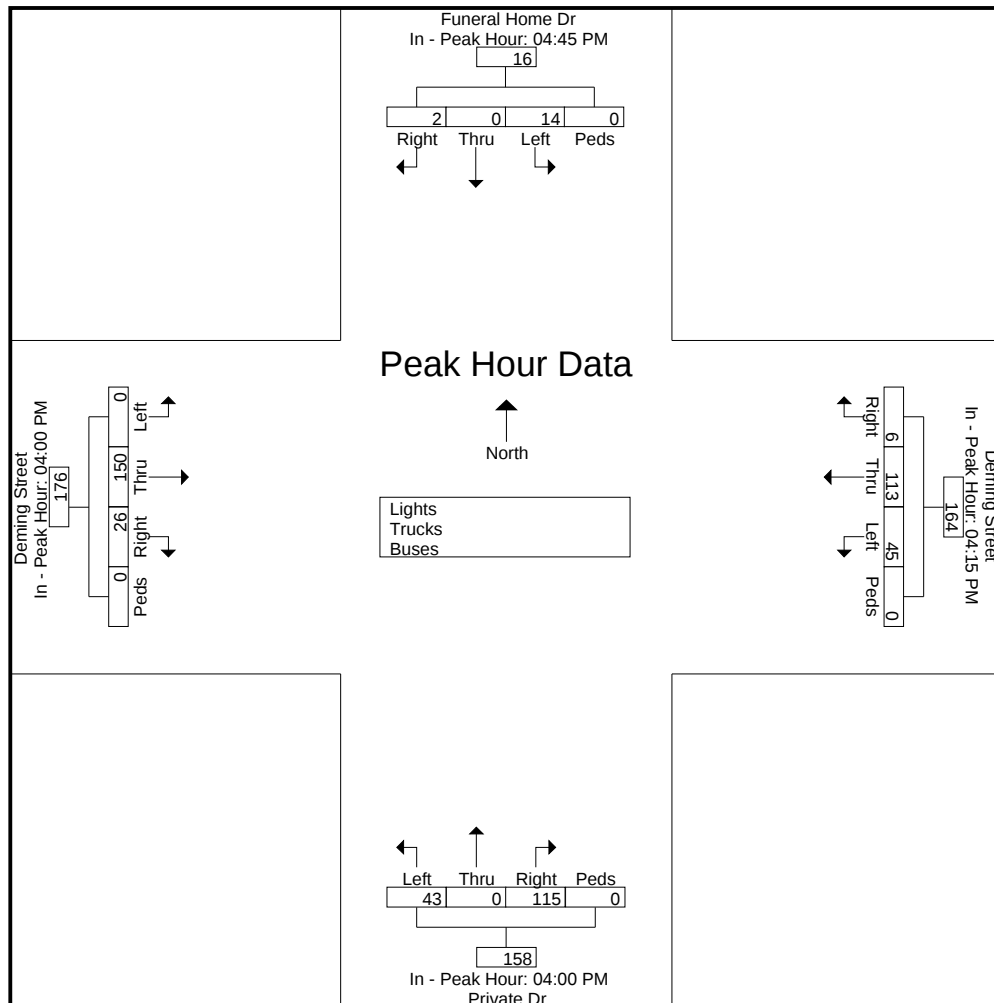
File Name : 19540
Site Code : 19540
Start Date : 10/17/2019
Page No : 3

	Funeral Home Dr From North					Deming Street From East					Private Dr From South					Deming 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:

	04:45 PM					04:15 PM					04:00 PM					04:00 PM				
+0 mins.	0	0	2	0	2	4	28	15	0	47	39	0	12	0	51	8	42	0	0	50
+15 mins.	1	0	8	0	9	2	27	8	0	37	30	0	11	0	41	8	32	0	0	40
+30 mins.	1	0	2	0	3	0	29	10	0	39	28	0	11	0	39	3	42	0	0	45
+45 mins.	0	0	2	0	2	0	29	12	0	41	18	0	9	0	27	7	34	0	0	41
Total Volume	2	0	14	0	16	6	113	45	0	164	115	0	43	0	158	26	150	0	0	176
% App. Total	12.5	0	87.5	0		3.7	68.9	27.4	0		72.8	0	27.2	0		14.8	85.2	0	0	
PHF	.500	.000	.438	.000	.444	.375	.974	.750	.000	.872	.737	.000	.896	.000	.775	.813	.893	.000	.000	.880



