



# Meriden Transit Oriented Development Master Plan APPENDICES

**April 2012**

**Prepared for**

City of Meriden

Economic Development Office

142 East Main Street

Meriden, CT 06450

**Prepared by**

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*In conjunction with*

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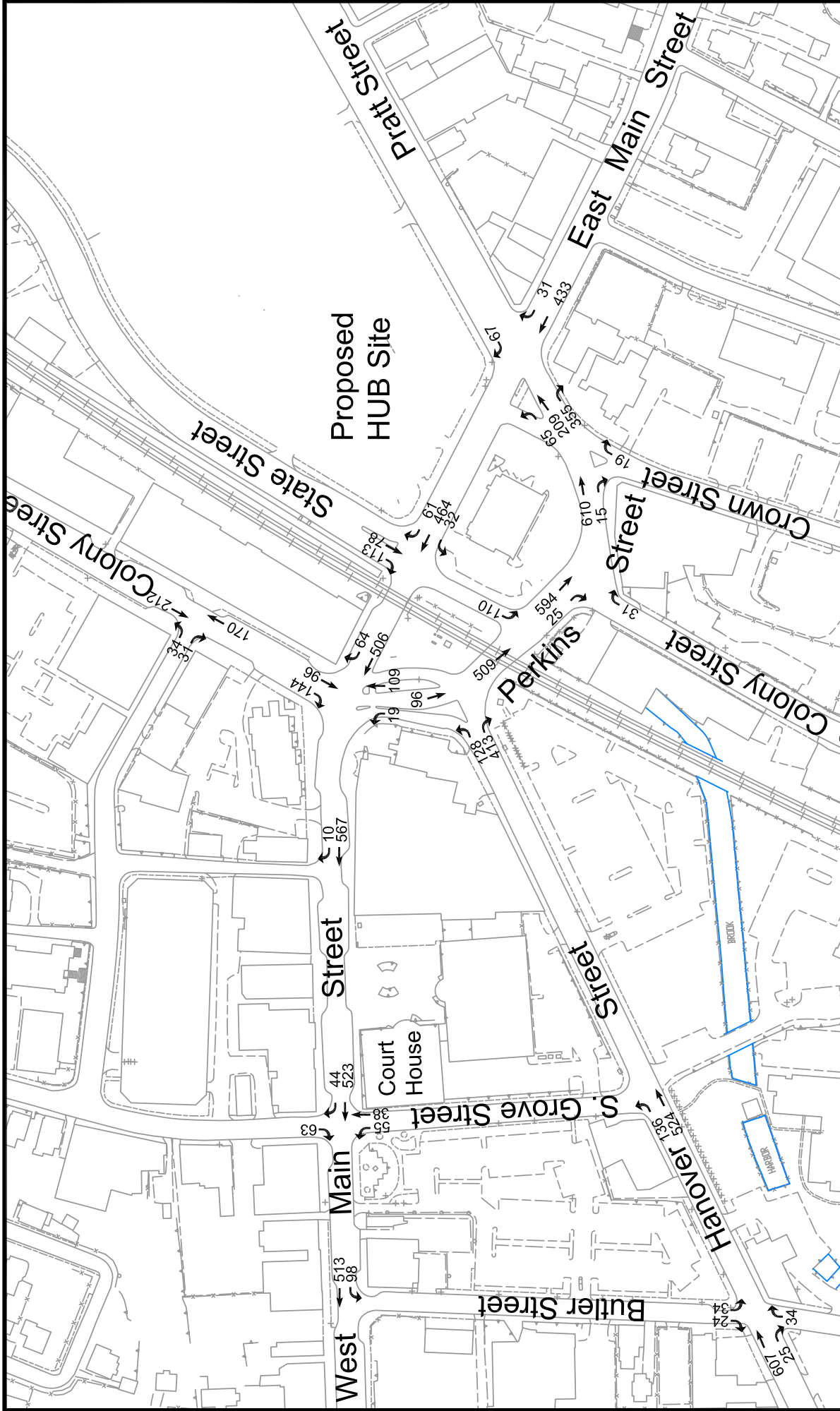
Zared Architecture

# Chapter 3

## Traffic Infrastructure Appendices

MERIDEN TOD  
APPENDIX A  
Capacity Analysis

MERIDEN TOD  
APPENDIX A  
Capacity Analysis  
Existing AM Peak Period



EXISTING TRAFFIC VOLUMES  
WEEKDAY AM PEAK





















TRANSPORTATION ORIENTED  
DEVELOPMENT  
Meriden, Connecticut



Not to Scale

City Of Meriden  
Baseline - AM Peak

Lanes, Volumes, Timings  
1: W Main St & Colony St

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |   |   |   |  |  |  |  |   |   |  |  |
| Volume (vph)            | 0   | 0   | 0   | 0   | 506   | 64  | 19  | 109   | 0   | 0   | 96  | 144   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 0   | 0   |   | 0   | 0   |   | 0   | 0   |   | 100   |
| Storage Lanes           | 0   |   | 0   | 0   |   | 1   | 1   |   | 0   | 0   |   | 1   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25  |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   |   |   |   |   | 0.850   |   |   |   |   |   | 0.850   |
| Flt Protected           |   |   |   |   |   |   | 0.950   |   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 0   | 0   | 0   | 3539  | 1583  | 1770  | 1863  | 0   | 0   | 1863  | 1583  |
| Flt Permitted           |   |   |   |   |   |   | 0.690   |   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 0   | 0   | 0   | 3539  | 1583  | 1285  | 1863  | 0   | 0   | 1863  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   |   | 70  |   |   |   |   |   | 157   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 242   |   |   | 223   |   |   | 187   |   |   | 241   |   |
| Travel Time (s)         |   | 5.5   |   |   | 5.1   |   |   | 4.3   |   |   | 5.5   |   |
| 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)         | 0   | 0   | 0   | 0   | 550   | 70  | 21  | 118   | 0   | 0   | 104   | 157   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 0   | 0   | 0   | 550   | 70  | 21  | 118   | 0   | 0   | 104   | 157   |
| Turn Type               |   |   |   | Perm  |   | Perm  | pm+pt   |   |   |   |   | Perm  |
| Protected Phases        |   |   |   |   | 6   |   | 3!  | 4   |   |   | 8!  |   |
| Permitted Phases        |   |   |   | 6   |   | 6   | 4   |   |   |   |   | 8   |
| Detector Phase          |   |   |   | 6   | 6   | 6   | 3   | 4   |   |   | 8   | 8   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     |   |   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   |   | 4.0   | 4.0   |
| Minimum Split (s)       |   |   |   | 22.0  | 22.0  | 22.0  | 8.0   | 18.0  |   |   | 18.0  | 18.0  |
| Total Split (s)         | 0.0   | 0.0   | 0.0   | 30.0  | 30.0  | 30.0  | 10.0  | 18.0  | 0.0   | 0.0   | 28.0  | 28.0  |
| Total Split (%)         | 0.0%  | 0.0%  | 0.0%  | 33.3%   | 33.3%   | 33.3%   | 11.1%   | 20.0%   | 0.0%  | 0.0%  | 31.1%   | 31.1%   |
| Maximum Green (s)       |   |   |   | 26.0  | 26.0  | 26.0  | 6.0   | 14.0  |   |   | 24.0  | 24.0  |
| Yellow Time (s)         |   |   |   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |   |   | 3.5   | 3.5   |
| All-Red Time (s)        |   |   |   | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   |   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   | Lead  | Lag   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   | Yes   | Yes   |   |   |   |   |
| Vehicle Extension (s)   |   |   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |   |   | 3.0   | 3.0   |
| Recall Mode             |   |   |   | Max   | Max   | Max   | None  | Max   |   |   | Max   | Max   |
| Walk Time (s)           |   |   |   | 7.0   | 7.0   | 7.0   |   | 7.0   |   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     |   |   |   | 11.0  | 11.0  | 11.0  |   | 11.0  |   |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) |   |   |   | 0   | 0   | 0   |   | 0   |   |   | 0   | 0   |
| Act Effect Green (s)    |   |   |   |   | 27.0  | 27.0  | 24.9  | 24.1  |   |   | 25.5  | 25.5  |
| Actuated g/C Ratio      |   |   |   |   | 0.41  | 0.41  | 0.38  | 0.37  |   |   | 0.39  | 0.39  |
| v/c Ratio               |   |   |   |   | 0.38  | 0.10  | 0.04  | 0.17  |   |   | 0.14  | 0.22  |
| Control Delay           |   |   |   |   | 16.7  | 6.1   | 16.8  | 19.8  |   |   | 16.6  | 4.7   |
| Queue Delay             |   |   |   |   | 1.5   | 0.0   | 0.0   | 1.0   |   |   | 0.0   | 0.0   |
| Total Delay             |   |   |   |   | 18.3  | 6.1   | 16.8  | 20.8  |   |   | 16.6  | 4.7   |
| LOS                     |   |   |   |   | B   | A   | B   | C   |   |   | B   | A   |

|                         |      |
|-------------------------|------|
| Lane Group              | ø9   |
| Lane Configurations     |      |
| Volume (vph)            |      |
| Ideal Flow (vphpl)      |      |
| Storage Length (ft)     |      |
| Storage Lanes           |      |
| Taper Length (ft)       |      |
| Lane Util. Factor       |      |
| Frt                     |      |
| Flt Protected           |      |
| Satd. Flow (prot)       |      |
| Flt Permitted           |      |
| Satd. Flow (perm)       |      |
| Right Turn on Red       |      |
| Satd. Flow (RTOR)       |      |
| Link Speed (mph)        |      |
| Link Distance (ft)      |      |
| Travel Time (s)         |      |
| Peak Hour Factor        |      |
| Adj. Flow (vph)         |      |
| Shared Lane Traffic (%) |      |
| Lane Group Flow (vph)   |      |
| Turn Type               |      |
| Protected Phases        | 9    |
| Permitted Phases        |      |
| Detector Phase          |      |
| Switch Phase            |      |
| Minimum Initial (s)     | 7.0  |
| Minimum Split (s)       | 32.0 |
| Total Split (s)         | 32.0 |
| Total Split (%)         | 36%  |
| Maximum Green (s)       | 28.0 |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 0.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                |      |
| Lead-Lag Optimize?      |      |
| Vehicle Extension (s)   | 0.2  |
| Recall Mode             | None |
| Walk Time (s)           | 7.0  |
| Flash Dont Walk (s)     | 21.0 |
| Pedestrian Calls (#/hr) | 8    |
| Act Effct Green (s)     |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |

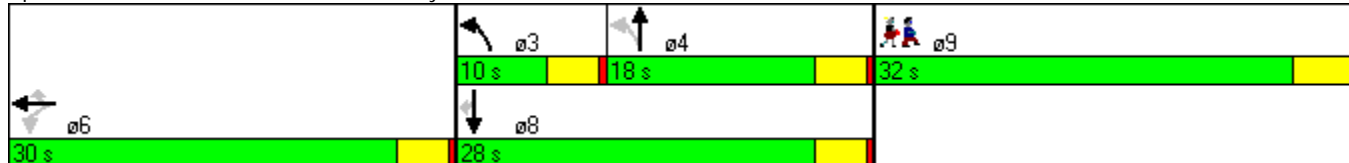


| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR  | NBL  | NBT  | NBR | SBL | SBT  | SBR  |
|-------------------------|-----|-----|-----|-----|------|------|------|------|-----|-----|------|------|
| Approach Delay          |     |     |     |     | 16.9 |      |      | 20.2 |     |     | 9.4  |      |
| Approach LOS            |     |     |     |     | B    |      |      | C    |     |     | A    |      |
| Queue Length 50th (ft)  |     |     |     |     | 61   | 0    | 4    | 25   |     |     | 21   | 0    |
| Queue Length 95th (ft)  |     |     |     |     | 201  | 32   | 26   | 113  |     |     | 87   | 45   |
| Internal Link Dist (ft) |     | 162 |     |     | 143  |      |      | 107  |     |     | 161  |      |
| Turn Bay Length (ft)    |     |     |     |     |      |      |      |      |     |     |      | 100  |
| Base Capacity (vph)     |     |     |     |     | 1465 | 696  | 537  | 688  |     |     | 728  | 714  |
| Starvation Cap Reductn  |     |     |     |     | 699  | 0    | 0    | 388  |     |     | 0    | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    | 0    | 0    | 0    |     |     | 0    | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    | 0    | 0    | 0    |     |     | 0    | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.72 | 0.10 | 0.04 | 0.39 |     |     | 0.14 | 0.22 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 65.2  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.38  
 Intersection Signal Delay: 15.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 42.8%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 1: W Main St & Colony St






















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|                         |    |
|-------------------------|----|
| Lane Group              | ø9 |
| Approach Delay          |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

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City Of Meriden  
Baseline - AM Peak

Lanes, Volumes, Timings  
2: E Main St & State St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |   |   |  |  |  |  |   |   |   |  |  |
| Volume (vph)            | 0   | 0   | 0   | 32  | 464   | 61  | 0  | 0   | 0   | 0   | 78  | 113   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  |
| Frt                     |   |   |   |   |   | 0.850   |  |   |   |   | 0.911   |   |
| Flt Protected           |   |   |   | 0.950   |   |   |  |   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 0   | 0   | 1770  | 3539  | 1583  | 0  | 0   | 0   | 0   | 3224  | 0   |
| Flt Permitted           |   |   |   | 0.950   |   |   |  |   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 0   | 0   | 1770  | 3539  | 1583  | 0  | 0   | 0   | 0   | 3224  | 0   |
| Right Turn on Red       |   |   | Yes   | Yes   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   | 35  |   | 66  |  |   |   |   |   | 123   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   |   | 30  |
| Link Distance (ft)      |   | 223   |   |   | 327   |   |  | 192   |   |   |   | 217   |
| Travel Time (s)         |   | 5.1   |   |   | 7.4   |   |  | 4.4   |   |   |   | 4.9   |
| 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)         | 0   | 0   | 0   | 35  | 504   | 66  | 0  | 0   | 0   | 0   | 85  | 123   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 0   | 0   | 35  | 504   | 66  | 0  | 0   | 0   | 0   | 208   | 0   |
| Turn Type               |   |   |   | Perm  |   | Perm  |  |   |   |   |   |   |
| Protected Phases        |   |   |   |   | 6   |   |  |   |   |   |   | 8   |
| Permitted Phases        |   |   |   | 6   |   | 6   |  |   |   |   |   |   |
| Minimum Split (s)       |   |   |   | 22.0  | 22.0  | 22.0  |  |   |   |   | 22.0  |   |
| Total Split (s)         | 0.0   | 0.0   | 0.0   | 72.0  | 72.0  | 72.0  | 0.0  | 0.0   | 0.0   | 0.0   | 18.0  | 0.0   |
| Total Split (%)         | 0.0%  | 0.0%  | 0.0%  | 80.0%   | 80.0%   | 80.0%   | 0.0%   | 0.0%  | 0.0%  | 0.0%  | 20.0%   | 0.0%  |
| Maximum Green (s)       |   |   |   | 68.0  | 68.0  | 68.0  |  |   |   |   | 14.0  |   |
| Yellow Time (s)         |   |   |   | 3.5   | 3.5   | 3.5   |  |   |   |   | 3.5   |   |
| All-Red Time (s)        |   |   |   | 0.5   | 0.5   | 0.5   |  |   |   |   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Walk Time (s)           |   |   |   | 7.0   | 7.0   | 7.0   |  |   |   |   | 7.0   |   |
| Flash Dont Walk (s)     |   |   |   | 11.0  | 11.0  | 11.0  |  |   |   |   | 11.0  |   |
| Pedestrian Calls (#/hr) |   |   |   | 0   | 0   | 0   |  |   |   |   | 0   |   |
| Act Effect Green (s)    |   |   |   | 68.0  | 68.0  | 68.0  |  |   |   |   | 14.0  |   |
| Actuated g/C Ratio      |   |   |   | 0.76  | 0.76  | 0.76  |  |   |   |   | 0.16  |   |
| v/c Ratio               |   |   |   | 0.03  | 0.19  | 0.05  |  |   |   |   | 0.34  |   |
| Control Delay           |   |   |   | 1.0   | 3.3   | 0.9   |  |   |   |   | 16.3  |   |
| Queue Delay             |   |   |   | 0.0   | 0.5   | 0.0   |  |   |   |   | 0.0   |   |
| Total Delay             |   |   |   | 1.0   | 3.8   | 0.9   |  |   |   |   | 16.3  |   |
| LOS                     |   |   |   | A   | A   | A   |  |   |   |   | B   |   |
| Approach Delay          |   |   |   |   | 3.3   |   |  |   |   |   | 16.3  |   |
| Approach LOS            |   |   |   |   | A   |   |  |   |   |   | B   |   |
| Queue Length 50th (ft)  |   |   |   | 0   | 34  | 0   |  |   |   |   | 22  |   |
| Queue Length 95th (ft)  |   |   |   | 6   | 47  | 8   |  |   |   |   | 54  |   |
| Internal Link Dist (ft) |   | 143   |   |   | 247   |   |  | 112   |   |   | 137   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     |   |   |   | 1346  | 2674  | 1212  |  |   |   |   | 605   |   |
| Starvation Cap Reductn  |   |   |   | 0   | 1642  | 0   |  |   |   |   | 0   |   |



| Lane Group            | EBL | EBT | EBR | WBL  | WBT  | WBR  | NBL | NBT | NBR | SBL | SBT  | SBR |
|-----------------------|-----|-----|-----|------|------|------|-----|-----|-----|-----|------|-----|
| Spillback Cap Reductn |     |     |     | 0    | 0    | 0    |     |     |     |     | 0    |     |
| Storage Cap Reductn   |     |     |     | 0    | 0    | 0    |     |     |     |     | 0    |     |
| Reduced v/c Ratio     |     |     |     | 0.03 | 0.49 | 0.05 |     |     |     |     | 0.34 |     |

**Intersection Summary**

|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 90  |
| Actuated Cycle Length:            | 90  |
| Offset:                           | 0 (0%), Referenced to phase 2: and 6:WBTL, Start of Green |
| Natural Cycle:                    | 45  |
| Control Type:                     | Pretimed  |
| Maximum v/c Ratio:                | 0.34  |
| Intersection Signal Delay:        | 6.6   |
| Intersection LOS:                 | A   |
| Intersection Capacity Utilization | 31.1%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 2: E Main St & State St





| Lane Group                        | EBL          | EBT  | WBT                    | WBR  | SBL  | SBR  |
|-----------------------------------|--------------|------|------------------------|------|------|------|
| Lane Configurations               |              |      | ↑↓                     |      |      |      |
| Volume (vph)                      | 0            | 0    | 0                      | 0    | 0    | 0    |
| Ideal Flow (vphpl)                | 1900         | 1900 | 1900                   | 1900 | 1900 | 1900 |
| Lane Util. Factor                 | 1.00         | 1.00 | 0.95                   | 0.95 | 1.00 | 1.00 |
| Frt                               |              |      |                        |      |      |      |
| Flt Protected                     |              |      |                        |      |      |      |
| Satd. Flow (prot)                 | 0            | 0    | 3539                   | 0    | 0    | 0    |
| Flt Permitted                     |              |      |                        |      |      |      |
| Satd. Flow (perm)                 | 0            | 0    | 3539                   | 0    | 0    | 0    |
| Link Speed (mph)                  |              | 30   | 30                     |      | 30   |      |
| Link Distance (ft)                |              | 377  | 242                    |      | 181  |      |
| Travel Time (s)                   |              | 8.6  | 5.5                    |      | 4.1  |      |
| Peak Hour Factor                  | 0.92         | 0.92 | 0.92                   | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)                   | 0            | 0    | 0                      | 0    | 0    | 0    |
| Shared Lane Traffic (%)           |              |      |                        |      |      |      |
| Lane Group Flow (vph)             | 0            | 0    | 0                      | 0    | 0    | 0    |
| Sign Control                      |              | Free | Free                   |      | Free |      |
| <b>Intersection Summary</b>       |              |      |                        |      |      |      |
| Area Type:                        | Other        |      |                        |      |      |      |
| Control Type:                     | Unsignalized |      |                        |      |      |      |
| Intersection Capacity Utilization | 0.0%         |      | ICU Level of Service A |      |      |      |
| Analysis Period (min)             | 15           |      |                        |      |      |      |



| Lane Group                | WBL  | WBR  | SBL   | SBR  | NEL   | NER   |
|---------------------------|------|------|-------|------|-------|-------|
| Lane Configurations       |      |      | ↖ ↗   |      | ↖ ↗ ↘ | ↖     |
| Volume (vph)              | 0    | 0    | 96    | 0    | 128   | 413   |
| Ideal Flow (vphpl)        | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor         | 1.00 | 1.00 | 0.97  | 1.00 | 0.97  | 0.91  |
| Fr <sub>t</sub>           |      |      |       |      | 0.907 | 0.850 |
| Fl <sub>t</sub> Protected |      |      | 0.950 |      | 0.981 |       |
| Satd. Flow (prot)         | 0    | 0    | 3433  | 0    | 3215  | 1441  |
| Fl <sub>t</sub> Permitted |      |      | 0.950 |      | 0.981 |       |
| Satd. Flow (perm)         | 0    | 0    | 3433  | 0    | 3215  | 1441  |
| Right Turn on Red         |      | Yes  |       | Yes  |       | Yes   |
| Satd. Flow (RTOR)         |      |      |       |      | 225   | 224   |
| Link Speed (mph)          | 30   |      | 30    |      | 30    |       |
| Link Distance (ft)        | 123  |      | 187   |      | 325   |       |
| Travel Time (s)           | 2.8  |      | 4.3   |      | 7.4   |       |
| Peak Hour Factor          | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)           | 0    | 0    | 104   | 0    | 139   | 449   |
| Shared Lane Traffic (%)   |      |      |       |      |       | 50%   |
| Lane Group Flow (vph)     | 0    | 0    | 104   | 0    | 364   | 224   |
| Turn Type                 |      |      |       |      |       | Prot  |
| Protected Phases          |      |      | 4     |      | 2     | 2     |
| Permitted Phases          |      |      |       |      |       |       |
| Detector Phase            |      |      | 4     |      | 2     | 2     |
| Switch Phase              |      |      |       |      |       |       |
| Minimum Initial (s)       |      |      | 4.0   |      | 4.0   | 4.0   |
| Minimum Split (s)         |      |      | 22.0  |      | 22.0  | 22.0  |
| Total Split (s)           | 0.0  | 0.0  | 26.0  | 0.0  | 64.0  | 64.0  |
| Total Split (%)           | 0.0% | 0.0% | 28.9% | 0.0% | 71.1% | 71.1% |
| Maximum Green (s)         |      |      | 22.0  |      | 60.0  | 60.0  |
| Yellow Time (s)           |      |      | 3.5   |      | 3.5   | 3.5   |
| All-Red Time (s)          |      |      | 0.5   |      | 0.5   | 0.5   |
| Lost Time Adjust (s)      | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)       | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   |
| Lead/Lag                  |      |      |       |      |       |       |
| Lead-Lag Optimize?        |      |      |       |      |       |       |
| Vehicle Extension (s)     |      |      | 3.0   |      | 3.0   | 3.0   |
| Recall Mode               |      |      | None  |      | C-Max | C-Max |
| Walk Time (s)             |      |      | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)       |      |      | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr)   |      |      | 0     |      | 0     | 0     |
| Act Effect Green (s)      |      |      | 8.1   |      | 76.7  | 76.7  |
| Actuated g/C Ratio        |      |      | 0.09  |      | 0.85  | 0.85  |
| v/c Ratio                 |      |      | 0.34  |      | 0.13  | 0.18  |
| Control Delay             |      |      | 40.9  |      | 0.7   | 0.6   |
| Queue Delay               |      |      | 0.0   |      | 0.0   | 0.0   |
| Total Delay               |      |      | 40.9  |      | 0.7   | 0.6   |
| LOS                       |      |      | D     |      | A     | A     |
| Approach Delay            |      |      | 40.9  |      | 0.7   |       |
| Approach LOS              |      |      | D     |      | A     |       |
| Queue Length 50th (ft)    |      |      | 29    |      | 5     | 0     |



| Lane Group              | WBL | WBR | SBL  | SBR | NEL  | NER  |
|-------------------------|-----|-----|------|-----|------|------|
| Queue Length 95th (ft)  |     |     | 53   |     | 12   | 10   |
| Internal Link Dist (ft) | 43  |     | 107  |     | 245  |      |
| Turn Bay Length (ft)    |     |     |      |     |      |      |
| Base Capacity (vph)     |     |     | 839  |     | 2773 | 1261 |
| Starvation Cap Reductn  |     |     | 0    |     | 0    | 0    |
| Spillback Cap Reductn   |     |     | 0    |     | 0    | 0    |
| Storage Cap Reductn     |     |     | 0    |     | 0    | 0    |
| Reduced v/c Ratio       |     |     | 0.12 |     | 0.13 | 0.18 |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 90   |
| Actuated Cycle Length:            | 90   |
| Offset:                           | 0 (0%), Referenced to phase 2:NEL and 6:, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Actuated-Coordinated                                     |
| Maximum v/c Ratio:                | 0.34   |
| Intersection Signal Delay:        | 6.7  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 50.0%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 4: Pratt St & Hanover St



City Of Meriden  
Baseline - AM Peak

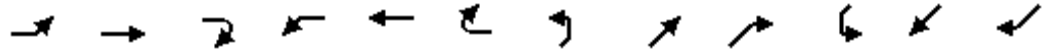
Lanes, Volumes, Timings  
5: E Main St & Pratt St



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NEL   | NET   | NER   | SWL  | SWT  | SWR    |
|-------------------------|------|------|------|------|-------|------|-------|-------|-------|------|------|--------|
| Lane Configurations     |      |      |      |      | ↑↑    |      | ↑↑    | ↑↑    | ↑     |      |      | ↑↑     |
| Volume (vph)            | 0    | 0    | 0    | 0    | 433   | 31   | 65    | 209   | 355   | 0    | 0    | 67     |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900   |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 0.95  | 0.95 | 0.97  | 0.95  | 1.00  | 1.00 | 1.00 | 0.88   |
| Frt                     |      |      |      |      | 0.990 |      |       |       | 0.850 |      |      | 0.850  |
| Flt Protected           |      |      |      |      |       |      | 0.950 |       |       |      |      |        |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0    | 3153  | 0    | 3090  | 3185  | 1425  | 0    | 0    | 2508   |
| Flt Permitted           |      |      |      |      |       |      | 0.950 |       |       |      |      |        |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0    | 3153  | 0    | 3090  | 3185  | 1425  | 0    | 0    | 2508   |
| Right Turn on Red       |      |      | Yes  |      |       | Yes  | Yes   |       | Yes   |      |      | Yes    |
| Satd. Flow (RTOR)       |      |      |      |      | 8     |      | 71    |       | 386   |      |      | 1119   |
| Link Speed (mph)        |      | 30   |      |      | 30    |      |       | 30    |       |      | 30   |        |
| Link Distance (ft)      |      | 327  |      |      | 526   |      |       | 208   |       |      | 538  |        |
| Travel Time (s)         |      | 7.4  |      |      | 12.0  |      |       | 4.7   |       |      | 12.2 |        |
| 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)         | 0    | 0    | 0    | 0    | 471   | 34   | 71    | 227   | 386   | 0    | 0    | 73     |
| Shared Lane Traffic (%) |      |      |      |      |       |      |       |       |       |      |      |        |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 505   | 0    | 71    | 227   | 386   | 0    | 0    | 73     |
| Turn Type               |      |      |      |      |       |      | pm+pt |       | Perm  |      |      | custom |
| Protected Phases        |      |      |      |      | 6     |      | 3     | 4     |       |      |      |        |
| Permitted Phases        |      |      |      |      |       |      | 4     |       | 4     |      |      | 8      |
| Detector Phase          |      |      |      |      | 6     |      | 3     | 4     | 4     |      |      | 8      |
| Switch Phase            |      |      |      |      |       |      |       |       |       |      |      |        |
| Minimum Initial (s)     |      |      |      |      | 4.0   |      | 4.0   | 4.0   | 4.0   |      |      | 4.0    |
| Minimum Split (s)       |      |      |      |      | 22.0  |      | 8.0   | 22.0  | 22.0  |      |      | 22.0   |
| Total Split (s)         | 0.0  | 0.0  | 0.0  | 0.0  | 28.0  | 0.0  | 10.0  | 20.0  | 20.0  | 0.0  | 0.0  | 30.0   |
| Total Split (%)         | 0.0% | 0.0% | 0.0% | 0.0% | 31.1% | 0.0% | 11.1% | 22.2% | 22.2% | 0.0% | 0.0% | 33.3%  |
| Maximum Green (s)       |      |      |      |      | 24.0  |      | 6.0   | 16.0  | 16.0  |      |      | 26.0   |
| Yellow Time (s)         |      |      |      |      | 3.5   |      | 3.5   | 3.5   | 3.5   |      |      | 3.5    |
| All-Red Time (s)        |      |      |      |      | 0.5   |      | 0.5   | 0.5   | 0.5   |      |      | 0.5    |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0    |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  | 4.0    |
| Lead/Lag                |      |      |      |      |       |      | Lead  | Lag   | Lag   |      |      |        |
| Lead-Lag Optimize?      |      |      |      |      |       |      | Yes   | Yes   | Yes   |      |      |        |
| Vehicle Extension (s)   |      |      |      |      | 3.0   |      | 3.0   | 3.0   | 3.0   |      |      | 3.0    |
| Recall Mode             |      |      |      |      | None  |      | None  | Max   | Max   |      |      | None   |
| Walk Time (s)           |      |      |      |      | 7.0   |      |       | 7.0   | 7.0   |      |      | 7.0    |
| Flash Dont Walk (s)     |      |      |      |      | 11.0  |      |       | 11.0  | 11.0  |      |      | 11.0   |
| Pedestrian Calls (#/hr) |      |      |      |      | 0     |      |       | 0     | 0     |      |      | 0      |
| Act Effct Green (s)     |      |      |      |      | 13.2  |      | 23.7  | 18.6  | 18.6  |      |      | 23.7   |
| Actuated g/C Ratio      |      |      |      |      | 0.29  |      | 0.52  | 0.41  | 0.41  |      |      | 0.52   |
| v/c Ratio               |      |      |      |      | 0.55  |      | 0.04  | 0.17  | 0.47  |      |      | 0.04   |
| Control Delay           |      |      |      |      | 16.3  |      | 2.1   | 11.2  | 4.1   |      |      | 0.0    |
| Queue Delay             |      |      |      |      | 0.0   |      | 0.0   | 0.1   | 0.3   |      |      | 0.0    |
| Total Delay             |      |      |      |      | 16.3  |      | 2.1   | 11.3  | 4.4   |      |      | 0.0    |
| LOS                     |      |      |      |      | B     |      | A     | B     | A     |      |      | A      |
| Approach Delay          |      |      |      |      | 16.3  |      |       | 6.5   |       |      |      |        |
| Approach LOS            |      |      |      |      | B     |      |       | A     |       |      |      |        |
| Queue Length 50th (ft)  |      |      |      |      | 63    |      | 0     | 22    | 0     |      |      | 0      |

|                         |      |
|-------------------------|------|
| Lane Group              | ø9   |
| Lane Configurations     |      |
| Volume (vph)            |      |
| Ideal Flow (vphpl)      |      |
| Lane Util. Factor       |      |
| Frt                     |      |
| Flt Protected           |      |
| Satd. Flow (prot)       |      |
| Flt Permitted           |      |
| Satd. Flow (perm)       |      |
| Right Turn on Red       |      |
| Satd. Flow (RTOR)       |      |
| Link Speed (mph)        |      |
| Link Distance (ft)      |      |
| Travel Time (s)         |      |
| Peak Hour Factor        |      |
| Adj. Flow (vph)         |      |
| Shared Lane Traffic (%) |      |
| Lane Group Flow (vph)   |      |
| Turn Type               |      |
| Protected Phases        | 9    |
| Permitted Phases        |      |
| Detector Phase          |      |
| Switch Phase            |      |
| Minimum Initial (s)     | 4.0  |
| Minimum Split (s)       | 32.0 |
| Total Split (s)         | 32.0 |
| Total Split (%)         | 36%  |
| Maximum Green (s)       | 28.0 |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 0.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                |      |
| Lead-Lag Optimize?      |      |
| Vehicle Extension (s)   | 3.0  |
| Recall Mode             | None |
| Walk Time (s)           | 7.0  |
| Flash Dont Walk (s)     | 21.0 |
| Pedestrian Calls (#/hr) | 0    |
| Act Effct Green (s)     |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |
| Approach Delay          |      |
| Approach LOS            |      |
| Queue Length 50th (ft)  |      |



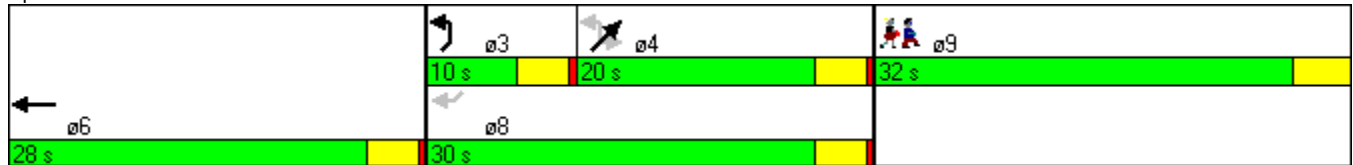


| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NEL  | NET  | NER  | SWL | SWT | SWR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|------|-----|-----|------|
| Queue Length 95th (ft)  |     |     |     |     | 102  |     | 7    | 48   | 48   |     |     | 0    |
| Internal Link Dist (ft) |     | 247 |     |     | 446  |     |      | 128  |      |     | 458 |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |      |     |     |      |
| Base Capacity (vph)     |     |     |     |     | 1733 |     | 1570 | 1311 | 814  |     |     | 1973 |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 384  | 103  |     |     | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    | 0    |     |     | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    | 0    |     |     | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.29 |     | 0.05 | 0.24 | 0.54 |     |     | 0.04 |

**Intersection Summary**

|                                   |                  |
|-----------------------------------|------------------|
| Area Type:                        | CBD              |
| Cycle Length:                     | 90               |
| Actuated Cycle Length:            | 45.2             |
| Natural Cycle:                    | 85               |
| Control Type:                     | Semi Act-Uncoord |
| Maximum v/c Ratio:                | 0.55             |
| Intersection Signal Delay:        | 10.0             |
| Intersection LOS:                 | B                |
| Intersection Capacity Utilization | 31.1%            |
| ICU Level of Service              | A                |
| Analysis Period (min)             | 15               |

Splits and Phases: 5: E Main St & Pratt St



|                         |    |
|-------------------------|----|
| Lane Group              | ø9 |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |



| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     | ↑↑↑  |      |      |      |      | ↗    |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 0.91 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 5085 | 0    | 0    | 0    | 0    | 1863 |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 5085 | 0    | 0    | 0    | 0    | 1863 |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 128  |      |      | 139  | 468  |      |
| Travel Time (s)         | 2.9  |      |      | 3.2  | 10.6 |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Free |      |      | Stop | Stop |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 26.5%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |



| Lane Group              | EBL            | EBR  | NBL  | NBR   | SWL  | SWR  |
|-------------------------|----------------|------|------|-------|------|------|
| Lane Configurations     | <del>TTT</del> |      |      | T     |      |      |
| Volume (vph)            | 0              | 0    | 0    | 0     | 0    | 0    |
| Ideal Flow (vphpl)      | 1900           | 1900 | 1900 | 1900  | 1900 | 1900 |
| Lane Util. Factor       | 0.94           | 0.91 | 1.00 | 1.00  | 1.00 | 1.00 |
| Frt                     |                |      |      |       |      |      |
| Flt Protected           |                |      |      |       |      |      |
| Satd. Flow (prot)       | 5253           | 0    | 0    | 1863  | 0    | 0    |
| Flt Permitted           |                |      |      |       |      |      |
| Satd. Flow (perm)       | 5253           | 0    | 0    | 1863  | 0    | 0    |
| Right Turn on Red       | Yes            | Yes  |      | Yes   |      | Yes  |
| Satd. Flow (RTOR)       |                |      |      |       |      |      |
| Link Speed (mph)        | 30             |      | 30   |       | 30   |      |
| Link Distance (ft)      | 139            |      | 529  |       | 208  |      |
| Travel Time (s)         | 3.2            |      | 12.0 |       | 4.7  |      |
| Peak Hour Factor        | 0.92           | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0              | 0    | 0    | 0     | 0    | 0    |
| Shared Lane Traffic (%) |                |      |      |       |      |      |
| Lane Group Flow (vph)   | 0              | 0    | 0    | 0     | 0    | 0    |
| Turn Type<br>custom     |                |      |      |       |      |      |
| Protected Phases<br>2   |                |      |      |       |      |      |
| Permitted Phases<br>4   |                |      |      |       |      |      |
| Detector Phase<br>2 4   |                |      |      |       |      |      |
| Switch Phase            |                |      |      |       |      |      |
| Minimum Initial (s)     | 4.0            |      |      | 4.0   |      |      |
| Minimum Split (s)       | 22.0           |      |      | 22.0  |      |      |
| Total Split (s)         | 76.0           | 0.0  | 0.0  | 14.0  | 0.0  | 0.0  |
| Total Split (%)         | 84.4%          | 0.0% | 0.0% | 15.6% | 0.0% | 0.0% |
| Maximum Green (s)       | 72.0           |      |      | 10.0  |      |      |
| Yellow Time (s)         | 3.5            |      |      | 3.5   |      |      |
| All-Red Time (s)        | 0.5            |      |      | 0.5   |      |      |
| Lost Time Adjust (s)    | 0.0            | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0            | 4.0  | 4.0  | 4.0   | 4.0  | 4.0  |
| Lead/Lag                |                |      |      |       |      |      |
| Lead-Lag Optimize?      |                |      |      |       |      |      |
| Vehicle Extension (s)   | 3.0            |      |      | 3.0   |      |      |
| Recall Mode             | C-Max          |      |      | None  |      |      |
| Walk Time (s)           | 7.0            |      |      | 7.0   |      |      |
| Flash Dont Walk (s)     | 11.0           |      |      | 11.0  |      |      |
| Pedestrian Calls (#/hr) | 0              |      |      | 0     |      |      |
| Act Effect Green (s)    |                |      |      |       |      |      |
| Actuated g/C Ratio      |                |      |      |       |      |      |
| v/c Ratio               |                |      |      |       |      |      |
| Control Delay           |                |      |      |       |      |      |
| Queue Delay             |                |      |      |       |      |      |
| Total Delay             |                |      |      |       |      |      |
| LOS                     |                |      |      |       |      |      |
| Approach Delay          |                |      |      |       |      |      |
| Approach LOS            |                |      |      |       |      |      |
| Queue Length 50th (ft)  |                |      |      |       |      |      |



| Lane Group              | EBL | EBR | NBL | NBR | SWL | SWR |
|-------------------------|-----|-----|-----|-----|-----|-----|
| Queue Length 95th (ft)  |     |     |     |     |     |     |
| Internal Link Dist (ft) | 59  |     | 449 |     | 128 |     |
| Turn Bay Length (ft)    |     |     |     |     |     |     |
| Base Capacity (vph)     |     |     |     |     |     |     |
| Starvation Cap Reductn  |     |     |     |     |     |     |
| Spillback Cap Reductn   |     |     |     |     |     |     |
| Storage Cap Reductn     |     |     |     |     |     |     |
| Reduced v/c Ratio       |     |     |     |     |     |     |

**Intersection Summary**

|                                    |  |
|------------------------------------|--|
| Area Type:                         | Other  |
| Cycle Length:                      | 90   |
| Actuated Cycle Length:             | 90   |
| Offset:                            | 0 (0%), Referenced to phase 2:EBL and 6:, Start of Green |
| Natural Cycle:                     | 45   |
| Control Type:                      | Actuated-Coordinated                                     |
| Maximum v/c Ratio:                 | 0.00   |
| Intersection Signal Delay:         | 0.0  |
| Intersection LOS:                  | A  |
| Intersection Capacity Utilization: | 0.0%   |
| ICU Level of Service:              | A  |
| Analysis Period (min):             | 15   |

Splits and Phases: 7: Pratt St & Crown St

|      |      |
|------|------|
| 2    | 4    |
| 76 s | 14 s |



| Lane Group                        | EBL          | EBT  | WBT  | WBR                    | SBL   | SBR  |
|-----------------------------------|--------------|------|------|------------------------|-------|------|
| Lane Configurations               |              | ↑↑↑  |      |                        | ↑↑    |      |
| Volume (vph)                      | 0            | 509  | 0    | 0                      | 110   | 0    |
| Ideal Flow (vphpl)                | 1900         | 1900 | 1900 | 1900                   | 1900  | 1900 |
| Lane Util. Factor                 | 1.00         | 0.91 | 1.00 | 1.00                   | 0.97  | 1.00 |
| <b>Frt</b>                        |              |      |      |                        |       |      |
| Flt Protected                     |              |      |      |                        | 0.950 |      |
| Satd. Flow (prot)                 | 0            | 5085 | 0    | 0                      | 3433  | 0    |
| Flt Permitted                     |              |      |      |                        | 0.950 |      |
| Satd. Flow (perm)                 | 0            | 5085 | 0    | 0                      | 3433  | 0    |
| Link Speed (mph)                  |              | 30   | 30   |                        | 30    |      |
| Link Distance (ft)                |              | 123  | 128  |                        | 192   |      |
| Travel Time (s)                   |              | 2.8  | 2.9  |                        | 4.4   |      |
| Peak Hour Factor                  | 0.92         | 0.92 | 0.92 | 0.92                   | 0.92  | 0.92 |
| Adj. Flow (vph)                   | 0            | 553  | 0    | 0                      | 120   | 0    |
| <b>Shared Lane Traffic (%)</b>    |              |      |      |                        |       |      |
| Lane Group Flow (vph)             | 0            | 553  | 0    | 0                      | 120   | 0    |
| Sign Control                      |              | Free | Stop |                        | Stop  |      |
| <b>Intersection Summary</b>       |              |      |      |                        |       |      |
| Area Type:                        | Other        |      |      |                        |       |      |
| Control Type:                     | Unsignalized |      |      |                        |       |      |
| Intersection Capacity Utilization | 38.5%        |      |      | ICU Level of Service A |       |      |
| Analysis Period (min)             | 15           |      |      |                        |       |      |



| Lane Group              | SBL  | SBR  | NEL    | NET    | SWT  | SWR  |
|-------------------------|------|------|--------|--------|------|------|
| Lane Configurations     |      |      |        | ↑↑     |      |      |
| Volume (vph)            | 0    | 0    | 136    | 524    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900   | 1900   | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 0.95   | 0.95   | 1.00 | 1.00 |
| Frt                     |      |      |        |        |      |      |
| Flt Protected           |      |      |        | 0.990  |      |      |
| Satd. Flow (prot)       | 0    | 0    | 0      | 3504   | 0    | 0    |
| Flt Permitted           |      |      |        | 0.990  |      |      |
| Satd. Flow (perm)       | 0    | 0    | 0      | 3504   | 0    | 0    |
| Right Turn on Red       |      | Yes  | Yes    |        |      | Yes  |
| Satd. Flow (RTOR)       |      |      |        |        |      |      |
| Link Speed (mph)        | 30   |      |        | 30     | 30   |      |
| Link Distance (ft)      | 461  |      |        | 369    | 332  |      |
| Travel Time (s)         | 10.5 |      |        | 8.4    | 7.5  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92   | 0.92   | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 148    | 570    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |        |        |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0      | 718    | 0    | 0    |
| Turn Type               |      |      | Perm   |        |      |      |
| Protected Phases        |      |      |        | 2      |      |      |
| Permitted Phases        |      |      | 2      |        |      |      |
| Detector Phase          |      |      | 2      | 2      |      |      |
| Switch Phase            |      |      |        |        |      |      |
| Minimum Initial (s)     |      |      | 4.0    | 4.0    |      |      |
| Minimum Split (s)       |      |      | 22.0   | 22.0   |      |      |
| Total Split (s)         | 0.0  | 0.0  | 90.0   | 90.0   | 0.0  | 0.0  |
| Total Split (%)         | 0.0% | 0.0% | 100.0% | 100.0% | 0.0% | 0.0% |
| Maximum Green (s)       |      |      | 86.0   | 86.0   |      |      |
| Yellow Time (s)         |      |      | 3.5    | 3.5    |      |      |
| All-Red Time (s)        |      |      | 0.5    | 0.5    |      |      |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0    | 0.0    | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0    | 4.0    | 4.0  | 4.0  |
| Lead/Lag                |      |      |        |        |      |      |
| Lead-Lag Optimize?      |      |      |        |        |      |      |
| Vehicle Extension (s)   |      |      | 3.0    | 3.0    |      |      |
| Recall Mode             |      |      | C-Max  | C-Max  |      |      |
| Walk Time (s)           |      |      | 7.0    | 7.0    |      |      |
| Flash Dont Walk (s)     |      |      | 11.0   | 11.0   |      |      |
| Pedestrian Calls (#/hr) |      |      | 0      | 0      |      |      |
| Act Effct Green (s)     |      |      |        | 90.0   |      |      |
| Actuated g/C Ratio      |      |      |        | 1.00   |      |      |
| v/c Ratio               |      |      |        | 0.20   |      |      |
| Control Delay           |      |      |        | 0.1    |      |      |
| Queue Delay             |      |      |        | 0.0    |      |      |
| Total Delay             |      |      |        | 0.1    |      |      |
| LOS                     |      |      |        | A      |      |      |
| Approach Delay          |      |      |        | 0.1    |      |      |
| Approach LOS            |      |      |        | A      |      |      |
| Queue Length 50th (ft)  |      |      |        | 0      |      |      |



| Lane Group              | SBL | SBR | NEL | NET  | SWT | SWR |
|-------------------------|-----|-----|-----|------|-----|-----|
| Queue Length 95th (ft)  |     |     |     | 0    |     |     |
| Internal Link Dist (ft) | 381 |     |     | 289  | 252 |     |
| Turn Bay Length (ft)    |     |     |     |      |     |     |
| Base Capacity (vph)     |     |     |     | 3504 |     |     |
| Starvation Cap Reductn  |     |     |     | 0    |     |     |
| Spillback Cap Reductn   |     |     |     | 0    |     |     |
| Storage Cap Reductn     |     |     |     | 0    |     |     |
| Reduced v/c Ratio       |     |     |     | 0.20 |     |     |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.20  
 Intersection Signal Delay: 0.1  
 Intersection Capacity Utilization 33.1%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A




