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Buckland Road North of Deming Street
South Windsor, Connecticut

Site Code:
Station ID: 5190

Latitude: 0' 0.0000 Undefined

Start Time	23-Oct-19 Wed	Northbound	Southbound	Combined Total	
12:00 AM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
12:00 PM		681	652	1333	
01:00		699	658	1357	
02:00		696	669	1365	
03:00		787	706	1493	
04:00		941	771	1712	
05:00		840	836	1676	
06:00		775	631	1406	
07:00		545	365	910	
08:00		383	268	651	
09:00		320	156	476	
10:00		132	70	202	
11:00		65	39	104	
Total		6864	5821	12685	
Percent		54.1%	45.9%		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Page 2

Buckland Road North of Deming Street
South Windsor, Connecticut

Site Code:
Station ID: 5190

Latitude: 0' 0.0000 Undefined

Start Time	24-Oct-19 Thu	Northbound	Southbound	Combined Total	
12:00 AM		51	21	72	■
01:00		20	10	30	■
02:00		20	4	24	■
03:00		10	24	34	■
04:00		29	53	82	■
05:00		86	150	236	■
06:00		319	390	709	■
07:00		461	769	1230	■
08:00		428	683	1111	■
09:00		445	650	1095	■
10:00		483	622	1105	■
11:00		601	602	1203	■
12:00 PM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
Total		2953	3978	6931	
Percent		42.6%	57.4%		
Grand Total		9817	9799		
Percentage		50.0%	50.0%		
ADT		ADT 19,616		AADT 19,616	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Deming Street East of Buckland Road
S. Windsor, Connecticut

Site Code:
Station ID: 5193

Latitude: 0° 0.0000 Undefined

Eastbound																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
10/23/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	2	3	10	18	36	9	3	0	0	0	0	0	0	0	81	26-35	54
13:00	1	0	8	44	52	17	0	0	0	0	0	0	0	0	122	26-35	96
14:00	2	1	3	28	54	12	1	0	0	0	0	0	0	0	101	26-35	82
15:00	1	2	2	32	48	28	4	0	0	0	0	0	0	0	117	26-35	80
16:00	0	0	3	31	104	35	4	0	0	0	0	0	0	0	177	31-40	139
17:00	1	0	2	38	104	30	6	0	0	0	0	0	0	0	181	26-35	142
18:00	1	1	5	41	79	33	2	0	0	0	0	0	0	0	162	26-35	120
19:00	3	0	5	30	59	18	1	0	0	0	0	0	0	0	116	26-35	89
20:00	0	0	8	38	33	15	2	0	0	0	0	0	0	0	96	26-35	71
21:00	0	0	4	13	27	5	1	0	0	0	0	0	0	0	50	26-35	40
22:00	0	0	3	4	15	6	0	0	0	0	0	0	0	0	28	31-40	21
23:00	0	0	0	4	6	2	0	0	0	0	0	0	0	0	12	26-35	10
Total	11	7	53	321	617	210	24	0	0	0	0	0	0	0	1243		
Percent	0.9%	0.6%	4.3%	25.8%	49.6%	16.9%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	19:00 3	12:00 3	12:00 10	13:00 44	16:00 104	16:00 35	17:00 6								17:00 181		

Site Code:
Station ID: 5193

[illegible]

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Deming Street East of Buckland Road
S. Windsor, Connecticut

Site Code:
Station ID: 5193

Latitude: 0° 0.0000 Undefined

Westbound

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
10/23/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	1	1	10	27	24	17	1	0	0	0	0	0	0	81	31-40	51
13:00	0	0	3	6	39	34	11	4	0	0	0	0	0	0	97	31-40	73
14:00	0	1	1	12	35	40	10	6	2	0	0	0	0	0	107	31-40	75
15:00	0	3	0	4	41	52	18	0	0	0	0	0	0	0	118	31-40	93
16:00	0	0	0	5	31	43	17	4	0	0	0	0	0	0	100	31-40	74
17:00	1	0	5	4	28	42	28	3	1	0	0	0	0	0	112	36-45	70
18:00	0	0	0	12	31	55	8	3	0	0	0	0	0	0	109	31-40	86
19:00	0	0	0	8	21	16	10	1	0	0	0	0	0	0	56	31-40	37
20:00	0	0	0	6	11	21	10	0	1	0	0	0	0	0	49	31-40	32
21:00	0	0	0	1	9	6	0	1	0	0	0	0	0	0	17	31-40	15
22:00	0	0	0	0	3	5	1	0	1	0	0	0	0	0	10	31-40	8
23:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	29-38	2
Total	1	5	10	69	276	340	130	23	5	0	0	0	0	0	859		
Percent	0.1%	0.6%	1.2%	8.0%	32.1%	39.6%	15.1%	2.7%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 1	15:00 3	17:00 5	14:00 12	15:00 41	18:00 55	17:00 28	14:00 6	14:00 2						15:00 118		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Deming Street East of Buckland Road
S. Windsor, Connecticut