Splits and Phases: 9: S Grove St & Hanover St





City Of Meriden  
Baseline - AM Peak

Lanes, Volumes, Timings  
10: W Main St &

|                         |  |  |  |  |    |  |   |  |  |  |  |    |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |   |   |   |   |   |   |  |   |   |   |   |
| Volume (vph)            | 0   | 0   | 0   | 0   | 523   | 44  | 55  | 38  | 0   | 0   | 0   | 63  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   |   |   |   | 0.988   |   |   |   |   |   |   | 0.865   |
| Flt Protected           |   |   |   |   |   |   | 0.950   |   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 0   | 0   | 0   | 3497  | 0   | 1770  | 1863  | 0   | 0   | 0   | 1611  |
| Flt Permitted           |   |   |   |   |   |   | 0.950   |   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 0   | 0   | 0   | 3497  | 0   | 1770  | 1863  | 0   | 0   | 0   | 1611  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   | Yes   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   | 26  |   | 60  |   |   |   |   | 710   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 276   |   |   | 377   |   |   | 461   |   |   | 215   |   |
| Travel Time (s)         |   | 6.3   |   |   | 8.6   |   |   | 10.5  |   |   | 4.9   |   |
| 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)         | 0   | 0   | 0   | 0   | 568   | 48  | 60  | 41  | 0   | 0   | 0   | 68  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 0   | 0   | 0   | 616   | 0   | 60  | 41  | 0   | 0   | 0   | 68  |
| Turn Type               |   |   |   |   |   |   | Perm  |   |   |   |   | custom  |
| Protected Phases        |   |   |   |   | 6   |   |   | 4   |   |   |   |   |
| Permitted Phases        |   |   |   |   |   |   | 4   |   |   |   |   | 6   |
| Detector Phase          |   |   |   |   | 6   |   | 4   | 4   |   |   |   | 6   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     |   |   |   |   | 4.0   |   | 4.0   | 4.0   |   |   |   | 4.0   |
| Minimum Split (s)       |   |   |   |   | 22.0  |   | 22.0  | 22.0  |   |   |   | 22.0  |
| Total Split (s)         | 0.0   | 0.0   | 0.0   | 0.0   | 70.0  | 0.0   | 20.0  | 20.0  | 0.0   | 0.0   | 0.0   | 70.0  |
| Total Split (%)         | 0.0%  | 0.0%  | 0.0%  | 0.0%  | 77.8%   | 0.0%  | 22.2%   | 22.2%   | 0.0%  | 0.0%  | 0.0%  | 77.8%   |
| Maximum Green (s)       |   |   |   |   | 66.0  |   | 16.0  | 16.0  |   |   |   | 66.0  |
| Yellow Time (s)         |   |   |   |   | 3.5   |   | 3.5   | 3.5   |   |   |   | 3.5   |
| All-Red Time (s)        |   |   |   |   | 0.5   |   | 0.5   | 0.5   |   |   |   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |   |   |   |   |   |   |
| Vehicle Extension (s)   |   |   |   |   | 3.0   |   | 3.0   | 3.0   |   |   |   | 3.0   |
| Recall Mode             |   |   |   |   | C-Max   |   | None  | None  |   |   |   | C-Max   |
| Walk Time (s)           |   |   |   |   | 7.0   |   | 7.0   | 7.0   |   |   |   | 7.0   |
| Flash Dont Walk (s)     |   |   |   |   | 11.0  |   | 11.0  | 11.0  |   |   |   | 11.0  |
| Pedestrian Calls (#/hr) |   |   |   |   | 0   |   | 0   | 0   |   |   |   | 0   |
| Act Effct Green (s)     |   |   |   |   | 77.2  |   | 7.5   | 7.5   |   |   |   | 77.2  |
| Actuated g/C Ratio      |   |   |   |   | 0.86  |   | 0.08  | 0.08  |   |   |   | 0.86  |
| v/c Ratio               |   |   |   |   | 0.21  |   | 0.30  | 0.26  |   |   |   | 0.05  |
| Control Delay           |   |   |   |   | 1.7   |   | 17.3  | 41.3  |   |   |   | 0.1   |
| Queue Delay             |   |   |   |   | 0.0   |   | 0.0   | 0.0   |   |   |   | 0.0   |
| Total Delay             |   |   |   |   | 1.7   |   | 17.3  | 41.3  |   |   |   | 0.1   |
| LOS                     |   |   |   |   | A   |   | B   | D   |   |   |   | A   |
| Approach Delay          |   |   |   |   | 1.7   |   |   | 27.1  |   |   |   |   |
| Approach LOS            |   |   |   |   | A   |   |   | C   |   |   |   |   |
| Queue Length 50th (ft)  |   |   |   |   | 24  |   | 0   | 22  |   |   |   | 0   |

| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT | SBR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|-----|-----|-----|------|
| Queue Length 95th (ft)  |     |     |     |     | 42   |     | 38   | 53   |     |     |     | 0    |
| Internal Link Dist (ft) |     | 196 |     |     | 297  |     |      | 381  |     |     | 135 |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |     |     |     |      |
| Base Capacity (vph)     |     |     |     |     | 3004 |     | 364  | 331  |     |     |     | 1483 |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.21 |     | 0.16 | 0.12 |     |     |     | 0.05 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2: and 6:WBT, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.30  
 Intersection Signal Delay: 4.8  
 Intersection Capacity Utilization 33.1%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 10: W Main St &





| Lane Group              | EBT  | EBR  | WBL    | WBT    | NBL  | NBR  |
|-------------------------|------|------|--------|--------|------|------|
| Lane Configurations     |      |      |        | ↕↕     |      |      |
| Volume (vph)            | 0    | 0    | 98     | 513    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900   | 1900   | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 0.95   | 0.95   | 1.00 | 1.00 |
| Frt                     |      |      |        |        |      |      |
| Flt Protected           |      |      |        | 0.992  |      |      |
| Satd. Flow (prot)       | 0    | 0    | 0      | 3511   | 0    | 0    |
| Flt Permitted           |      |      |        | 0.992  |      |      |
| Satd. Flow (perm)       | 0    | 0    | 0      | 3511   | 0    | 0    |
| Right Turn on Red       |      | Yes  | Yes    |        |      | Yes  |
| Satd. Flow (RTOR)       |      |      |        |        |      |      |
| Link Speed (mph)        | 30   |      |        | 30     | 30   |      |
| Link Distance (ft)      | 409  |      |        | 276    | 611  |      |
| Travel Time (s)         | 9.3  |      |        | 6.3    | 13.9 |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92   | 0.92   | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 107    | 558    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |        |        |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0      | 665    | 0    | 0    |
| Turn Type               |      |      | Perm   |        |      |      |
| Protected Phases        |      |      |        | 6      |      |      |
| Permitted Phases        |      |      | 6      |        |      |      |
| Detector Phase          |      |      | 6      | 6      |      |      |
| Switch Phase            |      |      |        |        |      |      |
| Minimum Initial (s)     |      |      | 4.0    | 4.0    |      |      |
| Minimum Split (s)       |      |      | 22.0   | 22.0   |      |      |
| Total Split (s)         | 0.0  | 0.0  | 90.0   | 90.0   | 0.0  | 0.0  |
| Total Split (%)         | 0.0% | 0.0% | 100.0% | 100.0% | 0.0% | 0.0% |
| Maximum Green (s)       |      |      | 86.0   | 86.0   |      |      |
| Yellow Time (s)         |      |      | 3.5    | 3.5    |      |      |
| All-Red Time (s)        |      |      | 0.5    | 0.5    |      |      |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0    | 0.0    | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0    | 4.0    | 4.0  | 4.0  |
| Lead/Lag                |      |      |        |        |      |      |
| Lead-Lag Optimize?      |      |      |        |        |      |      |
| Vehicle Extension (s)   |      |      | 3.0    | 3.0    |      |      |
| Recall Mode             |      |      | C-Max  | C-Max  |      |      |
| Walk Time (s)           |      |      | 7.0    | 7.0    |      |      |
| Flash Dont Walk (s)     |      |      | 11.0   | 11.0   |      |      |
| Pedestrian Calls (#/hr) |      |      | 0      | 0      |      |      |
| Act Effct Green (s)     |      |      |        | 90.0   |      |      |
| Actuated g/C Ratio      |      |      |        | 1.00   |      |      |
| v/c Ratio               |      |      |        | 0.19   |      |      |
| Control Delay           |      |      |        | 0.1    |      |      |
| Queue Delay             |      |      |        | 0.0    |      |      |
| Total Delay             |      |      |        | 0.1    |      |      |
| LOS                     |      |      |        | A      |      |      |
| Approach Delay          |      |      |        | 0.1    |      |      |
| Approach LOS            |      |      |        | A      |      |      |
| Queue Length 50th (ft)  |      |      |        | 0      |      |      |



| Lane Group              | EBT | EBR | WBL | WBT  | NBL | NBR |
|-------------------------|-----|-----|-----|------|-----|-----|
| Queue Length 95th (ft)  |     |     |     | 0    |     |     |
| Internal Link Dist (ft) | 329 |     |     | 196  | 531 |     |
| Turn Bay Length (ft)    |     |     |     |      |     |     |
| Base Capacity (vph)     |     |     |     | 3511 |     |     |
| Starvation Cap Reductn  |     |     |     | 0    |     |     |
| Spillback Cap Reductn   |     |     |     | 0    |     |     |
| Storage Cap Reductn     |     |     |     | 0    |     |     |
| Reduced v/c Ratio       |     |     |     | 0.19 |     |     |

**Intersection Summary**

|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 90  |
| Actuated Cycle Length:            | 90  |
| Offset:                           | 0 (0%), Referenced to phase 2: and 6:WBTL, Start of Green |
| Natural Cycle:                    | 40  |
| Control Type:                     | Actuated-Coordinated                                      |
| Maximum v/c Ratio:                | 0.19  |
| Intersection Signal Delay:        | 0.1   |
| Intersection LOS:                 | A   |
| Intersection Capacity Utilization | 20.4%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 11: W Main St & Butler St





| Lane Group              | EBT  | EBR    | WBL    | WBT    | NBL  | NBR  |
|-------------------------|------|--------|--------|--------|------|------|
| Lane Configurations     |      |        |        |        |      |      |
| Volume (vph)            | 0    | 310    | 217    | 315    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900   | 1900   | 1900   | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00   | 1.00   | 1.00   | 1.00 | 1.00 |
| Frt                     |      | 0.865  |        |        |      |      |
| Flt Protected           |      |        | 0.950  |        |      |      |
| Satd. Flow (prot)       | 0    | 1611   | 1770   | 1863   | 0    | 0    |
| Flt Permitted           |      |        | 0.950  |        |      |      |
| Satd. Flow (perm)       | 0    | 1611   | 1770   | 1863   | 0    | 0    |
| Right Turn on Red       |      | Yes    | Yes    |        |      | Yes  |
| Satd. Flow (RTOR)       |      |        |        |        |      |      |
| Link Speed (mph)        | 30   |        |        | 30     | 30   |      |
| Link Distance (ft)      | 491  |        |        | 409    | 819  |      |
| Travel Time (s)         | 11.2 |        |        | 9.3    | 18.6 |      |
| Peak Hour Factor        | 0.92 | 0.92   | 0.92   | 0.92   | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 337    | 236    | 342    | 0    | 0    |
| Shared Lane Traffic (%) |      |        |        |        |      |      |
| Lane Group Flow (vph)   | 0    | 337    | 236    | 342    | 0    | 0    |
| Turn Type               |      | custom | Perm   |        |      |      |
| Protected Phases        |      |        |        | 6      |      |      |
| Permitted Phases        |      | 2      | 6      |        |      |      |
| Detector Phase          |      | 2      | 6      | 6      |      |      |
| Switch Phase            |      |        |        |        |      |      |
| Minimum Initial (s)     |      | 4.0    | 4.0    | 4.0    |      |      |
| Minimum Split (s)       |      | 22.0   | 22.0   | 22.0   |      |      |
| Total Split (s)         | 0.0  | 90.0   | 90.0   | 90.0   | 0.0  | 0.0  |
| Total Split (%)         | 0.0% | 100.0% | 100.0% | 100.0% | 0.0% | 0.0% |
| Maximum Green (s)       |      | 86.0   | 86.0   | 86.0   |      |      |
| Yellow Time (s)         |      | 3.5    | 3.5    | 3.5    |      |      |
| All-Red Time (s)        |      | 0.5    | 0.5    | 0.5    |      |      |
| Lost Time Adjust (s)    | 0.0  | 0.0    | 0.0    | 0.0    | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0    | 4.0    | 4.0    | 4.0  | 4.0  |
| Lead/Lag                |      |        |        |        |      |      |
| Lead-Lag Optimize?      |      |        |        |        |      |      |
| Vehicle Extension (s)   |      | 3.0    | 3.0    | 3.0    |      |      |
| Recall Mode             |      | C-Max  | C-Max  | C-Max  |      |      |
| Walk Time (s)           |      | 7.0    | 7.0    | 7.0    |      |      |
| Flash Dont Walk (s)     |      | 11.0   | 11.0   | 11.0   |      |      |
| Pedestrian Calls (#/hr) |      | 0      | 0      | 0      |      |      |
| Act Effect Green (s)    |      | 90.0   | 90.0   | 90.0   |      |      |
| Actuated g/C Ratio      |      | 1.00   | 1.00   | 1.00   |      |      |
| v/c Ratio               |      | 0.21   | 0.13   | 0.18   |      |      |
| Control Delay           |      | 0.3    | 0.2    | 0.2    |      |      |
| Queue Delay             |      | 0.0    | 0.0    | 0.0    |      |      |
| Total Delay             |      | 0.3    | 0.2    | 0.2    |      |      |
| LOS                     |      | A      | A      | A      |      |      |
| Approach Delay          |      |        |        | 0.2    |      |      |
| Approach LOS            |      |        |        | A      |      |      |
| Queue Length 50th (ft)  |      | 0      | 0      | 0      |      |      |



| Lane Group              | EBT | EBR  | WBL  | WBT  | NBL | NBR |
|-------------------------|-----|------|------|------|-----|-----|
| Queue Length 95th (ft)  |     | 0    | 0    | 0    |     |     |
| Internal Link Dist (ft) | 411 |      |      | 329  | 739 |     |
| Turn Bay Length (ft)    |     |      |      |      |     |     |
| Base Capacity (vph)     |     | 1611 | 1770 | 1863 |     |     |
| Starvation Cap Reductn  |     | 0    | 0    | 0    |     |     |
| Spillback Cap Reductn   |     | 0    | 0    | 0    |     |     |
| Storage Cap Reductn     |     | 0    | 0    | 0    |     |     |
| Reduced v/c Ratio       |     | 0.21 | 0.13 | 0.18 |     |     |

**Intersection Summary**




















|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 90   |
| Actuated Cycle Length:            | 90   |
| Offset:                           | 0 (0%), Referenced to phase 2:EBR and 6:WBTL, Start of Green |
| Natural Cycle:                    | 40   |
| Control Type:                     | Actuated-Coordinated   |
| Maximum v/c Ratio:                | 0.21   |
| Intersection Signal Delay:        | 0.2  |
| Intersection Capacity Utilization | 37.9%  |
| Analysis Period (min)             | 15   |
| Intersection LOS:                 | A  |
| ICU Level of Service              | A  |













Splits and Phases: 12: W Main St & Cook St



City Of Meriden  
Baseline - AM Peak

Lanes, Volumes, Timings  
13: Cook St & Hanover St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |  |   |  |  |  |  |  |  |  |   |   |   |
| Volume (vph)            | 129   | 0   | 101   | 246   | 177   | 115   | 0  | 227   | 39  | 0   | 0   | 0   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 200   | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 1   |   | 1   | 0  |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   |   | 0.850   |   |   | 0.850   |  |   | 0.850   |   |   |   |
| Flt Protected           | 0.950   |   |   | 0.950   |   |   |  |   |   |   |   |   |
| Satd. Flow (prot)       | 1770  | 0   | 1583  | 1770  | 1863  | 1583  | 0  | 1863  | 1583  | 0   | 0   | 0   |
| Flt Permitted           | 0.637   |   |   | 0.950   |   |   |  |   |   |   |   |   |
| Satd. Flow (perm)       | 1187  | 0   | 1583  | 1770  | 1863  | 1583  | 0  | 1863  | 1583  | 0   | 0   | 0   |
| Right Turn on Red       |   |   | Yes   | Yes   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 110   | 267   |   | 125   |  |   | 42  |   |   |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 25  |   |   | 30  |   |
| Link Distance (ft)      |   | 733   |   |   | 819   |   |  | 340   |   |   | 505   |   |
| Travel Time (s)         |   | 16.7  |   |   | 18.6  |   |  | 9.3   |   |   | 11.5  |   |
| 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)         | 140   | 0   | 110   | 267   | 192   | 125   | 0  | 247   | 42  | 0   | 0   | 0   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 140   | 0   | 110   | 267   | 192   | 125   | 0  | 247   | 42  | 0   | 0   | 0   |
| Turn Type               | custom  |   | custom  | Perm  |   | Perm  |  |   | Perm  |   |   |   |
| Protected Phases        |   |   |   |   | 6   |   |  | 4   |   |   |   |   |
| Permitted Phases        | 2   |   | 2   | 6   |   | 6   |  |   | 4   |   |   |   |
| Detector Phase          | 2   |   | 2   | 6   | 6   | 6   |  | 4   | 4   |   |   |   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)     | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   |  | 4.0   | 4.0   |   |   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  | 22.0  | 22.0  | 22.0  |  | 22.0  | 22.0  |   |   |   |
| Total Split (s)         | 30.0  | 0.0   | 30.0  | 30.0  | 30.0  | 30.0  | 0.0  | 30.0  | 30.0  | 0.0   | 0.0   | 0.0   |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 50.0%   | 50.0%   | 0.0%   | 50.0%   | 50.0%   | 0.0%  | 0.0%  | 0.0%  |
| Maximum Green (s)       | 26.0  |   | 26.0  | 26.0  | 26.0  | 26.0  |  | 26.0  | 26.0  |   |   |   |
| Yellow Time (s)         | 3.5   |   | 3.5   | 3.5   | 3.5   | 3.5   |  | 3.5   | 3.5   |   |   |   |
| All-Red Time (s)        | 0.5   |   | 0.5   | 0.5   | 0.5   | 0.5   |  | 0.5   | 0.5   |   |   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Vehicle Extension (s)   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   |  | 3.0   | 3.0   |   |   |   |
| Recall Mode             | C-Max   |   | C-Max   | C-Max   | C-Max   | C-Max   |  | None  | None  |   |   |   |
| 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)    | 38.5  |   | 38.5  | 38.5  | 38.5  | 38.5  |  | 13.5  | 13.5  |   |   |   |
| Actuated g/C Ratio      | 0.64  |   | 0.64  | 0.64  | 0.64  | 0.64  |  | 0.22  | 0.22  |   |   |   |
| v/c Ratio               | 0.18  |   | 0.10  | 0.22  | 0.16  | 0.12  |  | 0.59  | 0.11  |   |   |   |
| Control Delay           | 6.2   |   | 1.8   | 1.5   | 5.6   | 1.7   |  | 26.0  | 6.5   |   |   |   |
| Queue Delay             | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   |  | 0.0   | 0.0   |   |   |   |
| Total Delay             | 6.2   |   | 1.8   | 1.5   | 5.6   | 1.7   |  | 26.0  | 6.5   |   |   |   |
| LOS                     | A   |   | A   | A   | A   | A   |  | C   | A   |   |   |   |