Site Code:
Station ID: 5193

Latitude: 0° 0.0000 Undefined

Westbound																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/24/19	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	24-33	1
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	1	0	0	0	0	0	0	0	1	34-43	1
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
04:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	35-44	2
05:00	0	0	0	0	4	3	4	2	0	0	0	0	0	0	13	36-45	7
06:00	0	0	0	5	7	11	12	1	0	0	0	0	0	0	36	36-45	23
07:00	0	0	0	7	18	34	24	8	1	0	0	0	0	0	92	36-45	58
08:00	0	0	2	1	38	62	33	7	1	0	0	0	0	0	144	31-40	100
09:00	0	0	0	7	16	41	24	8	0	0	0	0	0	0	96	36-45	65
10:00	0	0	0	5	35	39	23	0	0	0	0	0	0	0	102	31-40	74
11:00	0	0	0	7	31	27	24	7	0	0	0	0	0	0	96	31-40	58
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	2	32	150	217	148	34	2	0	0	0	0	0	585		
Percent	0.0%	0.0%	0.3%	5.5%	25.6%	37.1%	25.3%	5.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.			08:00	07:00	08:00	08:00	08:00	07:00	07:00						08:00		
			2	7	38	62	33	8	1						144		
PM Peak Vol.																	
Total	1	5	12	101	426	557	278	57	7	0	0	0	0	0	1444		
Percent	0.1%	0.3%	0.8%	7.0%	29.5%	38.6%	19.3%	3.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 31 MPH
50th Percentile : 36 MPH
85th Percentile : 42 MPH
95th Percentile : 44 MPH

Stats
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 983
Percent in Pace : 68.1%
Number of Vehicles > 35 MPH : 899
Percent of Vehicles > 35 MPH : 62.3%
Mean Speed(Average) : 37 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

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Deming Street East of Buckland Road
S. Windsor, Connecticut

Site Code:
Station ID: 5193

Latitude: 0' 0.0000 Undefined

Start Time	23-Oct-19 Wed	Eastbound	Westbound	Combined Total	
12:00 AM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
12:00 PM		81	81	162	
01:00		122	97	219	
02:00		101	107	208	
03:00		117	118	235	
04:00		177	100	277	
05:00		181	112	293	
06:00		162	109	271	
07:00		116	56	172	
08:00		96	49	145	
09:00		50	17	67	
10:00		28	10	38	
11:00		12	3	15	
Total		1243	859	2102	
Percent		59.1%	40.9%		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

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Deming Street East of Buckland Road
S. Windsor, Connecticut

Site Code:
Station ID: 5193

Latitude: 0° 0.0000 Undefined

Start Time	24-Oct-19 Thu	Eastbound	Westbound	Combined Total	
12:00 AM		2	2	4	
01:00		1	0	1	
02:00		1	1	2	
03:00		0	1	1	
04:00		1	2	3	
05:00		2	13	15	
06:00		19	36	55	
07:00		44	92	136	
08:00		65	144	209	
09:00		70	96	166	
10:00		78	102	180	
11:00		96	96	192	
12:00 PM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
Total		379	585	964	
Percent		39.3%	60.7%		
Grand Total		1622	1444		
Percentage		52.9%	47.1%		
ADT		ADT 3,074		AADT 3,074	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Buckland Road South of Deming Street
Manchester, Connecticut