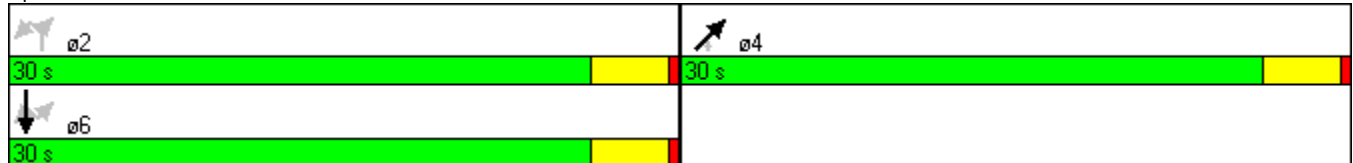
|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Approach Delay          |   |   |   |   | 2.9   |   |  | 23.2  |   |   |   |   |
| Approach LOS            |   |   |   |   | A   |   |  | C   |   |   |   |   |
| Queue Length 50th (ft)  | 17  |   | 0   | 0   | 23  | 0   |  | 81  | 0   |   |   |   |
| Queue Length 95th (ft)  | 49  |   | 17  | 26  | 59  | 18  |  | 124   | 18  |   |   |   |
| Internal Link Dist (ft) |   | 653   |   |   | 739   |   |  | 260   |   |   | 425   |   |
| Turn Bay Length (ft)    |   |   | 200   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     | 763   |   | 1056  | 1232  | 1197  | 1061  |  | 807   | 710   |   |   |   |
| Starvation Cap Reductn  | 0   |   | 0   | 0   | 0   | 0   |  | 0   | 0   |   |   |   |
| Spillback Cap Reductn   | 0   |   | 0   | 0   | 0   | 0   |  | 0   | 0   |   |   |   |
| Storage Cap Reductn     | 0   |   | 0   | 0   | 0   | 0   |  | 0   | 0   |   |   |   |
| Reduced v/c Ratio       | 0.18  |   | 0.10  | 0.22  | 0.16  | 0.12  |  | 0.31  | 0.06  |   |   |   |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 8.4  
 Intersection Capacity Utilization 41.8%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

















Splits and Phases: 13: Cook St & Hanover St

















City Of Meriden  
Baseline - AM Peak

Lanes, Volumes, Timings  
14: Butler St & Hanover St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |   |   |  |   |  |   |  |  |  |   |   |   |
| Volume (vph)            | 0   | 0   | 34  | 34  | 24  | 0   | 0  | 607   | 25  | 0   | 0   | 0   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 0.95  | 0.95  | 1.00  | 1.00  | 1.00  |
| Fr't                    |   |   | 0.865   |   |   |   |  | 0.994   |   |   |   |   |
| Flt Protected           |   |   |   |   | 0.971   |   |  |   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 0   | 1611  | 0   | 1809  | 0   | 0  | 3518  | 0   | 0   | 0   | 0   |
| Flt Permitted           |   |   |   |   | 0.971   |   |  |   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 0   | 1611  | 0   | 1809  | 0   | 0  | 3518  | 0   | 0   | 0   | 0   |
| Right Turn on Red       |   |   | Yes   | Yes   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 340   |   | 37  |   |  | 12  |   |   |   |   |
| Link Speed (mph)        |   | 25  |   |   | 30  |   |  | 30  |   |   |   | 30  |
| Link Distance (ft)      |   | 180   |   |   | 611   |   |  | 505   |   |   |   | 369   |
| Travel Time (s)         |   | 4.9   |   |   | 13.9  |   |  | 11.5  |   |   |   | 8.4   |
| 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)         | 0   | 0   | 37  | 37  | 26  | 0   | 0  | 660   | 27  | 0   | 0   | 0   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 0   | 37  | 0   | 63  | 0   | 0  | 687   | 0   | 0   | 0   | 0   |
| Turn Type               |   |   | custom  | Perm  |   |   |  |   |   |   |   |   |
| Protected Phases        |   |   |   |   | 8   |   |  | 2   |   |   |   |   |
| Permitted Phases        |   |   | 4   | 8   |   |   |  |   |   |   |   |   |
| Detector Phase          |   |   | 4   | 8   | 8   |   |  | 2   |   |   |   |   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)     |   |   | 4.0   | 4.0   | 4.0   |   |  | 4.0   |   |   |   |   |
| Minimum Split (s)       |   |   | 22.0  | 22.0  | 22.0  |   |  | 22.0  |   |   |   |   |
| Total Split (s)         | 0.0   | 0.0   | 20.0  | 20.0  | 20.0  | 0.0   | 0.0  | 70.0  | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Split (%)         | 0.0%  | 0.0%  | 22.2%   | 22.2%   | 22.2%   | 0.0%  | 0.0%   | 77.8%   | 0.0%  | 0.0%  | 0.0%  | 0.0%  |
| Maximum Green (s)       |   |   | 16.0  | 16.0  | 16.0  |   |  | 66.0  |   |   |   |   |
| Yellow Time (s)         |   |   | 3.5   | 3.5   | 3.5   |   |  | 3.5   |   |   |   |   |
| All-Red Time (s)        |   |   | 0.5   | 0.5   | 0.5   |   |  | 0.5   |   |   |   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Vehicle Extension (s)   |   |   | 3.0   | 3.0   | 3.0   |   |  | 3.0   |   |   |   |   |
| Recall Mode             |   |   | None  | None  | None  |   |  | C-Max   |   |   |   |   |
| Walk Time (s)           |   |   | 7.0   | 7.0   | 7.0   |   |  | 7.0   |   |   |   |   |
| Flash Dont Walk (s)     |   |   | 11.0  | 11.0  | 11.0  |   |  | 11.0  |   |   |   |   |
| Pedestrian Calls (#/hr) |   |   | 0   | 0   | 0   |   |  | 0   |   |   |   |   |
| Act Effect Green (s)    |   |   | 7.1   |   | 7.1   |   |  | 77.6  |   |   |   |   |
| Actuated g/C Ratio      |   |   | 0.08  |   | 0.08  |   |  | 0.86  |   |   |   |   |
| v/c Ratio               |   |   | 0.08  |   | 0.36  |   |  | 0.23  |   |   |   |   |
| Control Delay           |   |   | 0.4   |   | 26.1  |   |  | 1.7   |   |   |   |   |
| Queue Delay             |   |   | 0.0   |   | 0.0   |   |  | 0.0   |   |   |   |   |
| Total Delay             |   |   | 0.4   |   | 26.1  |   |  | 1.7   |   |   |   |   |
| LOS                     |   |   | A   |   | C   |   |  | A   |   |   |   |   |
| Approach Delay          |   |   |   |   | 26.1  |   |  | 1.7   |   |   |   |   |
| Approach LOS            |   |   |   |   | C   |   |  | A   |   |   |   |   |
| Queue Length 50th (ft)  |   |   | 0   |   | 14  |   |  | 26  |   |   |   |   |

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Queue Length 95th (ft)  |   |   | 0   |   | 51  |   |  | 48  |   |   |   |   |
| Internal Link Dist (ft) |   | 100   |   |   | 531   |   |  | 425   |   |   | 289   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     |   |   | 566   |   | 352   |   |  | 3034  |   |   |   |   |
| Starvation Cap Reductn  |   |   | 0   |   | 0   |   |  | 0   |   |   |   |   |
| Spillback Cap Reductn   |   |   | 0   |   | 0   |   |  | 0   |   |   |   |   |
| Storage Cap Reductn     |   |   | 0   |   | 0   |   |  | 0   |   |   |   |   |
| Reduced v/c Ratio       |   |   | 0.07  |   | 0.18  |   |  | 0.23  |   |   |   |   |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 90   |
| Actuated Cycle Length:            | 90   |
| Offset:                           | 0 (0%), Referenced to phase 2:NET and 6:, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Actuated-Coordinated                                     |
| Maximum v/c Ratio:                | 0.36   |
| Intersection Signal Delay:        | 3.6  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 34.2%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 14: Butler St & Hanover St

|   |  |
|---|--|
|  ø2 |  ø4  |
| 70 s  | 20 s   |
|   |  ø8 |
|   | 20 s   |

City Of Meriden  
Baseline - AM Peak

Lanes, Volumes, Timings  
15: W Main St & Linsley Ave



| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations     |       |       |      |       |       |      |       |       |      |       |       |      |
| Volume (vph)            | 231   | 287   | 8    | 7     | 223   | 50   | 24    | 192   | 14   | 63    | 51    | 107  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 100   |       | 0    | 50    |       | 0    | 100   |       | 0    | 100   |       | 0    |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    |
| Taper Length (ft)       | 25    |       | 25   | 25    |       | 25   | 25    |       | 25   | 25    |       | 25   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |       | 0.996 |      |       | 0.973 |      |       | 0.990 |      |       | 0.898 |      |
| Flt Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      |
| Satd. Flow (prot)       | 1770  | 1855  | 0    | 1770  | 1812  | 0    | 1770  | 1844  | 0    | 1770  | 1673  | 0    |
| Flt Permitted           | 0.543 |       |      | 0.514 |       |      | 0.649 |       |      | 0.619 |       |      |
| Satd. Flow (perm)       | 1011  | 1855  | 0    | 957   | 1812  | 0    | 1209  | 1844  | 0    | 1153  | 1673  | 0    |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 4     |      |       | 31    |      |       | 10    |      |       |       | 116  |
| Link Speed (mph)        |       | 25    |      |       | 30    |      |       | 30    |      |       |       | 30   |
| Link Distance (ft)      |       | 343   |      |       | 491   |      |       | 383   |      |       |       | 555  |
| Travel Time (s)         |       | 9.4   |      |       | 11.2  |      |       | 8.7   |      |       |       | 12.6 |
| 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)         | 251   | 312   | 9    | 8     | 242   | 54   | 26    | 209   | 15   | 68    | 55    | 116  |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |      |
| Lane Group Flow (vph)   | 251   | 321   | 0    | 8     | 296   | 0    | 26    | 224   | 0    | 68    | 171   | 0    |
| Turn Type               | Perm  |       |      | Perm  |       |      | Perm  |       |      | Perm  |       |      |
| Protected Phases        |       | 4     |      |       | 8     |      |       | 2     |      |       |       | 6    |
| Permitted Phases        | 4     |       |      | 8     |       |      | 2     |       |      | 6     |       |      |
| Minimum Split (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      |
| Total Split (s)         | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  |
| Total Split (%)         | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% |
| Maximum Green (s)       | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |
| Yellow Time (s)         | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |       |      |       |       |      |       |       |      |       |       |      |
| Lead-Lag Optimize?      |       |       |      |       |       |      |       |       |      |       |       |      |
| Walk Time (s)           | 7.0   | 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  | 11.0  |      |
| Pedestrian Calls (#/hr) | 0     | 0     |      | 0     | 0     |      | 0     | 0     |      | 0     | 0     |      |
| Act Effect Green (s)    | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |
| Actuated g/C Ratio      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |      |
| v/c Ratio               | 0.61  | 0.42  |      | 0.02  | 0.39  |      | 0.05  | 0.29  |      | 0.14  | 0.23  |      |
| Control Delay           | 18.5  | 11.3  |      | 8.0   | 10.0  |      | 8.3   | 9.7   |      | 9.2   | 4.5   |      |
| Queue Delay             | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      |
| Total Delay             | 18.5  | 11.3  |      | 8.0   | 10.0  |      | 8.3   | 9.7   |      | 9.2   | 4.5   |      |
| LOS                     | B     | B     |      | A     | B     |      | A     | A     |      | A     | A     |      |
| Approach Delay          |       | 14.5  |      |       | 10.0  |      |       | 9.5   |      |       | 5.8   |      |
| Approach LOS            |       | B     |      |       | A     |      |       | A     |      |       | A     |      |
| Queue Length 50th (ft)  | 46    | 53    |      | 1     | 43    |      | 4     | 34    |      | 10    | 8     |      |
| Queue Length 95th (ft)  | #129  | 102   |      | 7     | 88    |      | 14    | 69    |      | 28    | 34    |      |
| Internal Link Dist (ft) |       | 263   |      |       | 411   |      |       | 303   |      |       | 475   |      |

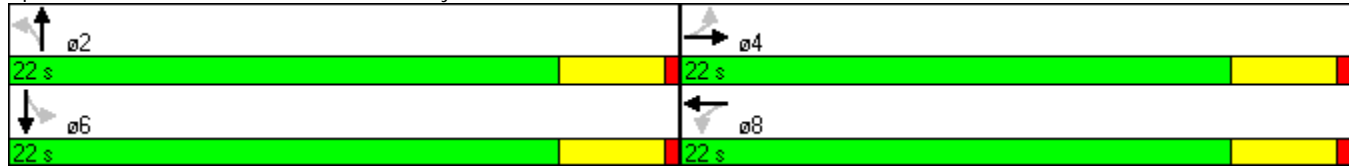


| Lane Group             | EBL  | EBT  | EBR | WBL  | WBT  | WBR | NBL  | NBT  | NBR | SBL  | SBT  | SBR |
|------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Turn Bay Length (ft)   | 100  |      |     | 50   |      |     | 100  |      |     | 100  |      |     |
| Base Capacity (vph)    | 414  | 761  |     | 392  | 760  |     | 495  | 760  |     | 472  | 753  |     |
| Starvation Cap Reductn | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Spillback Cap Reductn  | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Storage Cap Reductn    | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Reduced v/c Ratio      | 0.61 | 0.42 |     | 0.02 | 0.39 |     | 0.05 | 0.29 |     | 0.14 | 0.23 |     |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 55.3%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 15: W Main St & Linsley Ave





| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 653  |      |      | 201  | 733  |      |
| Travel Time (s)         | 14.8 |      |      | 4.6  | 16.7 |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Stop |      |      | Free | Free |      |

**Intersection Summary**


















|                                   |                             |
|-----------------------------------|-----------------------------|
| Area Type:                        | Other                       |
| Control Type:                     | Unsignalized                |
| Intersection Capacity Utilization | 0.0% ICU Level of Service A |
| Analysis Period (min)             | 15                          |



| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 3539 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 3539 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 526  |      |      | 398  | 522  |      |
| Travel Time (s)         | 12.0 |      |      | 9.0  | 11.9 |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Free |      |      | Free | Stop |      |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 0.0%         |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |   |  |   |  |  |   |   |   |  |
| Volume (vph)            | 20  | 58  | 246   | 19  | 104   | 24  | 303  | 32  | 2   | 25  | 60  | 14  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 50  |   | 0   | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 0   | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   | 0.879   |   |   | 0.978   |   |  | 0.999   |   |   |   | 0.981   |
| Flt Protected           | 0.950   |   |   |   | 0.993   |   |  | 0.957   |   |   |   | 0.988   |
| Satd. Flow (prot)       | 1770  | 1637  | 0   | 0   | 1809  | 0   | 0  | 1781  | 0   | 0   | 1805  | 0   |
| Flt Permitted           | 0.950   |   |   |   | 0.993   |   |  | 0.957   |   |   |   | 0.988   |
| Satd. Flow (perm)       | 1770  | 1637  | 0   | 0   | 1809  | 0   | 0  | 1781  | 0   | 0   | 1805  | 0   |
| Link Speed (mph)        |   | 30  |   |   | 25  |   |  | 30  |   |   |   | 30  |
| Link Distance (ft)      |   | 398   |   |   | 284   |   |  | 209   |   |   |   | 363   |
| Travel Time (s)         |   | 9.0   |   |   | 7.7   |   |  | 4.8   |   |   |   | 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)         | 22  | 63  | 267   | 21  | 113   | 26  | 329  | 35  | 2   | 27  | 65  | 15  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 22  | 330   | 0   | 0   | 160   | 0   | 0  | 366   | 0   | 0   | 107   | 0   |
| Sign Control            |   | Free  |   |   | Stop  |   |  | Free  |   |   | Stop  |   |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 55.3%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service B |



| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL  | SBT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 9     | 320  | 18    | 27   | 302  | 30    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Frt                     | 0.869 |      | 0.920 |      |      |       |
| Flt Protected           | 0.999 |      |       |      |      | 0.957 |
| Satd. Flow (prot)       | 1617  | 0    | 1714  | 0    | 0    | 1783  |
| Flt Permitted           | 0.999 |      |       |      |      | 0.957 |
| Satd. Flow (perm)       | 1617  | 0    | 1714  | 0    | 0    | 1783  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 467   |      | 516   |      |      | 209   |
| Travel Time (s)         | 10.6  |      | 11.7  |      |      | 4.8   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 10    | 348  | 20    | 29   | 328  | 33    |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 358   | 0    | 49    | 0    | 0    | 361   |
| Sign Control            | Free  |      | Stop  |      |      | Free  |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 51.9%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |





| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 356   | 13   | 14   | 352   | 14    | 30   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.995 |      |      | 0.907 |       |      |
| Flt Protected           |       |      |      | 0.998 | 0.985 |      |
| Satd. Flow (prot)       | 1853  | 0    | 0    | 1859  | 1664  | 0    |
| Flt Permitted           |       |      |      | 0.998 | 0.985 |      |
| Satd. Flow (perm)       | 1853  | 0    | 0    | 1859  | 1664  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 467   |      |      | 720   | 419   |      |
| Travel Time (s)         | 10.6  |      |      | 16.4  | 9.5   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 387   | 14   | 15   | 383   | 15    | 33   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 401   | 0    | 0    | 398   | 48    | 0    |
| Sign Control            | Free  |      |      | Free  | Stop  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 39.9% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group                        | EBL          | EBT  | WBT  | WBR                    | SBL  | SBR  |
|-----------------------------------|--------------|------|------|------------------------|------|------|
| Lane Configurations               |              |      |      |                        |      |      |
| Volume (vph)                      | 0            | 0    | 0    | 0                      | 0    | 0    |
| Ideal Flow (vphpl)                | 1900         | 1900 | 1900 | 1900                   | 1900 | 1900 |
| Lane Util. Factor                 | 1.00         | 1.00 | 1.00 | 1.00                   | 1.00 | 1.00 |
| Frt                               |              |      |      |                        |      |      |
| Flt Protected                     |              |      |      |                        |      |      |
| Satd. Flow (prot)                 | 0            | 1863 | 1863 | 0                      | 0    | 0    |
| Flt Permitted                     |              |      |      |                        |      |      |
| Satd. Flow (perm)                 | 0            | 1863 | 1863 | 0                      | 0    | 0    |
| Link Speed (mph)                  |              | 30   | 25   |                        | 30   |      |
| Link Distance (ft)                |              | 137  | 259  |                        | 624  |      |
| Travel Time (s)                   |              | 3.1  | 7.1  |                        | 14.2 |      |
| Peak Hour Factor                  | 0.92         | 0.92 | 0.92 | 0.92                   | 0.92 | 0.92 |
| Adj. Flow (vph)                   | 0            | 0    | 0    | 0                      | 0    | 0    |
| Shared Lane Traffic (%)           |              |      |      |                        |      |      |
| Lane Group Flow (vph)             | 0            | 0    | 0    | 0                      | 0    | 0    |
| Sign Control                      |              | Free | Free |                        | Free |      |
| <b>Intersection Summary</b>       |              |      |      |                        |      |      |
| Area Type:                        | Other        |      |      |                        |      |      |
| Control Type:                     | Unsignalized |      |      |                        |      |      |
| Intersection Capacity Utilization | 0.0%         |      |      | ICU Level of Service A |      |      |
| Analysis Period (min)             | 15           |      |      |                        |      |      |



| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     | ↻    |      |      | ↻    | ↻    |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 720  |      |      | 137  | 338  |      |
| Travel Time (s)         | 16.4 |      |      | 3.1  | 7.7  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Free |      |      | Free | Stop |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 0.0%                   |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |



| Lane Group              | NWL  | NWR  | NET  | NER  | SWL  | SWT  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| 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                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 3539 | 0    | 0    | 3539 |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 3539 | 0    | 0    | 3539 |
| Link Speed (mph)        | 30   |      | 30   |      |      | 30   |
| Link Distance (ft)      | 223  |      | 538  |      |      | 291  |
| Travel Time (s)         | 5.1  |      | 12.2 |      |      | 6.6  |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Stop |      | Free |      |      | Free |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 0.0%                   |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |



| Lane Group              | EBL   | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 22    | 15   | 11   | 30    | 197   | 43   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.946 |      |      |       | 0.976 |      |
| Flt Protected           | 0.971 |      |      | 0.987 |       |      |
| Satd. Flow (prot)       | 1711  | 0    | 0    | 1839  | 1818  | 0    |
| Flt Permitted           | 0.971 |      |      | 0.987 |       |      |
| Satd. Flow (perm)       | 1711  | 0    | 0    | 1839  | 1818  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 216   |      |      | 775   | 426   |      |
| Travel Time (s)         | 4.9   |      |      | 17.6  | 9.7   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 24    | 16   | 12   | 33    | 214   | 47   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 40    | 0    | 0    | 45    | 261   | 0    |
| Sign Control            | Stop  |      |      | Free  | Free  |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 23.0%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |



| Lane Group              | EBL   | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|-------|------|------|------|------|------|
| Lane Configurations     |       |      |      |      |      |      |
| Volume (vph)            | 34    | 31   | 0    | 170  | 212  | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     | 0.935 |      |      |      |      |      |
| Flt Protected           | 0.975 |      |      |      |      |      |
| Satd. Flow (prot)       | 1698  | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           | 0.975 |      |      |      |      |      |
| Satd. Flow (perm)       | 1698  | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30    |      |      | 30   | 30   |      |
| Link Distance (ft)      | 287   |      |      | 241  | 561  |      |
| Travel Time (s)         | 6.5   |      |      | 5.5  | 12.8 |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 37    | 34   | 0    | 185  | 230  | 0    |
| Shared Lane Traffic (%) |       |      |      |      |      |      |
| Lane Group Flow (vph)   | 71    | 0    | 0    | 185  | 230  | 0    |
| Sign Control            | Stop  |      |      | Free | Free |      |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 21.6%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |



| Lane Group              | EBL  | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|------|------|------|-------|-------|------|
| Lane Configurations     |      |      |      | ↕     | ↕     |      |
| Volume (vph)            | 0    | 0    | 25   | 169   | 218   | 31   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |      |      |      |       | 0.983 |      |
| Flt Protected           |      |      |      | 0.994 |       |      |
| Satd. Flow (prot)       | 0    | 0    | 0    | 1852  | 1831  | 0    |
| Flt Permitted           |      |      |      | 0.994 |       |      |
| Satd. Flow (perm)       | 0    | 0    | 0    | 1852  | 1831  | 0    |
| Link Speed (mph)        | 30   |      |      | 30    | 30    |      |
| Link Distance (ft)      | 268  |      |      | 561   | 152   |      |
| Travel Time (s)         | 6.1  |      |      | 12.8  | 3.5   |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 27   | 184   | 237   | 34   |
| Shared Lane Traffic (%) |      |      |      |       |       |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 211   | 271   | 0    |
| Sign Control            | Free |      |      | Free  | Free  |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 30.3%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |



| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL   | SBT   |
|-------------------------|-------|------|-------|------|-------|-------|
| Lane Configurations     |       |      |       |      |       |       |
| Volume (vph)            | 16    | 60   | 202   | 39   | 107   | 193   |
| Ideal Flow (vphp)       | 1900  | 1900 | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  |
| Frt                     | 0.893 |      | 0.978 |      |       |       |
| Flt Protected           | 0.990 |      |       |      |       | 0.983 |
| Satd. Flow (prot)       | 1647  | 0    | 1822  | 0    | 0     | 1831  |
| Flt Permitted           | 0.990 |      |       |      |       | 0.803 |
| Satd. Flow (perm)       | 1647  | 0    | 1822  | 0    | 0     | 1496  |
| Right Turn on Red       |       | Yes  |       | Yes  |       |       |
| Satd. Flow (RTOR)       | 65    |      | 26    |      |       |       |
| Link Speed (mph)        | 30    |      | 30    |      |       | 30    |
| Link Distance (ft)      | 292   |      | 158   |      |       | 201   |
| Travel Time (s)         | 6.6   |      | 3.6   |      |       | 4.6   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 17    | 65   | 220   | 42   | 116   | 210   |
| Shared Lane Traffic (%) |       |      |       |      |       |       |
| Lane Group Flow (vph)   | 82    | 0    | 262   | 0    | 0     | 326   |
| Turn Type               |       |      |       |      | Perm  |       |
| Protected Phases        | 8     |      | 2     |      |       | 6     |
| Permitted Phases        |       |      |       |      | 6     |       |
| Minimum Split (s)       | 22.0  |      | 22.0  |      | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0  | 22.0  | 0.0  | 22.0  | 22.0  |
| Total Split (%)         | 50.0% | 0.0% | 50.0% | 0.0% | 50.0% | 50.0% |
| Maximum Green (s)       | 18.0  |      | 18.0  |      | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |      | 3.5   |      | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |      | 0.5   |      | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   |
| Lead/Lag                |       |      |       |      |       |       |
| Lead-Lag Optimize?      |       |      |       |      |       |       |
| Walk Time (s)           | 7.0   |      | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     |      | 0     |      | 0     | 0     |
| Act Effct Green (s)     | 18.0  |      | 18.0  |      |       | 18.0  |
| Actuated g/C Ratio      | 0.41  |      | 0.41  |      |       | 0.41  |
| v/c Ratio               | 0.12  |      | 0.34  |      |       | 0.53  |
| Control Delay           | 4.1   |      | 9.6   |      |       | 13.8  |
| Queue Delay             | 0.0   |      | 0.0   |      |       | 0.0   |
| Total Delay             | 4.1   |      | 9.6   |      |       | 13.8  |
| LOS                     | A     |      | A     |      |       | B     |
| Approach Delay          | 4.1   |      | 9.6   |      |       | 13.8  |
| Approach LOS            | A     |      | A     |      |       | B     |
| Queue Length 50th (ft)  | 2     |      | 38    |      |       | 58    |
| Queue Length 95th (ft)  | 20    |      | 78    |      |       | 116   |
| Internal Link Dist (ft) | 212   |      | 78    |      |       | 121   |
| Turn Bay Length (ft)    |       |      |       |      |       |       |
| Base Capacity (vph)     | 712   |      | 761   |      |       | 612   |
| Starvation Cap Reductn  | 0     |      | 0     |      |       | 0     |



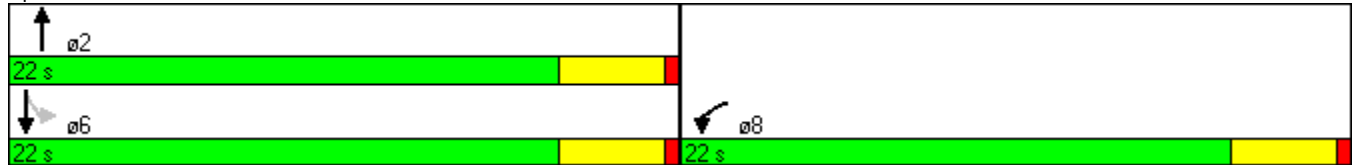


| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.12 |     | 0.34 |     |     | 0.53 |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 44   |
| Actuated Cycle Length:            | 44   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.53   |
| Intersection Signal Delay:        | 11.0   |
| Intersection LOS:                 | B  |
| Intersection Capacity Utilization | 43.7%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 39: Int














| Lane Group              | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 1863 | 0    | 0    | 1863 |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 1863 | 0    | 0    | 1863 |
| Link Speed (mph)        | 30   |      | 30   |      | 30   |      |
| Link Distance (ft)      | 402  |      | 246  |      | 308  |      |
| Travel Time (s)         | 9.1  |      | 5.6  |      | 7.0  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Stop |      | Free |      | Free |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 13.3%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |

|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     |  |   |  |   |   |  |
| Volume (vph)            | 86  | 110   | 108   | 39  | 115   | 158   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.924   |   | 0.964   |   |   |   |
| Flt Protected           | 0.979   |   |   |   |   | 0.979   |
| Satd. Flow (prot)       | 1685  | 0   | 1796  | 0   | 0   | 1824  |
| Flt Permitted           | 0.979   |   |   |   |   | 0.813   |
| Satd. Flow (perm)       | 1685  | 0   | 1796  | 0   | 0   | 1514  |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |
| Satd. Flow (RTOR)       | 120   |   | 42  |   |   |   |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |
| Link Distance (ft)      | 320   |   | 176   |   |   | 220   |
| Travel Time (s)         | 7.3   |   | 4.0   |   |   | 5.0   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)         | 93  | 120   | 117   | 42  | 125   | 172   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 213   | 0   | 159   | 0   | 0   | 297   |
| Turn Type               |   |   |   |   | Perm  |   |
| Protected Phases        | 8   |   | 2   |   |   | 6   |
| Permitted Phases        |   |   |   |   | 6   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  |   | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0   | 22.0  | 0.0   | 22.0  | 22.0  |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   |
| Maximum Green (s)       | 18.0  |   | 18.0  |   | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |   | 3.5   |   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   | 0.5   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Walk Time (s)           | 7.0   |   | 7.0   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |   | 11.0  |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0   |   | 0   |   | 0   | 0   |
| Act Effct Green (s)     | 18.0  |   | 18.0  |   |   | 18.0  |
| Actuated g/C Ratio      | 0.41  |   | 0.41  |   |   | 0.41  |
| v/c Ratio               | 0.28  |   | 0.21  |   |   | 0.48  |
| Control Delay           | 5.4   |   | 7.3   |   |   | 12.8  |
| Queue Delay             | 0.0   |   | 0.0   |   |   | 0.0   |
| Total Delay             | 5.4   |   | 7.3   |   |   | 12.8  |
| LOS                     | A   |   | A   |   |   | B   |
| Approach Delay          | 5.4   |   | 7.3   |   |   | 12.8  |
| Approach LOS            | A   |   | A   |   |   | B   |
| Queue Length 50th (ft)  | 14  |   | 17  |   |   | 51  |
| Queue Length 95th (ft)  | 44  |   | 44  |   |   | 103   |
| Internal Link Dist (ft) | 240   |   | 96  |   |   | 140   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 760   |   | 760   |   |   | 619   |
| Starvation Cap Reductn  | 0   |   | 0   |   |   | 0   |

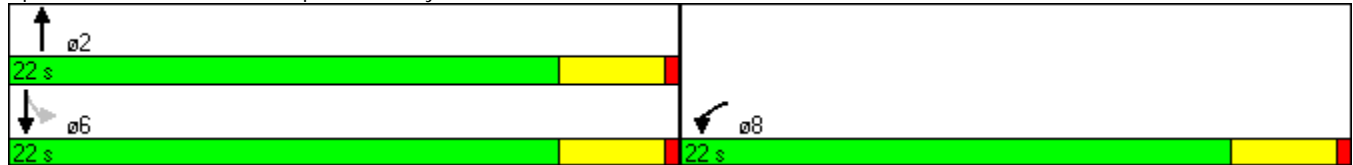











| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.28 |     | 0.21 |     |     | 0.48 |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 44   |
| Actuated Cycle Length:            | 44   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.48   |
| Intersection Signal Delay:        | 9.1  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 44.3%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 46: Camp St & Colony St



|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     |  |   |  |   |   |  |
| Volume (vph)            | 41  | 16  | 140   | 19  | 20  | 220   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.963   |   | 0.984   |   |   |   |
| Flt Protected           | 0.965   |   |   |   |   | 0.996   |
| Satd. Flow (prot)       | 1731  | 0   | 1833  | 0   | 0   | 1855  |
| Flt Permitted           | 0.965   |   |   |   |   | 0.972   |
| Satd. Flow (perm)       | 1731  | 0   | 1833  | 0   | 0   | 1811  |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |
| Satd. Flow (RTOR)       | 17  |   | 19  |   |   |   |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |
| Link Distance (ft)      | 265   |   | 152   |   |   | 414   |
| Travel Time (s)         | 6.0   |   | 3.5   |   |   | 9.4   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)         | 45  | 17  | 152   | 21  | 22  | 239   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 62  | 0   | 173   | 0   | 0   | 261   |
| Turn Type               |   |   |   |   | Perm  |   |
| Protected Phases        | 8   |   | 2   |   |   | 6   |
| Permitted Phases        |   |   |   |   | 6   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  |   | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0   | 22.0  | 0.0   | 22.0  | 22.0  |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   |
| Maximum Green (s)       | 18.0  |   | 18.0  |   | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |   | 3.5   |   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   | 0.5   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Walk Time (s)           | 7.0   |   | 7.0   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |   | 11.0  |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0   |   | 0   |   | 0   | 0   |
| Act Effct Green (s)     | 18.0  |   | 18.0  |   |   | 18.0  |
| Actuated g/C Ratio      | 0.41  |   | 0.41  |   |   | 0.41  |
| v/c Ratio               | 0.09  |   | 0.23  |   |   | 0.35  |
| Control Delay           | 4.6   |   | 8.5   |   |   | 10.7  |
| Queue Delay             | 0.0   |   | 0.0   |   |   | 0.0   |
| Total Delay             | 4.6   |   | 8.5   |   |   | 10.7  |
| LOS                     | A   |   | A   |   |   | B   |
| Approach Delay          | 4.6   |   | 8.5   |   |   | 10.7  |
| Approach LOS            | A   |   | A   |   |   | B   |
| Queue Length 50th (ft)  | 3   |   | 23  |   |   | 42  |
| Queue Length 95th (ft)  | m14   |   | 52  |   |   | 84  |
| Internal Link Dist (ft) | 185   |   | 72  |   |   | 334   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 718   |   | 761   |   |   | 741   |
| Starvation Cap Reductn  | 0   |   | 0   |   |   | 0   |

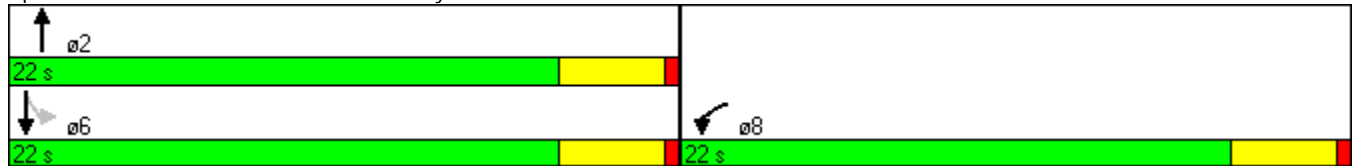



















| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.09 |     | 0.23 |     |     | 0.35 |

**Intersection Summary**

|   |  |
|---|--|
| Area Type:  | Other  |
| Cycle Length:   | 44   |
| Actuated Cycle Length:  | 44   |
| Offset:   | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle:  | 45   |
| Control Type:   | Pretimed   |
| Maximum v/c Ratio:  | 0.35   |
| Intersection Signal Delay:  | 9.2  |
| Intersection LOS:   | A  |
| Intersection Capacity Utilization                                 | 34.5%  |
| ICU Level of Service  | A  |
| Analysis Period (min)   | 15   |
| m Volume for 95th percentile queue is metered by upstream signal. |  |

Splits and Phases: 47: Brooks St & Colony St



|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |  |  |   |  |   |  |  |   |   |  |   |
| Volume (vph)            | 44  | 72  | 47  | 39  | 67  | 1   | 34   | 23  | 25  | 6   | 191   | 113   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 75  | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 0   |   | 1   | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   |   | 0.850   |   | 0.999   |   |  | 0.959   |   |   | 0.951   |   |
| Flt Protected           |   | 0.981   |   |   | 0.982   |   |  | 0.980   |   |   | 0.999   |   |
| Satd. Flow (prot)       | 0   | 1827  | 1583  | 0   | 1827  | 0   | 0  | 1751  | 0   | 0   | 1770  | 0   |
| Flt Permitted           |   | 0.981   |   |   | 0.982   |   |  | 0.980   |   |   | 0.999   |   |
| Satd. Flow (perm)       | 0   | 1827  | 1583  | 0   | 1827  | 0   | 0  | 1751  | 0   | 0   | 1770  | 0   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 406   |   |   | 514   |   |  | 452   |   |   | 325   |   |
| Travel Time (s)         |   | 9.2   |   |   | 11.7  |   |  | 10.3  |   |   | 7.4   |   |
| 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  | 78  | 51  | 42  | 73  | 1   | 37   | 25  | 27  | 7   | 208   | 123   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 126   | 51  | 0   | 116   | 0   | 0  | 89  | 0   | 0   | 338   | 0   |
| Sign Control            |   | Free  |   |   | Stop  |   |  | Stop  |   |   | Stop  |   |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 44.2%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 281  |      |      | 414  | 246  |      |
| Travel Time (s)         | 6.4  |      |      | 9.4  | 5.6  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Stop |      |      | Free | Free |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 13.3%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |





| Lane Group              | EBL   | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|-------|------|------|------|------|------|
| Lane Configurations     |       |      |      |      |      |      |
| Volume (vph)            | 13    | 13   | 0    | 69   | 284  | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     | 0.932 |      |      |      |      |      |
| Flt Protected           | 0.976 |      |      |      |      |      |
| Satd. Flow (prot)       | 1694  | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           | 0.976 |      |      |      |      |      |
| Satd. Flow (perm)       | 1694  | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30    |      |      | 30   | 30   |      |
| Link Distance (ft)      | 214   |      |      | 229  | 212  |      |
| Travel Time (s)         | 4.9   |      |      | 5.2  | 4.8  |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 14    | 14   | 0    | 75   | 309  | 0    |
| Shared Lane Traffic (%) |       |      |      |      |      |      |
| Lane Group Flow (vph)   | 28    | 0    | 0    | 75   | 309  | 0    |
| Sign Control            | Stop  |      |      | Free | Free |      |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 24.9%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |



| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 378  |      |      | 308  | 176  |      |
| Travel Time (s)         | 8.6  |      |      | 7.0  | 4.0  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Stop |      |      | Free | Free |      |

**Intersection Summary**

|                                   |                             |
|-----------------------------------|-----------------------------|
| Area Type:                        | Other                       |
| Control Type:                     | Unsignalized                |
| Intersection Capacity Utilization | 0.0% ICU Level of Service A |
| Analysis Period (min)             | 15                          |

City Of Meriden  
Baseline - AM Peak

Lanes, Volumes, Timings  
60: Cedar St & Pratt St

| Lane Group              | SEL   | SET   | SER  | NWL   | NWT   | NWR  | NEL   | NET   | NER  | SWL  | SWT   | SWR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|------|-------|------|
| Lane Configurations     |       |       |      |       |       |      |       |       |      |      |       |      |
| Volume (vph)            | 28    | 0     | 22   | 6     | 0     | 12   | 17    | 225   | 0    | 0    | 157   | 11   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 0.95  | 0.95  | 1.00 | 1.00 | 0.95  | 0.95 |
| Frt                     |       | 0.940 |      |       | 0.912 |      |       |       |      |      | 0.990 |      |
| Flt Protected           |       | 0.973 |      |       | 0.983 |      |       | 0.997 |      |      |       |      |
| Satd. Flow (prot)       | 0     | 1704  | 0    | 0     | 1670  | 0    | 0     | 3529  | 0    | 0    | 3504  | 0    |
| Flt Permitted           |       | 0.892 |      |       | 0.946 |      |       | 0.935 |      |      |       |      |
| Satd. Flow (perm)       | 0     | 1562  | 0    | 0     | 1607  | 0    | 0     | 3309  | 0    | 0    | 3504  | 0    |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |       | 24    |      |       | 13    |      |       |       |      |      | 12    |      |
| Link Speed (mph)        |       | 30    |      |       | 30    |      |       | 30    |      |      | 30    |      |
| Link Distance (ft)      |       | 206   |      |       | 172   |      |       | 255   |      |      | 669   |      |
| Travel Time (s)         |       | 4.7   |      |       | 3.9   |      |       | 5.8   |      |      | 15.2  |      |
| 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)         | 30    | 0     | 24   | 7     | 0     | 13   | 18    | 245   | 0    | 0    | 171   | 12   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |      |       |      |
| Lane Group Flow (vph)   | 0     | 54    | 0    | 0     | 20    | 0    | 0     | 263   | 0    | 0    | 183   | 0    |
| Turn Type               | Perm  |       |      | Perm  |       |      | Perm  |       |      |      |       |      |
| Protected Phases        |       | 6     |      |       | 2     |      |       | 4     |      |      | 8     |      |
| Permitted Phases        | 6     |       |      | 2     |       |      | 4     |       |      |      |       |      |
| Minimum Split (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      |      | 22.0  |      |
| Total Split (s)         | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 0.0  | 22.0  | 0.0  |
| Total Split (%)         | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 0.0% | 50.0% | 0.0% |
| Maximum Green (s)       | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |      | 18.0  |      |
| Yellow Time (s)         | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      |      | 3.5   |      |
| All-Red Time (s)        | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      |      | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  |
| Lead/Lag                |       |       |      |       |       |      |       |       |      |      |       |      |
| Lead-Lag Optimize?      |       |       |      |       |       |      |       |       |      |      |       |      |
| 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)    |       | 18.0  |      |       | 18.0  |      |       | 18.0  |      |      | 18.0  |      |
| Actuated g/C Ratio      |       | 0.41  |      |       | 0.41  |      |       | 0.41  |      |      | 0.41  |      |
| v/c Ratio               |       | 0.08  |      |       | 0.03  |      |       | 0.19  |      |      | 0.13  |      |
| Control Delay           |       | 5.9   |      |       | 5.7   |      |       | 4.2   |      |      | 6.1   |      |
| Queue Delay             |       | 0.0   |      |       | 0.0   |      |       | 0.0   |      |      | 0.0   |      |
| Total Delay             |       | 5.9   |      |       | 5.7   |      |       | 4.2   |      |      | 6.1   |      |
| LOS                     |       | A     |      |       | A     |      |       | A     |      |      | A     |      |
| Approach Delay          |       | 5.9   |      |       | 5.7   |      |       | 4.2   |      |      | 6.1   |      |
| Approach LOS            |       | A     |      |       | A     |      |       | A     |      |      | A     |      |
| Queue Length 50th (ft)  |       | 4     |      |       | 1     |      |       | 7     |      |      | 11    |      |
| Queue Length 95th (ft)  |       | 19    |      |       | 9     |      |       | 13    |      |      | 20    |      |
| Internal Link Dist (ft) |       | 126   |      |       | 92    |      |       | 175   |      |      | 589   |      |
| Turn Bay Length (ft)    |       |       |      |       |       |      |       |       |      |      |       |      |
| Base Capacity (vph)     |       | 653   |      |       | 665   |      |       | 1354  |      |      | 1441  |      |
| Starvation Cap Reductn  |       | 0     |      |       | 0     |      |       | 0     |      |      | 0     |      |

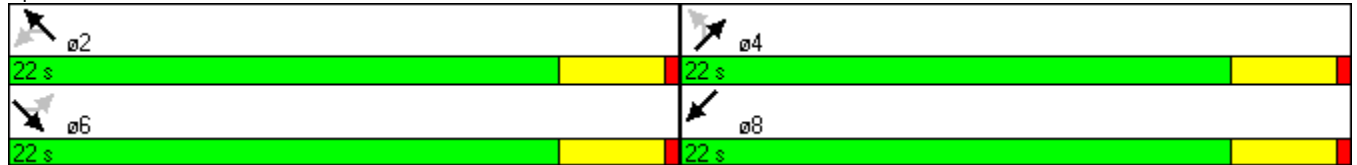


| Lane Group            | SEL | SET  | SER | NWL | NWT  | NWR | NEL | NET  | NER | SWL | SWT  | SWR |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Spillback Cap Reductn |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Storage Cap Reductn   |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Reduced v/c Ratio     |     | 0.08 |     |     | 0.03 |     |     | 0.19 |     |     | 0.13 |     |