Site Code:
Station ID: 5191

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
10/23/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	0	1	6	58	262	254	66	14	1	0	0	0	0	663	36-45	516
13:00	0	0	0	9	92	332	292	48	1	2	0	0	0	0	776	36-45	624
14:00	0	0	0	12	97	296	283	53	7	1	1	0	0	0	750	36-45	579
15:00	0	0	6	19	136	379	233	46	3	2	0	0	0	0	824	36-45	612
16:00	0	1	0	8	122	445	347	62	4	0	0	0	0	0	989	36-45	792
17:00	1	0	0	12	188	428	294	50	5	0	0	0	0	0	978	36-45	722
18:00	0	0	1	22	181	426	293	38	6	0	0	0	0	0	967	36-45	719
19:00	0	0	0	5	146	375	224	32	5	1	0	0	0	0	788	36-45	599
20:00	1	0	1	5	80	355	192	11	7	0	0	0	0	0	652	36-45	547
21:00	0	0	0	4	40	197	232	30	0	3	0	0	0	0	506	36-45	429
22:00	1	0	0	0	16	93	163	27	4	1	0	0	0	0	305	36-45	256
23:00	0	0	0	1	2	39	47	12	1	0	0	1	0	0	103	36-45	86
Total	4	1	9	103	1158	3627	2854	475	57	11	1	1	0	0	8301		
Percent	0.0%	0.0%	0.1%	1.2%	14.0%	43.7%	34.4%	5.7%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	12:00 1	16:00 1	15:00 6	18:00 22	17:00 188	16:00 445	16:00 347	12:00 66	12:00 14	21:00 3	14:00 1	23:00 1			16:00 989		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Page 2

Buckland Road South of Deming Street
Manchester, Connecticut

Site Code:
Station ID: 5191

Latitude: 0° 0.0000 Undefined

Northbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/24/19	0	0	0	0	2	17	30	9	2	0	0	0	0	0	60	36-45	47
01:00	0	0	0	0	0	19	22	1	3	0	0	0	0	0	45	36-45	41
02:00	0	0	0	1	4	8	7	3	0	0	0	0	0	0	23	36-45	15
03:00	0	0	0	0	0	4	5	3	1	0	0	0	0	0	13	36-45	9
04:00	0	0	0	0	1	8	20	2	1	1	0	1	0	0	34	36-45	28
05:00	0	0	0	0	0	19	37	5	0	0	0	0	0	0	61	36-45	56
06:00	1	0	1	1	10	71	140	58	8	2	0	0	0	0	292	36-45	211
07:00	2	2	2	5	38	135	302	137	25	2	1	0	0	0	651	40-49	439
08:00	0	1	1	10	29	165	273	87	22	2	1	0	0	0	591	36-45	438
09:00	0	0	0	10	29	190	317	85	19	1	0	0	0	0	651	36-45	507
10:00	0	1	0	0	58	246	207	69	8	0	0	0	0	0	589	36-45	453
11:00	1	0	0	4	72	238	245	69	12	3	1	0	0	0	645	36-45	483
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	4	4	4	31	243	1120	1605	528	101	11	3	1	0	0	3655		
Percent	0.1%	0.1%	0.1%	0.8%	6.6%	30.6%	43.9%	14.4%	2.8%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	11:00	10:00	09:00	07:00	07:00	11:00	07:00	04:00			07:00		
Vol.	2	2	2	10	72	246	317	137	25	3	1	1			651		

PM Peak																	
Vol.																	
Total	8	5	13	134	1401	4747	4459	1003	158	22	4	2	0	0	11956		
Percent	0.1%	0.0%	0.1%	1.1%	11.7%	39.7%	37.3%	8.4%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 35 MPH
50th Percentile : 39 MPH
85th Percentile : 44 MPH
95th Percentile : 47 MPH

Stats
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 9206
Percent in Pace : 77.0%
Number of Vehicles > 35 MPH : 10395
Percent of Vehicles > 35 MPH : 86.9%
Mean Speed(Average) : 40 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Buckland Road South of Deming Street
Manchester, Connecticut