**Intersection Summary**

















|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 44  |
| Actuated Cycle Length:            | 44  |
| Offset:                           | 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green |
| Natural Cycle:                    | 45  |
| Control Type:                     | Pretimed  |
| Maximum v/c Ratio:                | 0.19  |
| Intersection Signal Delay:        | 5.1   |
| Intersection LOS:                 | A   |
| Intersection Capacity Utilization | 26.3%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |













Splits and Phases: 60: Cedar St & Pratt St



City Of Meriden  
Baseline - AM Peak

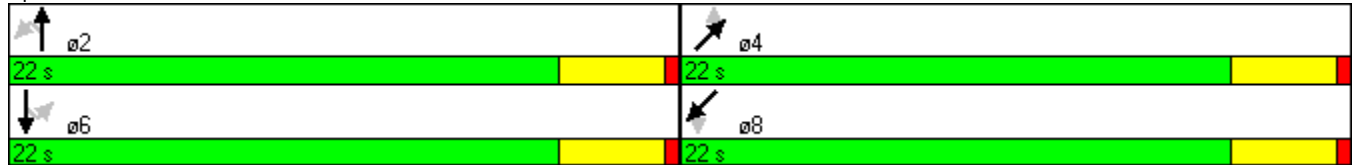
Lanes, Volumes, Timings  
61: Center St & Pratt St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |   |  |   |   |  |   |  |  |   |   |  |   |
| Volume (vph)            | 14  | 100   | 20  | 34  | 92  | 58  | 91   | 153   | 19  | 38  | 101   | 36  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Frt                     |   | 0.980   |   |   | 0.957   |   |  | 0.989   |   |   | 0.969   |   |
| Flt Protected           |   | 0.995   |   |   | 0.991   |   |  | 0.983   |   |   | 0.989   |   |
| Satd. Flow (prot)       | 0   | 1816  | 0   | 0   | 1767  | 0   | 0  | 3441  | 0   | 0   | 3392  | 0   |
| Flt Permitted           |   | 0.968   |   |   | 0.937   |   |  | 0.809   |   |   | 0.865   |   |
| Satd. Flow (perm)       | 0   | 1767  | 0   | 0   | 1670  | 0   | 0  | 2832  | 0   | 0   | 2967  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 22  |   |   | 63  |   |  | 21  |   |   | 39  |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 25  |   |
| Link Distance (ft)      |   | 393   |   |   | 533   |   |  | 669   |   |   | 338   |   |
| Travel Time (s)         |   | 8.9   |   |   | 12.1  |   |  | 15.2  |   |   | 9.2   |   |
| 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)         | 15  | 109   | 22  | 37  | 100   | 63  | 99   | 166   | 21  | 41  | 110   | 39  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 146   | 0   | 0   | 200   | 0   | 0  | 286   | 0   | 0   | 190   | 0   |
| Turn Type               | Perm  |   |   | Perm  |   |   | Perm   |   |   | Perm  |   |   |
| Protected Phases        |   | 2   |   |   | 6   |   |  | 4   |   |   | 8   |   |
| Permitted Phases        | 2   |   |   | 6   |   |   | 4  |   |   | 8   |   |   |
| Minimum Split (s)       | 22.0  | 22.0  |   | 22.0  | 22.0  |   | 22.0   | 22.0  |   | 22.0  | 22.0  |   |
| Total Split (s)         | 22.0  | 22.0  | 0.0   | 22.0  | 22.0  | 0.0   | 22.0   | 22.0  | 0.0   | 22.0  | 22.0  | 0.0   |
| Total Split (%)         | 50.0%   | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 0.0%  | 50.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 0.0%  |
| Maximum Green (s)       | 18.0  | 18.0  |   | 18.0  | 18.0  |   | 18.0   | 18.0  |   | 18.0  | 18.0  |   |
| Yellow Time (s)         | 3.5   | 3.5   |   | 3.5   | 3.5   |   | 3.5  | 3.5   |   | 3.5   | 3.5   |   |
| All-Red Time (s)        | 0.5   | 0.5   |   | 0.5   | 0.5   |   | 0.5  | 0.5   |   | 0.5   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Walk Time (s)           | 7.0   | 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  | 11.0  |   |
| Pedestrian Calls (#/hr) | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Act Effect Green (s)    |   | 18.0  |   |   | 18.0  |   |  | 18.0  |   |   | 18.0  |   |
| Actuated g/C Ratio      |   | 0.41  |   |   | 0.41  |   |  | 0.41  |   |   | 0.41  |   |
| v/c Ratio               |   | 0.20  |   |   | 0.28  |   |  | 0.24  |   |   | 0.15  |   |
| Control Delay           |   | 8.1   |   |   | 7.3   |   |  | 16.3  |   |   | 6.9   |   |
| Queue Delay             |   | 0.0   |   |   | 0.0   |   |  | 0.0   |   |   | 0.0   |   |
| Total Delay             |   | 8.1   |   |   | 7.3   |   |  | 16.3  |   |   | 6.9   |   |
| LOS                     |   | A   |   |   | A   |   |  | B   |   |   | A   |   |
| Approach Delay          |   | 8.1   |   |   | 7.3   |   |  | 16.3  |   |   | 6.9   |   |
| Approach LOS            |   | A   |   |   | A   |   |  | B   |   |   | A   |   |
| Queue Length 50th (ft)  |   | 18  |   |   | 21  |   |  | 34  |   |   | 11  |   |
| Queue Length 95th (ft)  |   | 45  |   |   | 52  |   |  | 60  |   |   | 25  |   |
| Internal Link Dist (ft) |   | 313   |   |   | 453   |   |  | 589   |   |   | 258   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     |   | 736   |   |   | 720   |   |  | 1171  |   |   | 1237  |   |
| Starvation Cap Reductn  |   | 0   |   |   | 0   |   |  | 0   |   |   | 0   |   |

|                       |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group            | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Spillback Cap Reductn |   | 0   |   |   | 0   |   |  | 0   |   |   | 0   |   |
| Storage Cap Reductn   |   | 0   |   |   | 0   |   |  | 0   |   |   | 0   |   |
| Reduced v/c Ratio     |   | 0.20  |   |   | 0.28  |   |  | 0.24  |   |   | 0.15  |   |

| Intersection Summary              |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 44  |
| Actuated Cycle Length:            | 44  |
| Offset:                           | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45  |
| Control Type:                     | Pretimed  |
| Maximum v/c Ratio:                | 0.28  |
| Intersection Signal Delay:        | 10.5  |
| Intersection LOS:                 | B   |
| Intersection Capacity Utilization | 39.3%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 61: Center St & Pratt St





















| Lane Group              | WBL   | WBR  | NET   | NER  | SWL  | SWT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 13    | 0    | 213   | 14   | 2    | 99    |
| 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                     |       |      | 0.991 |      |      |       |
| Flt Protected           | 0.950 |      |       |      |      | 0.999 |
| Satd. Flow (prot)       | 1770  | 0    | 3507  | 0    | 0    | 3536  |
| Flt Permitted           | 0.950 |      |       |      |      | 0.999 |
| Satd. Flow (perm)       | 1770  | 0    | 3507  | 0    | 0    | 3536  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 313   |      | 291   |      |      | 501   |
| Travel Time (s)         | 7.1   |      | 6.6   |      |      | 11.4  |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 14    | 0    | 232   | 15   | 2    | 108   |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 14    | 0    | 247   | 0    | 0    | 110   |
| Sign Control            | Stop  |      | Free  |      |      | Free  |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 16.3%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |

City Of Meriden  
Baseline - AM Peak

Lanes, Volumes, Timings  
65: Driveway & State St

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group                        | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |   |  |  |   |   |  |   |
| Volume (vph)                      | 3   | 0   | 0   | 46  | 0   | 32  | 2  | 40  | 13  | 49  | 218   | 23  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor                 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               |   |   |   |   | 0.944   |   |  | 0.968   |   |   | 0.989   |   |
| Flt Protected                     |   | 0.950   |   |   | 0.971   |   |  | 0.998   |   |   | 0.992   |   |
| Satd. Flow (prot)                 | 0   | 1770  | 0   | 0   | 1707  | 0   | 0  | 1800  | 0   | 0   | 1828  | 0   |
| Flt Permitted                     |   | 0.950   |   |   | 0.971   |   |  | 0.998   |   |   | 0.992   |   |
| Satd. Flow (perm)                 | 0   | 1770  | 0   | 0   | 1707  | 0   | 0  | 1800  | 0   | 0   | 1828  | 0   |
| Link Speed (mph)                  |   | 25  |   |   | 30  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)                |   | 121   |   |   | 466   |   |  | 426   |   |   | 229   |   |
| Travel Time (s)                   |   | 3.3   |   |   | 10.6  |   |  | 9.7   |   |   | 5.2   |   |
| 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)                   | 3   | 0   | 0   | 50  | 0   | 35  | 2  | 43  | 14  | 53  | 237   | 25  |
| Shared Lane Traffic (%)           |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)             | 0   | 3   | 0   | 0   | 85  | 0   | 0  | 59  | 0   | 0   | 315   | 0   |
| Sign Control                      |   | Stop  |   |   | Stop  |   |  | Free  |   |   | Free  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| Area Type:                        | Other   |   |   |   |   |   |  |   |   |   |   |   |
| Control Type:                     | Unsignalized  |   |   |   |   |   |  |   |   |   |   |   |
| Intersection Capacity Utilization | 33.0%   |   |   |   |   |   | ICU Level of Service A   |   |   |   |   |   |
| Analysis Period (min)             | 15  |   |   |   |   |   |  |   |   |   |   |   |





| Lane Group              | SEL   | SER  | NEL   | NET   | SWT   | SWR  |
|-------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations     |       |      |       |       |       |      |
| Volume (vph)            | 19    | 54   | 44    | 224   | 149   | 39   |
| 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                     | 0.900 |      |       |       | 0.969 |      |
| Flt Protected           | 0.987 |      |       | 0.992 |       |      |
| Satd. Flow (prot)       | 1655  | 0    | 0     | 3511  | 3429  | 0    |
| Flt Permitted           | 0.987 |      |       | 0.889 |       |      |
| Satd. Flow (perm)       | 1655  | 0    | 0     | 3146  | 3429  | 0    |
| Right Turn on Red       |       | Yes  |       |       |       | Yes  |
| Satd. Flow (RTOR)       | 59    |      |       |       | 42    |      |
| Link Speed (mph)        | 30    |      |       | 30    | 30    |      |
| Link Distance (ft)      | 317   |      |       | 501   | 255   |      |
| Travel Time (s)         | 7.2   |      |       | 11.4  | 5.8   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 21    | 59   | 48    | 243   | 162   | 42   |
| Shared Lane Traffic (%) |       |      |       |       |       |      |
| Lane Group Flow (vph)   | 80    | 0    | 0     | 291   | 204   | 0    |
| Turn Type               |       |      | Perm  |       |       |      |
| Protected Phases        | 6     |      |       | 4     | 8     |      |
| Permitted Phases        |       |      | 4     |       |       |      |
| Minimum Split (s)       | 22.0  |      | 22.0  | 22.0  | 22.0  |      |
| Total Split (s)         | 22.0  | 0.0  | 22.0  | 22.0  | 22.0  | 0.0  |
| Total Split (%)         | 50.0% | 0.0% | 50.0% | 50.0% | 50.0% | 0.0% |
| Maximum Green (s)       | 18.0  |      | 18.0  | 18.0  | 18.0  |      |
| Yellow Time (s)         | 3.5   |      | 3.5   | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   |      | 0.5   | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |      |       |       |       |      |
| Lead-Lag Optimize?      |       |      |       |       |       |      |
| Walk Time (s)           | 7.0   |      | 7.0   | 7.0   | 7.0   |      |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  | 11.0  | 11.0  |      |
| Pedestrian Calls (#/hr) | 0     |      | 0     | 0     | 0     |      |
| Act Effect Green (s)    | 18.0  |      |       | 18.0  | 18.0  |      |
| Actuated g/C Ratio      | 0.41  |      |       | 0.41  | 0.41  |      |
| v/c Ratio               | 0.11  |      |       | 0.23  | 0.14  |      |
| Control Delay           | 6.9   |      |       | 9.1   | 6.9   |      |
| Queue Delay             | 0.0   |      |       | 0.0   | 0.0   |      |
| Total Delay             | 6.9   |      |       | 9.1   | 6.9   |      |
| LOS                     | A     |      |       | A     | A     |      |
| Approach Delay          | 6.9   |      |       | 9.1   | 6.9   |      |
| Approach LOS            | A     |      |       | A     | A     |      |
| Queue Length 50th (ft)  | 10    |      |       | 23    | 10    |      |
| Queue Length 95th (ft)  | 34    |      |       | 42    | 22    |      |
| Internal Link Dist (ft) | 237   |      |       | 421   | 175   |      |
| Turn Bay Length (ft)    |       |      |       |       |       |      |
| Base Capacity (vph)     | 712   |      |       | 1287  | 1428  |      |
| Starvation Cap Reductn  | 0     |      |       | 0     | 0     |      |

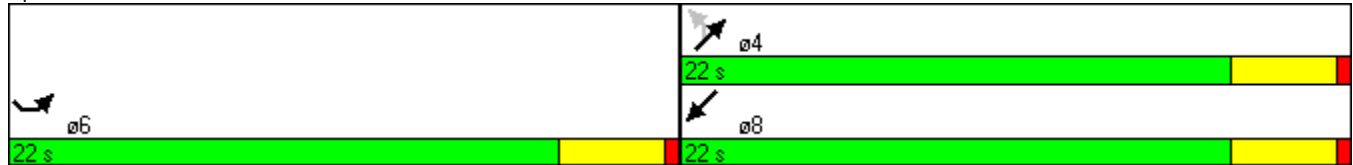











| Lane Group            | SEL  | SER | NEL | NET  | SWT  | SWR |
|-----------------------|------|-----|-----|------|------|-----|
| Spillback Cap Reductn | 0    |     |     | 0    | 0    |     |
| Storage Cap Reductn   | 0    |     |     | 0    | 0    |     |
| Reduced v/c Ratio     | 0.11 |     |     | 0.23 | 0.14 |     |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 44   |
| Actuated Cycle Length:            | 44   |
| Offset:                           | 0 (0%), Referenced to phase 2: and 6:SEL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.23   |
| Intersection Signal Delay:        | 8.0  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 27.2%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 67: Mill St & Pratt St



|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     |  |   |  |   |   |  |
| Volume (vph)            | 12  | 9   | 75  | 6   | 11  | 266   |
| Ideal Flow (vphp)       | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.941   |   | 0.989   |   |   |   |
| Flt Protected           | 0.973   |   |   |   |   | 0.998   |
| Satd. Flow (prot)       | 1706  | 0   | 1842  | 0   | 0   | 1859  |
| Flt Permitted           | 0.973   |   |   |   |   | 0.991   |
| Satd. Flow (perm)       | 1706  | 0   | 1842  | 0   | 0   | 1846  |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |
| Satd. Flow (RTOR)       | 10  |   | 7   |   |   |   |
| Link Speed (mph)        | 25  |   | 30  |   |   | 30  |
| Link Distance (ft)      | 433   |   | 212   |   |   | 452   |
| Travel Time (s)         | 11.8  |   | 4.8   |   |   | 10.3  |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)         | 13  | 10  | 82  | 7   | 12  | 289   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 23  | 0   | 89  | 0   | 0   | 301   |
| Turn Type               |   |   |   |   | Perm  |   |
| Protected Phases        | 8   |   | 2   |   |   | 6   |
| Permitted Phases        |   |   |   |   | 6   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  |   | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0   | 22.0  | 0.0   | 22.0  | 22.0  |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   |
| Maximum Green (s)       | 18.0  |   | 18.0  |   | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |   | 3.5   |   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   | 0.5   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Walk Time (s)           | 7.0   |   | 7.0   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |   | 11.0  |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0   |   | 0   |   | 0   | 0   |
| Act Effct Green (s)     | 18.0  |   | 18.0  |   |   | 18.0  |
| Actuated g/C Ratio      | 0.41  |   | 0.41  |   |   | 0.41  |
| v/c Ratio               | 0.03  |   | 0.12  |   |   | 0.40  |
| Control Delay           | 6.4   |   | 8.1   |   |   | 12.1  |
| Queue Delay             | 0.0   |   | 0.0   |   |   | 0.0   |
| Total Delay             | 6.4   |   | 8.1   |   |   | 12.1  |
| LOS                     | A   |   | A   |   |   | B   |
| Approach Delay          | 6.4   |   | 8.1   |   |   | 12.1  |
| Approach LOS            | A   |   | A   |   |   | B   |
| Queue Length 50th (ft)  | 2   |   | 12  |   |   | 56  |
| Queue Length 95th (ft)  | 11  |   | 31  |   |   | 107   |
| Internal Link Dist (ft) | 353   |   | 132   |   |   | 372   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 704   |   | 758   |   |   | 755   |
| Starvation Cap Reductn  | 0   |   | 0   |   |   | 0   |

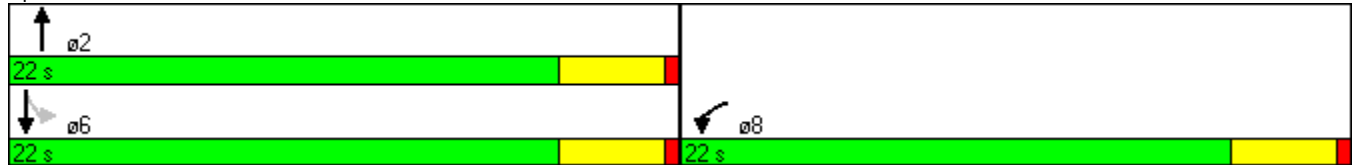


| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.03 |     | 0.12 |     |     | 0.40 |

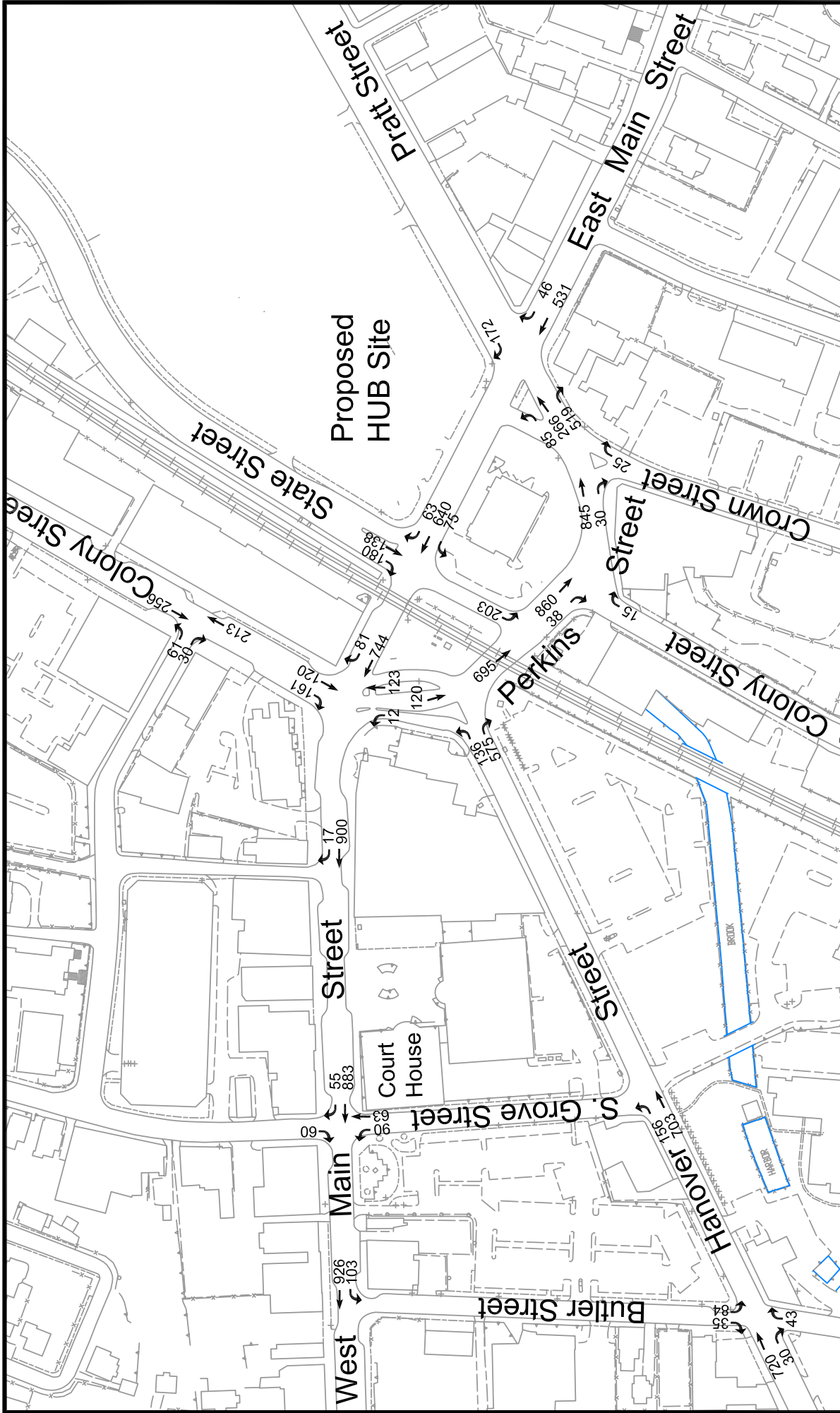
**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 44   |
| Actuated Cycle Length:            | 44   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.40   |
| Intersection Signal Delay:        | 10.9   |
| Intersection LOS:                 | B  |
| Intersection Capacity Utilization | 31.3%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 79: Park St & State St