Site Code:
Station ID: 5191

Latitude: 0° 0.0000 Undefined

Southbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/23/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	0	0	4	48	272	316	126	35	3	0	0	0	0	804	36-45	588
13:00	2	0	3	9	54	202	294	117	31	3	0	0	0	0	715	36-45	496
14:00	2	0	0	5	61	191	267	134	35	4	1	0	0	0	700	36-45	458
15:00	2	0	3	22	63	192	301	119	36	7	0	0	0	0	745	36-45	493
16:00	1	0	9	32	75	252	295	126	32	10	0	0	0	0	832	36-45	547
17:00	1	0	3	30	112	281	343	125	23	1	0	0	0	0	919	36-45	624
18:00	2	3	15	51	140	263	249	95	8	1	0	0	0	0	827	36-45	512
19:00	0	0	2	24	81	164	167	48	8	0	0	0	0	0	494	36-45	331
20:00	1	0	1	2	53	104	93	46	10	0	0	0	0	0	310	36-45	197
21:00	0	0	0	2	14	62	82	32	8	3	0	0	0	0	203	36-45	144
22:00	1	0	0	0	7	16	41	14	5	0	0	0	1	0	85	36-45	57
23:00	0	0	0	0	5	11	24	12	5	1	0	0	0	0	58	39-48	36
Total	12	3	36	181	713	2010	2472	994	236	33	1	0	1	0	6692		
Percent	0.2%	0.0%	0.5%	2.7%	10.7%	30.0%	36.9%	14.9%	3.5%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00	18:00	18:00	18:00	18:00	17:00	17:00	14:00	15:00	16:00	14:00		22:00		17:00		
	2	3	15	51	140	281	343	134	36	10	1		1		919		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Buckland Road South of Deming Street
Manchester, Connecticut

Site Code:
Station ID: 5191

Latitude: 0° 0.0000 Undefined

Southbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/24/19	0	0	0	0	1	6	9	7	0	0	0	0	0	0	23	39-48	16
01:00	0	0	0	0	0	1	6	4	0	0	1	0	0	0	12	41-50	10
02:00	0	0	0	0	1	2	2	3	0	0	0	0	0	0	8	39-48	5
03:00	0	0	0	0	0	2	8	6	0	0	0	0	0	0	16	41-50	14
04:00	0	0	0	0	3	4	13	9	2	0	0	0	0	0	31	41-50	22
05:00	0	0	0	1	10	21	51	24	10	0	0	0	0	0	117	41-50	75
06:00	1	0	1	0	6	51	109	90	23	4	0	0	0	0	285	41-50	199
07:00	4	0	0	7	24	84	207	217	103	24	4	0	0	0	674	41-50	424
08:00	1	0	0	6	50	172	252	194	64	11	2	0	0	0	752	41-50	446
09:00	0	0	7	8	21	145	271	172	55	13	1	0	0	0	693	41-50	443
10:00	0	0	3	11	76	204	233	113	27	5	0	0	0	0	672	36-45	437
11:00	0	0	0	5	64	187	267	101	27	4	0	0	0	0	655	36-45	454
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	6	0	11	38	256	879	1428	940	311	61	8	0	0	0	3938		
Percent	0.2%	0.0%	0.3%	1.0%	6.5%	22.3%	36.3%	23.9%	7.9%	1.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	07:00		09:00	10:00	10:00	10:00	09:00	07:00	07:00	07:00	07:00				08:00		
Vol.	4		7	11	76	204	271	217	103	24	4				752		
PM Peak																	
Vol.																	
Total	18	3	47	219	969	2889	3900	1934	547	94	9	0	1	0	10630		
Percent	0.2%	0.0%	0.4%	2.1%	9.1%	27.2%	36.7%	18.2%	5.1%	0.9%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 35 MPH
50th Percentile : 41 MPH
85th Percentile : 47 MPH
95th Percentile : 51 MPH

Stats
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 6789
Percent in Pace : 63.9%
Number of Vehicles > 35 MPH : 9374
Percent of Vehicles > 35 MPH : 88.2%
Mean Speed(Average) : 42 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Page 1

Buckland Road South of Deming Street
Manchester, Connecticut

Site Code:
Station ID: 5191

Latitude: 0° 0.0000 Undefined

Start Time	23-Oct-19 Wed	Northbound	Southbound	Combined Total	
12:00 AM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
12:00 PM		663	804	1467	
01:00		776	715	1491	
02:00		750	700	1450	
03:00		824	745	1569	
04:00		989	832	1821	
05:00		978	919	1897	
06:00		967	827	1794	
07:00		788	494	1282	
08:00		652	310	962	
09:00		506	203	709	
10:00		305	85	390	
11:00		103	58	161	
Total		8301	6692	14993	
Percent		55.4%	44.6%		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Page 2

Buckland Road South of Deming Street
Manchester, Connecticut

Site Code:
Station ID: 5191

Latitude: 0° 0.0000 Undefined

Start Time	24-Oct-19 Thu	Northbound	Southbound	Combined Total	
12:00 AM		60	23	83	■
01:00		45	12	57	■
02:00		23	8	31	■
03:00		13	16	29	■
04:00		34	31	65	■
05:00		61	117	178	■
06:00		292	285	577	■
07:00		651	674	1325	■
08:00		591	752	1343	■
09:00		651	693	1344	■
10:00		589	672	1261	■
11:00		645	655	1300	■
12:00 PM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
Total		3655	3938	7593	
Percent		48.1%	51.9%		
Grand Total		11956	10630		
Percentage		52.9%	47.1%		

ADT

ADT 22,435

AADT 22,435

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Deming Street West of Buckland Road
South Windsor, Connecticut

Site Code:
Station ID: 5192

Latitude: 0° 0.0000 Undefined

Eastbound																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
10/23/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	7	25	30	19	4	0	0	0	0	0	0	0	0	86	21-30	55
13:00	1	9	33	55	47	15	3	0	0	0	0	0	0	0	163	26-35	102
14:00	7	17	54	57	40	15	1	0	0	0	0	0	0	0	191	21-30	111
15:00	4	16	52	71	41	11	1	0	0	0	0	0	0	0	196	21-30	123
16:00	10	15	76	116	44	9	1	0	0	0	0	0	0	0	271	21-30	192
17:00	6	18	51	89	73	21	2	0	0	0	0	0	0	0	260	26-35	162
18:00	2	5	41	68	34	9	2	0	0	0	0	0	0	0	161	21-30	109
19:00	0	6	21	40	17	6	1	0	0	0	0	0	0	0	91	21-30	61
20:00	0	1	9	27	12	6	1	0	0	0	0	0	0	0	56	26-35	39
21:00	0	3	5	11	5	0	0	0	0	0	0	1	0	0	25	21-30	16
22:00	0	0	6	4	4	0	0	0	0	0	0	0	0	0	14	21-30	10
23:00	0	0	4	2	3	1	0	0	0	0	0	0	0	0	10	21-30	6
Total	31	97	377	570	339	97	12	0	0	0	0	1	0	0	1524		
Percent	2.0%	6.4%	24.7%	37.4%	22.2%	6.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 10	17:00 18	16:00 76	16:00 116	17:00 73	17:00 21	13:00 3					21:00 1			16:00 271		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Page 2

Deming Street West of Buckland Road
South Windsor, Connecticut

Site Code:
Station ID: 5192

Latitude: 0' 0.0000 Undefined

Eastbound																				
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace			
10/24/19	0	0	0	2	1	0	0	0	0	0	0	0	0	0	999	3	24-33	3		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*		
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2	2		
03:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3	20-29	2	2		
04:00	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5	26-35	5	5		
05:00	0	0	1	4	1	2	1	0	0	0	0	0	0	0	9	23-32	5	5		
06:00	0	0	2	7	8	5	0	0	0	0	0	0	0	0	22	26-35	15	15		
07:00	0	5	17	29	28	13	2	0	0	0	0	0	0	0	94	26-35	57	57		
08:00	9	10	23	36	31	10	1	0	1	0	0	0	0	0	121	26-35	67	67		
09:00	1	8	34	58	45	24	4	0	0	0	0	0	0	0	174	26-35	103	103		
10:00	1	12	43	52	41	22	0	0	0	0	0	0	0	0	171	21-30	95	95		
11:00	4	9	45	72	29	15	1	1	0	0	0	0	0	0	176	21-30	117	117		
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	44	165	265	188	92	9	1	1	0	0	0	0	0	780					
Percent	1.9%	5.6%	21.2%	34.0%	24.1%	11.8%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%						
AM Peak	08:00	10:00	11:00	11:00	09:00	09:00	09:00	11:00	08:00									11:00		
Vol.	9	12	45	72	45	24	4	1	1									176		
PM Peak																				
Vol.																				
Total	46	141	542	835	527	189	21	1	1	0	0	1	0	0	2304					
Percent	2.0%	6.1%	23.5%	36.2%	22.9%	8.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						

15th Percentile : 21 MPH
50th Percentile : 27 MPH
85th Percentile : 33 MPH
95th Percentile : 37 MPH

Stats
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 1377
Percent in Pace : 59.8%
Number of Vehicles > 35 MPH : 213
Percent of Vehicles > 35 MPH : 9.2%
Mean Speed(Average) : 28 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Deming Street West of Buckland Road
South Windsor, Connecticut