MERIDEN TOD  
APPENDIX A  
Capacity Analysis  
Existing PM Peak Period



**EXISTING TRAFFIC VOLUMES  
WEEKDAY PM PEAK**

**TRANSPORTATION ORIENTED  
DEVELOPMENT**  
Meriden, Connecticut





















**Luchs**  
CONSULTING ENGINEERS

Not to Scale

City Of Meriden  
Baseline -PM Peak

Lanes, Volumes, Timings  
1: W Main St & Colony St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |   |   |   |  |  |  |  |   |   |  |  |
| Volume (vph)            | 0   | 0   | 0   | 0   | 744   | 81  | 12   | 123   | 0   | 0   | 120   | 161   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 0   | 0   |   | 0   | 0  |   | 0   | 0   |   | 100   |
| Storage Lanes           | 0   |   | 0   | 0   |   | 1   | 1  |   | 0   | 0   |   | 1   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   |   |   |   |   | 0.850   |  |   |   |   |   | 0.850   |
| Flt Protected           |   |   |   |   |   |   | 0.950  |   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 0   | 0   | 0   | 3539  | 1583  | 1770   | 1863  | 0   | 0   | 1863  | 1583  |
| Flt Permitted           |   |   |   |   |   |   | 0.674  |   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 0   | 0   | 0   | 3539  | 1583  | 1255   | 1863  | 0   | 0   | 1863  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   |   | 88  |  |   |   |   |   | 175   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   |   | 30  |
| Link Distance (ft)      |   | 242   |   |   | 223   |   |  | 187   |   |   |   | 241   |
| Travel Time (s)         |   | 5.5   |   |   | 5.1   |   |  | 4.3   |   |   |   | 5.5   |
| 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)         | 0   | 0   | 0   | 0   | 809   | 88  | 13   | 134   | 0   | 0   | 130   | 175   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 0   | 0   | 0   | 809   | 88  | 13   | 134   | 0   | 0   | 130   | 175   |
| Turn Type               |   |   |   | Perm  |   | Perm  | pm+pt  |   |   |   |   | Perm  |
| Protected Phases        |   |   |   |   | 6   |   | 3!   | 4   |   |   |   | 8!  |
| Permitted Phases        |   |   |   | 6   |   | 6   | 4  |   |   |   |   | 8   |
| Detector Phase          |   |   |   | 6   | 6   | 6   | 3  | 4   |   |   |   | 8   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)     |   |   |   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |   |   | 4.0   | 4.0   |
| Minimum Split (s)       |   |   |   | 16.0  | 16.0  | 16.0  | 8.0  | 16.0  |   |   | 16.0  | 16.0  |
| Total Split (s)         | 0.0   | 0.0   | 0.0   | 38.0  | 38.0  | 38.0  | 8.0  | 12.0  | 0.0   | 0.0   | 20.0  | 20.0  |
| Total Split (%)         | 0.0%  | 0.0%  | 0.0%  | 42.2%   | 42.2%   | 42.2%   | 8.9%   | 13.3%   | 0.0%  | 0.0%  | 22.2%   | 22.2%   |
| Maximum Green (s)       |   |   |   | 34.0  | 34.0  | 34.0  | 4.0  | 8.0   |   |   | 16.0  | 16.0  |
| Yellow Time (s)         |   |   |   | 3.5   | 3.5   | 3.5   | 3.5  | 3.5   |   |   | 3.5   | 3.5   |
| All-Red Time (s)        |   |   |   | 0.5   | 0.5   | 0.5   | 0.5  | 0.5   |   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   | Lead   | Lag   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   | Yes  | Yes   |   |   |   |   |
| Vehicle Extension (s)   |   |   |   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   |   |   | 3.0   | 3.0   |
| Recall Mode             |   |   |   | Max   | Max   | Max   | None   | Max   |   |   | Max   | Max   |
| Walk Time (s)           |   |   |   | 7.0   | 7.0   | 7.0   |  | 7.0   |   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     |   |   |   | 11.0  | 11.0  | 11.0  |  | 11.0  |   |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) |   |   |   | 0   | 0   | 0   |  | 0   |   |   | 0   | 0   |
| Act Effect Green (s)    |   |   |   |   | 35.5  | 35.5  | 19.3   | 18.8  |   |   | 19.9  | 19.9  |
| Actuated g/C Ratio      |   |   |   |   | 0.52  | 0.52  | 0.28   | 0.28  |   |   | 0.29  | 0.29  |
| v/c Ratio               |   |   |   |   | 0.44  | 0.10  | 0.03   | 0.26  |   |   | 0.24  | 0.30  |
| Control Delay           |   |   |   |   | 14.0  | 4.6   | 21.7   | 24.8  |   |   | 22.2  | 5.8   |
| Queue Delay             |   |   |   |   | 3.6   | 0.3   | 0.0  | 1.8   |   |   | 0.0   | 0.0   |
| Total Delay             |   |   |   |   | 17.6  | 5.0   | 21.7   | 26.6  |   |   | 22.2  | 5.8   |
| LOS                     |   |   |   |   | B   | A   | C  | C   |   |   | C   | A   |

|                         |      |
|-------------------------|------|
| Lane Group              | ø9   |
| Lane Configurations     |      |
| Volume (vph)            |      |
| Ideal Flow (vphpl)      |      |
| Storage Length (ft)     |      |
| Storage Lanes           |      |
| Taper Length (ft)       |      |
| Lane Util. Factor       |      |
| Frt                     |      |
| Flt Protected           |      |
| Satd. Flow (prot)       |      |
| Flt Permitted           |      |
| Satd. Flow (perm)       |      |
| Right Turn on Red       |      |
| Satd. Flow (RTOR)       |      |
| Link Speed (mph)        |      |
| Link Distance (ft)      |      |
| Travel Time (s)         |      |
| Peak Hour Factor        |      |
| Adj. Flow (vph)         |      |
| Shared Lane Traffic (%) |      |
| Lane Group Flow (vph)   |      |
| Turn Type               |      |
| Protected Phases        | 9    |
| Permitted Phases        |      |
| Detector Phase          |      |
| Switch Phase            |      |
| Minimum Initial (s)     | 7.0  |
| Minimum Split (s)       | 32.0 |
| Total Split (s)         | 32.0 |
| Total Split (%)         | 36%  |
| Maximum Green (s)       | 28.0 |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 0.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                |      |
| Lead-Lag Optimize?      |      |
| Vehicle Extension (s)   | 0.2  |
| Recall Mode             | None |
| Walk Time (s)           | 7.0  |
| Flash Dont Walk (s)     | 21.0 |
| Pedestrian Calls (#/hr) | 8    |
| Act Effct Green (s)     |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |



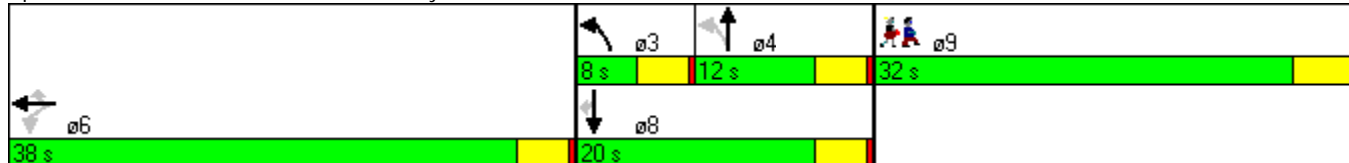


| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR  | NBL  | NBT  | NBR | SBL | SBT  | SBR  |
|-------------------------|-----|-----|-----|-----|------|------|------|------|-----|-----|------|------|
| Approach Delay          |     |     |     |     | 16.4 |      |      | 26.2 |     |     | 12.8 |      |
| Approach LOS            |     |     |     |     | B    |      |      | C    |     |     | B    |      |
| Queue Length 50th (ft)  |     |     |     |     | 76   | 0    | 3    | 36   |     |     | 35   | 0    |
| Queue Length 95th (ft)  |     |     |     |     | 297  | 33   | 21   | 134  |     |     | 117  | 50   |
| Internal Link Dist (ft) |     | 162 |     |     | 143  |      |      | 107  |     |     | 161  |      |
| Turn Bay Length (ft)    |     |     |     |     |      |      |      |      |     |     |      | 100  |
| Base Capacity (vph)     |     |     |     |     | 1845 | 867  | 388  | 514  |     |     | 544  | 586  |
| Starvation Cap Reductn  |     |     |     |     | 921  | 482  | 0    | 254  |     |     | 0    | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    | 0    | 0    | 0    |     |     | 0    | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    | 0    | 0    | 0    |     |     | 0    | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.88 | 0.23 | 0.03 | 0.52 |     |     | 0.24 | 0.30 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 68  
 Natural Cycle: 75  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.44  
 Intersection Signal Delay: 16.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 57.1%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 1: W Main St & Colony St



|                         |    |
|-------------------------|----|
| Lane Group              | ø9 |
| Approach Delay          |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

City Of Meriden  
Baseline -PM Peak

Lanes, Volumes, Timings  
2: E Main St & State St



| Lane Group              | EBL  | EBT  | EBR  | WBL   | WBT   | WBR   | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|-------------------------|------|------|------|-------|-------|-------|------|------|------|------|-------|------|
| Lane Configurations     |      |      |      |       |       |       |      |      |      |      |       |      |
| Volume (vph)            | 0    | 0    | 0    | 75    | 640   | 63    | 0    | 0    | 0    | 0    | 128   | 180  |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00  | 0.95  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 0.95  | 0.95 |
| Frt                     |      |      |      |       |       | 0.850 |      |      |      |      | 0.912 |      |
| Flt Protected           |      |      |      | 0.950 |       |       |      |      |      |      |       |      |
| Satd. Flow (prot)       | 0    | 0    | 0    | 1770  | 3539  | 1583  | 0    | 0    | 0    | 0    | 3228  | 0    |
| Flt Permitted           |      |      |      | 0.950 |       |       |      |      |      |      |       |      |
| Satd. Flow (perm)       | 0    | 0    | 0    | 1770  | 3539  | 1583  | 0    | 0    | 0    | 0    | 3228  | 0    |
| Right Turn on Red       |      |      | Yes  | Yes   |       | Yes   |      |      | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |      |      |      | 82    |       | 68    |      |      |      |      |       | 196  |
| Link Speed (mph)        |      | 30   |      |       | 30    |       |      | 30   |      |      |       | 30   |
| Link Distance (ft)      |      | 223  |      |       | 327   |       |      | 192  |      |      |       | 217  |
| Travel Time (s)         |      | 5.1  |      |       | 7.4   |       |      | 4.4  |      |      |       | 4.9  |
| 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)         | 0    | 0    | 0    | 82    | 696   | 68    | 0    | 0    | 0    | 0    | 139   | 196  |
| Shared Lane Traffic (%) |      |      |      |       |       |       |      |      |      |      |       |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 82    | 696   | 68    | 0    | 0    | 0    | 0    | 335   | 0    |
| Turn Type               |      |      |      | Perm  |       | Perm  |      |      |      |      |       |      |
| Protected Phases        |      |      |      |       | 6     |       |      |      |      |      | 8     |      |
| Permitted Phases        |      |      |      | 6     |       | 6     |      |      |      |      |       |      |
| Detector Phase          |      |      |      | 6     | 6     | 6     |      |      |      |      | 8     |      |
| Switch Phase            |      |      |      |       |       |       |      |      |      |      |       |      |
| Minimum Initial (s)     |      |      |      | 4.0   | 4.0   | 4.0   |      |      |      |      | 4.0   |      |
| Minimum Split (s)       |      |      |      | 12.0  | 12.0  | 12.0  |      |      |      |      | 12.0  |      |
| Total Split (s)         | 0.0  | 0.0  | 0.0  | 70.0  | 70.0  | 70.0  | 0.0  | 0.0  | 0.0  | 0.0  | 20.0  | 0.0  |
| Total Split (%)         | 0.0% | 0.0% | 0.0% | 77.8% | 77.8% | 77.8% | 0.0% | 0.0% | 0.0% | 0.0% | 22.2% | 0.0% |
| Maximum Green (s)       |      |      |      | 66.0  | 66.0  | 66.0  |      |      |      |      | 16.0  |      |
| Yellow Time (s)         |      |      |      | 3.5   | 3.5   | 3.5   |      |      |      |      | 3.5   |      |
| All-Red Time (s)        |      |      |      | 0.5   | 0.5   | 0.5   |      |      |      |      | 0.5   |      |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  |
| Lead/Lag                |      |      |      |       |       |       |      |      |      |      |       |      |
| Lead-Lag Optimize?      |      |      |      |       |       |       |      |      |      |      |       |      |
| Vehicle Extension (s)   |      |      |      | 3.0   | 3.0   | 3.0   |      |      |      |      | 3.0   |      |
| Recall Mode             |      |      |      | Max   | Max   | Max   |      |      |      |      | Max   |      |
| Walk Time (s)           |      |      |      | 7.0   | 7.0   | 7.0   |      |      |      |      | 7.0   |      |
| Flash Dont Walk (s)     |      |      |      | 11.0  | 11.0  | 11.0  |      |      |      |      | 11.0  |      |
| Pedestrian Calls (#/hr) |      |      |      | 0     | 0     | 0     |      |      |      |      | 0     |      |
| Act Effect Green (s)    |      |      |      | 66.0  | 66.0  | 66.0  |      |      |      |      | 18.0  |      |
| Actuated g/C Ratio      |      |      |      | 0.72  | 0.72  | 0.72  |      |      |      |      | 0.20  |      |
| v/c Ratio               |      |      |      | 0.06  | 0.27  | 0.06  |      |      |      |      | 0.42  |      |
| Control Delay           |      |      |      | 1.1   | 4.9   | 1.1   |      |      |      |      | 15.1  |      |
| Queue Delay             |      |      |      | 0.0   | 0.8   | 0.0   |      |      |      |      | 0.0   |      |
| Total Delay             |      |      |      | 1.1   | 5.7   | 1.1   |      |      |      |      | 15.1  |      |
| LOS                     |      |      |      | A     | A     | A     |      |      |      |      | B     |      |
| Approach Delay          |      |      |      |       | 4.8   |       |      |      |      |      | 15.1  |      |
| Approach LOS            |      |      |      |       | A     |       |      |      |      |      | B     |      |
| Queue Length 50th (ft)  |      |      |      | 0     | 63    | 0     |      |      |      |      | 36    |      |



| Lane Group              | EBL | EBT | EBR | WBL  | WBT  | WBR  | NBL | NBT | NBR | SBL | SBT | SBR  |
|-------------------------|-----|-----|-----|------|------|------|-----|-----|-----|-----|-----|------|
| Queue Length 95th (ft)  |     |     |     | 11   | 84   | 10   |     |     |     |     |     | 74   |
| Internal Link Dist (ft) |     | 143 |     |      | 247  |      |     | 112 |     |     |     | 137  |
| Turn Bay Length (ft)    |     |     |     |      |      |      |     |     |     |     |     |      |
| Base Capacity (vph)     |     |     |     | 1293 | 2539 | 1155 |     |     |     |     |     | 789  |
| Starvation Cap Reductn  |     |     |     | 0    | 1437 | 0    |     |     |     |     |     | 0    |
| Spillback Cap Reductn   |     |     |     | 0    | 0    | 0    |     |     |     |     |     | 0    |
| Storage Cap Reductn     |     |     |     | 0    | 0    | 0    |     |     |     |     |     | 0    |
| Reduced v/c Ratio       |     |     |     | 0.06 | 0.63 | 0.06 |     |     |     |     |     | 0.42 |

**Intersection Summary**

|                                    |                  |
|------------------------------------|------------------|
| Area Type:                         | Other            |
| Cycle Length:                      | 90               |
| Actuated Cycle Length:             | 92               |
| Natural Cycle:                     | 40               |
| Control Type:                      | Semi Act-Uncoord |
| Maximum v/c Ratio:                 | 0.42             |
| Intersection Signal Delay:         | 7.7              |
| Intersection LOS:                  | A                |
| Intersection Capacity Utilization: | 43.1%            |
| ICU Level of Service:              | A                |
| Analysis Period (min):             | 15               |

Splits and Phases: 2: E Main St & State St





| Lane Group                        | EBL          | EBT  | WBT                    | WBR  | SBL  | SBR  |
|-----------------------------------|--------------|------|------------------------|------|------|------|
| Lane Configurations               |              |      | ↑↑                     |      |      |      |
| Volume (vph)                      | 0            | 0    | 900                    | 17   | 0    | 0    |
| Ideal Flow (vphpl)                | 1900         | 1900 | 1900                   | 1900 | 1900 | 1900 |
| Lane Util. Factor                 | 1.00         | 1.00 | 0.95                   | 0.95 | 1.00 | 1.00 |
| Frt                               |              |      | 0.997                  |      |      |      |
| Flt Protected                     |              |      |                        |      |      |      |
| Satd. Flow (prot)                 | 0            | 0    | 3529                   | 0    | 0    | 0    |
| Flt Permitted                     |              |      |                        |      |      |      |
| Satd. Flow (perm)                 | 0            | 0    | 3529                   | 0    | 0    | 0    |
| Link Speed (mph)                  |              | 30   | 30                     |      | 30   |      |
| Link Distance (ft)                |              | 377  | 242                    |      | 181  |      |
| Travel Time (s)                   |              | 8.6  | 5.5                    |      | 4.1  |      |
| Peak Hour Factor                  | 0.92         | 0.92 | 0.92                   | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)                   | 0            | 0    | 978                    | 18   | 0    | 0    |
| Shared Lane Traffic (%)           |              |      |                        |      |      |      |
| Lane Group Flow (vph)             | 0            | 0    | 996                    | 0    | 0    | 0    |
| Sign Control                      |              | Free | Free                   |      | Free |      |
| <b>Intersection Summary</b>       |              |      |                        |      |      |      |
| Area Type:                        | Other        |      |                        |      |      |      |
| Control Type:                     | Unsignalized |      |                        |      |      |      |
| Intersection Capacity Utilization | 28.8%        |      | ICU Level of Service A |      |      |      |
| Analysis Period (min)             | 15           |      |                        |      |      |      |



| Lane Group                | WBL  | WBR  | SBL   | SBR  | NEL   | NER   |
|---------------------------|------|------|-------|------|-------|-------|
| Lane Configurations       |      |      | ↖ ↗   |      | ↖ ↗ ↘ | ↖     |
| Volume (vph)              | 0    | 0    | 120   | 0    | 136   | 575   |
| Ideal Flow (vphpl)        | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor         | 1.00 | 1.00 | 0.97  | 1.00 | 0.97  | 0.91  |
| Fr <sub>t</sub>           |      |      |       |      | 0.898 | 0.850 |
| Fl <sub>t</sub> Protected |      |      | 0.950 |      | 0.984 |       |
| Satd. Flow (prot)         | 0    | 0    | 3433  | 0    | 3193  | 1441  |
| Fl <sub>t</sub> Permitted |      |      | 0.950 |      | 0.984 |       |
| Satd. Flow (perm)         | 0    | 0    | 3433  | 0    | 3193  | 1441  |
| Right Turn on Red         |      | Yes  |       | Yes  |       | Yes   |
| Satd. Flow (RTOR)         |      |      |       |      | 313   | 312   |
| Link Speed (mph)          | 30   |      | 30    |      | 30    |       |
| Link Distance (ft)        | 123  |      | 187   |      | 325   |       |
| Travel Time (s)           | 2.8  |      | 4.3   |      | 7.4   |       |
| Peak Hour Factor          | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)           | 0    | 0    | 130   | 0    | 148   | 625   |
| Shared Lane Traffic (%)   |      |      |       |      |       | 50%   |
| Lane Group Flow (vph)     | 0    | 0    | 130   | 0    | 461   | 312   |
| Turn Type                 |      |      |       |      |       | Perm  |
| Protected Phases          |      |      | 4     |      | 2     |       |
| Permitted Phases          |      |      |       |      |       | 2     |
| Detector Phase            |      |      | 4     |      | 2     | 2     |
| Switch Phase              |      |      |       |      |       |       |
| Minimum Initial (s)       |      |      | 4.0   |      | 4.0   | 4.0   |
| Minimum Split (s)         |      |      | 22.0  |      | 22.0  | 22.0  |
| Total Split (s)           | 0.0  | 0.0  | 20.0  | 0.0  | 70.0  | 70.0  |
| Total Split (%)           | 0.0% | 0.0% | 22.2% | 0.0% | 77.8% | 77.8% |
| Maximum Green (s)         |      |      | 16.0  |      | 66.0  | 66.0  |
| Yellow Time (s)           |      |      | 3.5   |      | 3.5   | 3.5   |
| All-Red Time (s)          |      |      | 0.5   |      | 0.5   | 0.5   |
| Lost Time Adjust (s)      | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)       | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   |
| Lead/Lag                  |      |      |       |      |       |       |
| Lead-Lag Optimize?        |      |      |       |      |       |       |
| Vehicle Extension (s)     |      |      | 3.0   |      | 3.0   | 3.0   |
| Recall Mode               |      |      | None  |      | None  | None  |
| Walk Time (s)             |      |      | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)       |      |      | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr)   |      |      | 0     |      | 0     | 0     |
| Act Effect Green (s)      |      |      | 7.1   |      | 9.3   | 9.3   |
| Actuated g/C Ratio        |      |      | 0.44  |      | 0.58  | 0.58  |
| v/c Ratio                 |      |      | 0.08  |      | 0.23  | 0.32  |
| Control Delay             |      |      | 5.1   |      | 1.8   | 1.9   |
| Queue Delay               |      |      | 0.0   |      | 0.0   | 0.0   |
| Total Delay               |      |      | 5.1   |      | 1.8   | 1.9   |
| LOS                       |      |      | A     |      | A     | A     |
| Approach Delay            |      |      | 5.1   |      | 1.8   |       |
| Approach LOS              |      |      | A     |      | A     |       |
| Queue Length 50th (ft)    |      |      | 0     |      | 0     | 0     |



| Lane Group              | WBL | WBR | SBL  | SBR | NEL  | NER  |
|-------------------------|-----|-----|------|-----|------|------|
| Queue Length 95th (ft)  |     |     | 13   |     | 14   | 17   |
| Internal Link Dist (ft) | 43  |     | 107  |     | 245  |      |
| Turn Bay Length (ft)    |     |     |      |     |      |      |
| Base Capacity (vph)     |     |     | 2979 |     | 3193 | 1441 |
| Starvation Cap Reductn  |     |     | 0    |     | 0    | 0    |
| Spillback Cap Reductn   |     |     | 0    |     | 0    | 0    |
| Storage Cap Reductn     |     |     | 0    |     | 0    | 0    |
| Reduced v/c Ratio       |     |     | 0.04 |     | 0.14 | 0.22 |