Site Code:
Station ID: 5192

Latitude: 0° 0.0000 Undefined

Westbound																	
Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total	Pace Speed	Number in Pace
10/23/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	1	16	27	12	2	1	0	0	0	0	0	0	0	59	21-30	43
13:00	0	0	44	108	34	6	0	1	0	0	0	0	0	0	193	21-30	152
14:00	0	3	41	109	35	3	1	0	0	0	0	0	0	0	192	21-30	150
15:00	0	0	36	115	49	2	1	0	0	0	0	0	0	0	203	26-35	164
16:00	0	0	25	96	65	2	0	0	0	0	0	0	0	0	188	26-35	161
17:00	0	4	19	78	67	11	0	0	0	0	0	0	0	0	179	26-35	145
18:00	0	1	13	70	49	7	0	0	0	0	0	0	0	0	140	26-35	119
19:00	0	1	11	42	28	4	1	0	0	0	0	0	0	0	87	26-35	70
20:00	0	0	12	35	27	5	0	0	0	0	0	0	0	0	79	26-35	62
21:00	0	1	8	29	11	1	0	0	0	0	0	0	0	0	50	26-35	40
22:00	0	0	3	7	11	0	0	0	0	0	0	0	0	0	21	26-35	18
23:00	0	0	2	2	4	0	0	0	0	0	0	0	0	0	8	25-34	6
Total	0	11	230	718	392	43	4	1	0	0	0	0	0	0	1399		
Percent	0.0%	0.8%	16.4%	51.3%	28.0%	3.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		17:004	13:0044	15:00115	17:0067	17:0011	12:001	13:001							15:00203		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Deming Street West of Buckland Road
South Windsor, Connecticut

Site Code:
Station ID: 5192

Latitude: 0° 0.0000 Undefined

Westbound																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/24/19	0	0	0	0	4	1	1	0	0	0	0	0	0	0	6	31-40	5
01:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	19-28	2
02:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14-23	1
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
04:00	0	0	1	2	5	0	0	0	0	0	0	0	0	0	8	26-35	7
05:00	0	0	2	6	6	1	0	0	0	0	0	0	0	0	15	26-35	12
06:00	0	0	9	18	7	0	0	0	0	0	0	0	0	0	34	21-30	27
07:00	0	2	15	53	46	8	0	0	0	0	0	0	0	0	124	26-35	99
08:00	0	3	34	115	61	11	1	0	0	0	0	0	0	0	225	26-35	176
09:00	0	1	46	79	45	9	0	0	0	0	0	0	0	0	180	21-30	125
10:00	0	3	37	93	25	8	1	0	0	0	0	0	0	0	167	21-30	130
11:00	0	0	19	85	45	3	0	0	0	0	0	0	0	0	152	26-35	130
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	9	165	454	245	43	3	0	0	0	0	0	0	0	919		
Percent	0.0%	1.0%	18.0%	49.4%	26.7%	4.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.		08:00	09:00	08:00	08:00	08:00	00:00									08:00	
PM Peak Vol.		3	46	115	61	11	1									225	
Total	0	20	395	1172	637	86	7	1	0	0	0	0	0	0	2318		
Percent	0.0%	0.9%	17.0%	50.6%	27.5%	3.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 24 MPH
50th Percentile : 28 MPH
85th Percentile : 33 MPH
95th Percentile : 34 MPH

Stats
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 1809
Percent in Pace : 78.0%
Number of Vehicles > 35 MPH : 94
Percent of Vehicles > 35 MPH : 4.1%
Mean Speed(Average) : 29 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

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Deming Street West of Buckland Road
South Windsor, Connecticut

Site Code:
Station ID: 5192

Latitude: 0' 0.0000 Undefined

Start Time	23-Oct-19 Wed	Eastbound	Westbound	Combined Total	
12:00 AM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
12:00 PM		86	59	145	
01:00		163	193	356	
02:00		191	192	383	
03:00		196	203	399	
04:00		271	188	459	
05:00		260	179	439	
06:00		161	140	301	
07:00		91	87	178	
08:00		56	79	135	
09:00		25	50	75	
10:00		14	21	35	
11:00		10	8	18	
Total		1524	1399	2923	
Percent		52.1%	47.9%		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Page 2

Deming Street West of Buckland Road
South Windsor, Connecticut

Site Code:
Station ID: 5192

Latitude: 0° 0.0000 Undefined

Start Time	24-Oct-19 Thu	Eastbound	Westbound	Combined Total	
12:00 AM		3	6	9	█
01:00		0	4	4	█
02:00		2	2	4	█
03:00		3	2	5	█
04:00		5	8	13	█
05:00		9	15	24	█
06:00		22	34	56	█
07:00		94	124	218	█
08:00		121	225	346	█
09:00		174	180	354	█
10:00		171	167	338	█
11:00		176	152	328	█
12:00 PM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
Total		780	919	1699	
Percent		45.9%	54.1%		
Grand Total		2304	2318		
Percentage		49.8%	50.2%		
ADT		ADT 4,666		AADT 4,666	

Appendix F

Crash Data

CRASH DATA SUMMARY - 1/1/2017 - 1/1/2020 STUDY AREA: 395 BUCKLAND ROAD SOUTH WINDSOR, CONNECTICUT			
Criteria	Buckland Road and Deming Street	Buckland Road and the Existing Funeral Home Site Access Driveway	Deming Street and the Existing Shared Site Access Driveway
YEAR			
2017	7	0	0
2018	5	0	0
2019	2	1	1
Total	14	1	1
DIRECTION			
Front to Rear	4	1	0
Angle	7	0	1
Same Direction Sideswipe	1	0	0
Other/Not Applicable	2	0	0
Total	14	1	1
SEVERITY			
Property Damage Only	10	0	1
Possible Injury	2	1	0
Suspected Injury	2	0	0

UConn Crash Data Repository

395 Buckland Road
South Windsor, Connecticut
1/1/2017 - 1/1/2020

Date Of Crash	Time Of Crash	Severity	No. of Veh.	Town	Mileage	Roadway	Intersecting Roadway	Collision Type	Weather	Light Condition	Road Surface Condition	Contributing Circumstances
1) Buckland Road at Deming Street												
1/4/2017	13:08:00	PDO	2	South Windsor	0.44	DEMING STREET	unknown	Front to rear	Clear	Daylight	Dry	None
2/27/2017	6:59:00	PDO	2	South Windsor	0.41	BUCKLAND ROAD	DEMING ST	Angle	Clear	Daylight	Dry	None
3/1/2017	15:54:00	Suspected Inj.	2	South Windsor	0.41	Buckland Rd.	DEMING ST	Other	Cloudy	Daylight	Dry	None
3/7/2017	7:05:00	PDO	2	South Windsor	0.39	BUCKLAND ROAD	unknown	Front to rear	Rain	Daylight	Wet	None
7/7/2017	21:27:00	PDO	2	South Windsor	1.15	BUCKLAND ROAD	unknown	Sideswipe, same direction	Clear	Dark-Lighted	Dry	None
8/11/2017	13:15:00	PDO	2	South Windsor	0.44	Deming St.	BUCKLAND RD	Angle	Clear	Daylight	Dry	None
10/13/2017	14:52:00	Possible Inj.	2	South Windsor	0.41	BUCKLAND RD	DEMING ST	Angle	Clear	Daylight	Dry	None
4/17/2018	18:18:00	PDO	1	South Windsor	0.46	DEMING ST	unknown	Not Applicable	Cloudy	Daylight	Dry	None
10/15/2018	10:41:00	PDO	2	South Windsor	0.41	BUCKLAND RD	unknown	Front to rear	Rain	Daylight	Wet	None
11/5/2018	16:39:00	PDO	2	South Windsor	0.41	BUCKLAND RD	DEMING ST	Front to rear	Rain	Dusk	Wet	None
11/18/2018	9:09:00	Possible Inj.	2	South Windsor	0.41	BUCKLAND RD	DEMING ST	Angle	Clear	Daylight	Dry	Glare
11/28/2018	10:33:00	PDO	2	South Windsor	0.48	DEMING ST	unknown	Angle	Clear	Daylight	Dry	None
7/1/2019	16:46:00	PDO	2	South Windsor	0.41	BUCKLAND RD	DEMING ST	Angle	Clear	Daylight	Dry	None
8/14/2019	6:49:00	Suspected Inj.	2	South Windsor	0.41	BUCKLAND RD	DEMING ST	Angle	Cloudy	Daylight	Dry	None
2) Buckland Road and the Existing Funeral Home Site Access Driveway												
1/7/2019	13:44:00	Possible Inj.	2	South Windsor	0.34	BUCKLAND RD	unknown	Front to rear	Clear	Daylight	Dry	None
3) Deming Street and the Existing Shared Site Access Driveway												
12/27/2019	19:17:00	PDO	2	South Windsor	0.36	DEMING ST	unknown	Angle	Clear	Dark-Lighted	Wet	None

*PDO = Property Damage Only