**Intersection Summary**

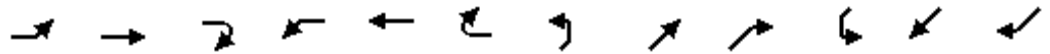
|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Cycle Length:                     | 90                     |
| Actuated Cycle Length:            | 16                     |
| Natural Cycle:                    | 45                     |
| Control Type:                     | Actuated-Uncoordinated |
| Maximum v/c Ratio:                | 0.32                   |
| Intersection Signal Delay:        | 2.3                    |
| Intersection LOS:                 | A                      |
| Intersection Capacity Utilization | 64.3%                  |
| ICU Level of Service              | C                      |
| Analysis Period (min)             | 15                     |

Splits and Phases: 4: Pratt St & Hanover St



City Of Meriden  
Baseline -PM Peak

Lanes, Volumes, Timings  
5: E Main St & Pratt St



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NEL   | NET   | NER    | SWL  | SWT  | SWR    |
|-------------------------|------|------|------|------|-------|------|-------|-------|--------|------|------|--------|
| Lane Configurations     |      |      |      |      | ↑↑    |      | ↑↑    | ↑↑    | ↑      |      |      | ↑↑     |
| Volume (vph)            | 0    | 0    | 0    | 0    | 531   | 46   | 85    | 266   | 519    | 0    | 0    | 172    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  | 1900   | 1900 | 1900 | 1900   |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 0.95  | 0.95 | 0.97  | 0.95  | 1.00   | 1.00 | 1.00 | 0.88   |
| Frt                     |      |      |      |      | 0.988 |      |       |       | 0.850  |      |      | 0.850  |
| Flt Protected           |      |      |      |      |       |      | 0.950 |       |        |      |      |        |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0    | 3147  | 0    | 3090  | 3185  | 1425   | 0    | 0    | 2508   |
| Flt Permitted           |      |      |      |      |       |      | 0.950 |       |        |      |      |        |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0    | 3147  | 0    | 3090  | 3185  | 1425   | 0    | 0    | 2508   |
| Right Turn on Red       |      |      | Yes  |      |       | Yes  | Yes   |       | Yes    |      |      | Yes    |
| Satd. Flow (RTOR)       |      |      |      |      | 10    |      | 92    |       | 564    |      |      | 1060   |
| Link Speed (mph)        |      | 30   |      |      | 30    |      |       | 30    |        |      | 30   |        |
| Link Distance (ft)      |      | 327  |      |      | 526   |      |       | 208   |        |      | 538  |        |
| Travel Time (s)         |      | 7.4  |      |      | 12.0  |      |       | 4.7   |        |      | 12.2 |        |
| 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)         | 0    | 0    | 0    | 0    | 577   | 50   | 92    | 289   | 564    | 0    | 0    | 187    |
| Shared Lane Traffic (%) |      |      |      |      |       |      |       |       |        |      |      |        |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 627   | 0    | 92    | 289   | 564    | 0    | 0    | 187    |
| Turn Type               |      |      |      |      |       |      | pm+pt |       | custom |      |      | custom |
| Protected Phases        |      |      |      |      | 6     |      | 3     | 4     |        |      |      |        |
| Permitted Phases        |      |      |      |      |       |      | 4     |       | 6      |      |      | 8      |
| Detector Phase          |      |      |      |      | 6     |      | 3     | 4     | 6      |      |      | 8      |
| Switch Phase            |      |      |      |      |       |      |       |       |        |      |      |        |
| Minimum Initial (s)     |      |      |      |      | 4.0   |      | 4.0   | 4.0   | 4.0    |      |      | 4.0    |
| Minimum Split (s)       |      |      |      |      | 22.0  |      | 8.0   | 22.0  | 22.0   |      |      | 22.0   |
| Total Split (s)         | 0.0  | 0.0  | 0.0  | 0.0  | 30.0  | 0.0  | 9.0   | 19.0  | 30.0   | 0.0  | 0.0  | 28.0   |
| Total Split (%)         | 0.0% | 0.0% | 0.0% | 0.0% | 33.3% | 0.0% | 10.0% | 21.1% | 33.3%  | 0.0% | 0.0% | 31.1%  |
| Maximum Green (s)       |      |      |      |      | 26.0  |      | 5.0   | 15.0  | 26.0   |      |      | 24.0   |
| Yellow Time (s)         |      |      |      |      | 3.5   |      | 3.5   | 3.5   | 3.5    |      |      | 3.5    |
| All-Red Time (s)        |      |      |      |      | 0.5   |      | 0.5   | 0.5   | 0.5    |      |      | 0.5    |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   | 0.0    | 0.0  | 0.0  | 0.0    |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   | 4.0    | 4.0  | 4.0  | 4.0    |
| Lead/Lag                |      |      |      |      |       |      | Lead  | Lag   |        |      |      |        |
| Lead-Lag Optimize?      |      |      |      |      |       |      | Yes   | Yes   |        |      |      |        |
| Vehicle Extension (s)   |      |      |      |      | 3.0   |      | 3.0   | 3.0   | 3.0    |      |      | 3.0    |
| Recall Mode             |      |      |      |      | None  |      | None  | Max   | None   |      |      | None   |
| Walk Time (s)           |      |      |      |      | 7.0   |      |       | 7.0   | 7.0    |      |      | 7.0    |
| Flash Dont Walk (s)     |      |      |      |      | 11.0  |      |       | 11.0  | 11.0   |      |      | 11.0   |
| Pedestrian Calls (#/hr) |      |      |      |      | 0     |      |       | 0     | 0      |      |      | 0      |
| Act Effct Green (s)     |      |      |      |      | 20.5  |      | 25.2  | 18.5  | 20.5   |      |      | 25.2   |
| Actuated g/C Ratio      |      |      |      |      | 0.38  |      | 0.47  | 0.34  | 0.38   |      |      | 0.47   |
| v/c Ratio               |      |      |      |      | 0.52  |      | 0.06  | 0.26  | 0.63   |      |      | 0.11   |
| Control Delay           |      |      |      |      | 14.6  |      | 2.9   | 15.8  | 5.0    |      |      | 0.1    |
| Queue Delay             |      |      |      |      | 0.0   |      | 0.0   | 0.3   | 0.5    |      |      | 0.0    |
| Total Delay             |      |      |      |      | 14.6  |      | 2.9   | 16.1  | 5.5    |      |      | 0.1    |
| LOS                     |      |      |      |      | B     |      | A     | B     | A      |      |      | A      |
| Approach Delay          |      |      |      |      | 14.6  |      |       | 8.5   |        |      |      |        |
| Approach LOS            |      |      |      |      | B     |      |       | A     |        |      |      |        |
| Queue Length 50th (ft)  |      |      |      |      | 81    |      | 0     | 37    | 0      |      |      | 0      |



|                         |      |
|-------------------------|------|
| Lane Group              | ø9   |
| Lane Configurations     |      |
| Volume (vph)            |      |
| Ideal Flow (vphpl)      |      |
| Lane Util. Factor       |      |
| Frt                     |      |
| Flt Protected           |      |
| Satd. Flow (prot)       |      |
| Flt Permitted           |      |
| Satd. Flow (perm)       |      |
| Right Turn on Red       |      |
| Satd. Flow (RTOR)       |      |
| Link Speed (mph)        |      |
| Link Distance (ft)      |      |
| Travel Time (s)         |      |
| Peak Hour Factor        |      |
| Adj. Flow (vph)         |      |
| Shared Lane Traffic (%) |      |
| Lane Group Flow (vph)   |      |
| Turn Type               |      |
| Protected Phases        | 9    |
| Permitted Phases        |      |
| Detector Phase          |      |
| Switch Phase            |      |
| Minimum Initial (s)     | 4.0  |
| Minimum Split (s)       | 32.0 |
| Total Split (s)         | 32.0 |
| Total Split (%)         | 36%  |
| Maximum Green (s)       | 28.0 |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 0.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                |      |
| Lead-Lag Optimize?      |      |
| Vehicle Extension (s)   | 3.0  |
| Recall Mode             | None |
| Walk Time (s)           | 7.0  |
| Flash Dont Walk (s)     | 21.0 |
| Pedestrian Calls (#/hr) | 0    |
| Act Effct Green (s)     |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |
| Approach Delay          |      |
| Approach LOS            |      |
| Queue Length 50th (ft)  |      |

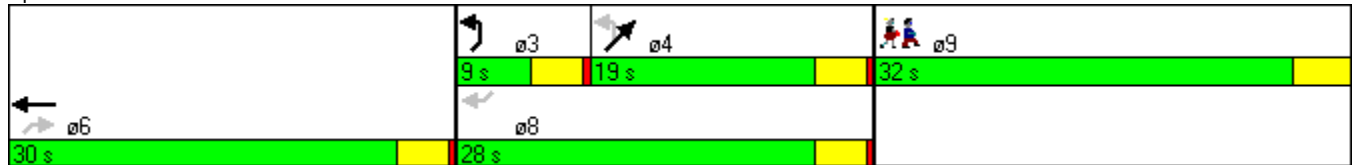


| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NEL  | NET  | NER  | SWL | SWT | SWR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|------|-----|-----|------|
| Queue Length 95th (ft)  |     |     |     |     | 121  |     | 10   | 71   | 51   |     |     | 0    |
| Internal Link Dist (ft) |     | 247 |     |     | 446  |     |      | 128  |      |     | 458 |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |      |     |     |      |
| Base Capacity (vph)     |     |     |     |     | 1564 |     | 1495 | 1093 | 991  |     |     | 1783 |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 328  | 137  |     |     | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    | 0    |     |     | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    | 0    |     |     | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.40 |     | 0.06 | 0.38 | 0.66 |     |     | 0.10 |









**Intersection Summary**

|                                   |                  |
|-----------------------------------|------------------|
| Area Type:                        | CBD              |
| Cycle Length:                     | 90               |
| Actuated Cycle Length:            | 53.9             |
| Natural Cycle:                    | 85               |
| Control Type:                     | Semi Act-Uncoord |
| Maximum v/c Ratio:                | 0.63             |
| Intersection Signal Delay:        | 9.8              |
| Intersection LOS:                 | A                |
| Intersection Capacity Utilization | 39.0%            |
| ICU Level of Service              | A                |
| Analysis Period (min)             | 15               |

Splits and Phases: 5: E Main St & Pratt St



|                         |    |
|-------------------------|----|
| Lane Group              | ø9 |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

|                                   |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Lane Group                        | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations               |  |   |   |   |   |  |
| Volume (vph)                      | 860   | 38  | 0   | 0   | 0   | 0   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor                 | 0.91  | 0.91  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               | 0.994   |   |   |   |   |   |
| Flt Protected                     |   |   |   |   |   |   |
| Satd. Flow (prot)                 | 5055  | 0   | 0   | 0   | 0   | 1863  |
| Flt Permitted                     |   |   |   |   |   |   |
| Satd. Flow (perm)                 | 5055  | 0   | 0   | 0   | 0   | 1863  |
| Link Speed (mph)                  | 30  |   |   | 30  | 30  |   |
| Link Distance (ft)                | 128   |   |   | 139   | 468   |   |
| Travel Time (s)                   | 2.9   |   |   | 3.2   | 10.6  |   |
| Peak Hour Factor                  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)                   | 935   | 41  | 0   | 0   | 0   | 0   |
| Shared Lane Traffic (%)           |   |   |   |   |   |   |
| Lane Group Flow (vph)             | 976   | 0   | 0   | 0   | 0   | 0   |
| Sign Control                      | Free  |   |   | Stop  | Stop  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |
| Area Type:                        | Other   |   |   |   |   |   |
| Control Type:                     | Unsignalized  |   |   |   |   |   |
| Intersection Capacity Utilization | 20.8%   |   |   | ICU Level of Service A  |   |   |
| Analysis Period (min)             | 15  |   |   |   |   |   |



| Lane Group              | EBL            | EBR  | NBL  | NBR          | SWL  | SWR  |
|-------------------------|----------------|------|------|--------------|------|------|
| Lane Configurations     | <del>TTT</del> |      |      | <del>T</del> |      |      |
| Volume (vph)            | 845            | 15   | 0    | 25           | 0    | 0    |
| Ideal Flow (vphpl)      | 1900           | 1900 | 1900 | 1900         | 1900 | 1900 |
| Lane Util. Factor       | 0.94           | 0.91 | 1.00 | 1.00         | 1.00 | 1.00 |
| Frt                     | 0.997          |      |      | 0.865        |      |      |
| Flt Protected           | 0.953          |      |      |              |      |      |
| Satd. Flow (prot)       | 4991           | 0    | 0    | 1611         | 0    | 0    |
| Flt Permitted           | 0.953          |      |      |              |      |      |
| Satd. Flow (perm)       | 4991           | 0    | 0    | 1611         | 0    | 0    |
| Right Turn on Red       | Yes            | Yes  |      | Yes          |      | Yes  |
| Satd. Flow (RTOR)       | 2844           |      |      | 50           |      |      |
| Link Speed (mph)        | 30             |      | 30   |              | 30   |      |
| Link Distance (ft)      | 139            |      | 529  |              | 208  |      |
| Travel Time (s)         | 3.2            |      | 12.0 |              | 4.7  |      |
| Peak Hour Factor        | 0.92           | 0.92 | 0.92 | 0.92         | 0.92 | 0.92 |
| Adj. Flow (vph)         | 918            | 16   | 0    | 27           | 0    | 0    |
| Shared Lane Traffic (%) |                |      |      |              |      |      |
| Lane Group Flow (vph)   | 934            | 0    | 0    | 27           | 0    | 0    |
| Turn Type               |                |      |      | custom       |      |      |
| Protected Phases        | 4              |      |      |              |      |      |
| Permitted Phases        |                |      |      | 2            |      |      |
| Minimum Split (s)       | 22.0           |      |      | 22.0         |      |      |
| Total Split (s)         | 22.0           | 0.0  | 0.0  | 23.0         | 0.0  | 0.0  |
| Total Split (%)         | 48.9%          | 0.0% | 0.0% | 51.1%        | 0.0% | 0.0% |
| Maximum Green (s)       | 18.0           |      |      | 19.0         |      |      |
| Yellow Time (s)         | 3.5            |      |      | 3.5          |      |      |
| All-Red Time (s)        | 0.5            |      |      | 0.5          |      |      |
| Lost Time Adjust (s)    | 0.0            | 0.0  | 0.0  | 0.0          | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0            | 4.0  | 4.0  | 4.0          | 4.0  | 4.0  |
| Lead/Lag                |                |      |      |              |      |      |
| Lead-Lag Optimize?      |                |      |      |              |      |      |
| Walk Time (s)           | 7.0            |      |      | 7.0          |      |      |
| Flash Dont Walk (s)     | 11.0           |      |      | 11.0         |      |      |
| Pedestrian Calls (#/hr) | 0              |      |      | 0            |      |      |
| Act Effect Green (s)    | 18.0           |      |      | 19.0         |      |      |
| Actuated g/C Ratio      | 0.40           |      |      | 0.42         |      |      |
| v/c Ratio               | 0.25           |      |      | 0.04         |      |      |
| Control Delay           | 0.2            |      |      | 1.8          |      |      |
| Queue Delay             | 0.0            |      |      | 0.0          |      |      |
| Total Delay             | 0.2            |      |      | 1.8          |      |      |
| LOS                     | A              |      |      | A            |      |      |
| Approach Delay          | 0.2            |      |      |              |      |      |
| Approach LOS            | A              |      |      |              |      |      |
| Queue Length 50th (ft)  | 0              |      |      | 0            |      |      |
| Queue Length 95th (ft)  | 0              |      |      | 6            |      |      |
| Internal Link Dist (ft) | 59             |      | 449  |              | 128  |      |
| Turn Bay Length (ft)    |                |      |      |              |      |      |
| Base Capacity (vph)     | 3703           |      |      | 709          |      |      |
| Starvation Cap Reductn  | 0              |      |      | 0            |      |      |

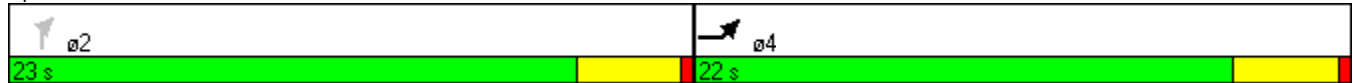


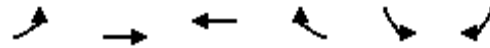
| Lane Group            | EBL  | EBR | NBL | NBR  | SWL | SWR |
|-----------------------|------|-----|-----|------|-----|-----|
| Spillback Cap Reductn | 0    |     |     | 0    |     |     |
| Storage Cap Reductn   | 0    |     |     | 0    |     |     |
| Reduced v/c Ratio     | 0.25 |     |     | 0.04 |     |     |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 45   |
| Actuated Cycle Length:            | 45   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBR and 6:, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.25   |
| Intersection Signal Delay:        | 0.2  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 19.7%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 7: Pratt St & Crown St





| Lane Group                        | EBL          | EBT  | WBT  | WBR                    | SBL   | SBR  |
|-----------------------------------|--------------|------|------|------------------------|-------|------|
| Lane Configurations               |              | ↑↑↑  |      |                        | ↑↑    |      |
| Volume (vph)                      | 0            | 695  | 0    | 0                      | 203   | 0    |
| Ideal Flow (vphpl)                | 1900         | 1900 | 1900 | 1900                   | 1900  | 1900 |
| Lane Util. Factor                 | 1.00         | 0.91 | 1.00 | 1.00                   | 0.97  | 1.00 |
| <b>Frt</b>                        |              |      |      |                        |       |      |
| Flt Protected                     |              |      |      |                        | 0.950 |      |
| Satd. Flow (prot)                 | 0            | 5085 | 0    | 0                      | 3433  | 0    |
| Flt Permitted                     |              |      |      |                        | 0.950 |      |
| Satd. Flow (perm)                 | 0            | 5085 | 0    | 0                      | 3433  | 0    |
| Link Speed (mph)                  |              | 30   | 30   |                        | 30    |      |
| Link Distance (ft)                |              | 123  | 128  |                        | 192   |      |
| Travel Time (s)                   |              | 2.8  | 2.9  |                        | 4.4   |      |
| Peak Hour Factor                  | 0.92         | 0.92 | 0.92 | 0.92                   | 0.92  | 0.92 |
| Adj. Flow (vph)                   | 0            | 755  | 0    | 0                      | 221   | 0    |
| <b>Shared Lane Traffic (%)</b>    |              |      |      |                        |       |      |
| Lane Group Flow (vph)             | 0            | 755  | 0    | 0                      | 221   | 0    |
| Sign Control                      |              | Free | Stop |                        | Stop  |      |
| <b>Intersection Summary</b>       |              |      |      |                        |       |      |
| Area Type:                        | Other        |      |      |                        |       |      |
| Control Type:                     | Unsignalized |      |      |                        |       |      |
| Intersection Capacity Utilization | 50.5%        |      |      | ICU Level of Service A |       |      |
| Analysis Period (min)             | 15           |      |      |                        |       |      |



| Lane Group              | SBL  | SBR  | NEL    | NET    | SWT  | SWR  |
|-------------------------|------|------|--------|--------|------|------|
| Lane Configurations     |      |      |        | ↑↑     |      |      |
| Volume (vph)            | 0    | 0    | 156    | 703    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900   | 1900   | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 0.95   | 0.95   | 1.00 | 1.00 |
| Frt                     |      |      |        |        |      |      |
| Flt Protected           |      |      |        | 0.991  |      |      |
| Satd. Flow (prot)       | 0    | 0    | 0      | 3507   | 0    | 0    |
| Flt Permitted           |      |      |        | 0.991  |      |      |
| Satd. Flow (perm)       | 0    | 0    | 0      | 3507   | 0    | 0    |
| Right Turn on Red       |      | Yes  | Yes    |        |      | Yes  |
| Satd. Flow (RTOR)       |      |      |        |        |      |      |
| Link Speed (mph)        | 30   |      |        | 30     | 30   |      |
| Link Distance (ft)      | 461  |      |        | 369    | 332  |      |
| Travel Time (s)         | 10.5 |      |        | 8.4    | 7.5  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92   | 0.92   | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 170    | 764    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |        |        |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0      | 934    | 0    | 0    |
| Turn Type               |      |      | Perm   |        |      |      |
| Protected Phases        |      |      |        | 2      |      |      |
| Permitted Phases        |      |      | 2      |        |      |      |
| Detector Phase          |      |      | 2      | 2      |      |      |
| Switch Phase            |      |      |        |        |      |      |
| Minimum Initial (s)     |      |      | 4.0    | 4.0    |      |      |
| Minimum Split (s)       |      |      | 22.0   | 22.0   |      |      |
| Total Split (s)         | 0.0  | 0.0  | 60.0   | 60.0   | 0.0  | 0.0  |
| Total Split (%)         | 0.0% | 0.0% | 100.0% | 100.0% | 0.0% | 0.0% |
| Maximum Green (s)       |      |      | 56.0   | 56.0   |      |      |
| Yellow Time (s)         |      |      | 3.5    | 3.5    |      |      |
| All-Red Time (s)        |      |      | 0.5    | 0.5    |      |      |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0    | 0.0    | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0    | 4.0    | 4.0  | 4.0  |
| Lead/Lag                |      |      |        |        |      |      |
| Lead-Lag Optimize?      |      |      |        |        |      |      |
| Vehicle Extension (s)   |      |      | 3.0    | 3.0    |      |      |
| Recall Mode             |      |      | C-Max  | C-Max  |      |      |
| Walk Time (s)           |      |      | 7.0    | 7.0    |      |      |
| Flash Dont Walk (s)     |      |      | 11.0   | 11.0   |      |      |
| Pedestrian Calls (#/hr) |      |      | 0      | 0      |      |      |
| Act Effct Green (s)     |      |      |        | 60.0   |      |      |
| Actuated g/C Ratio      |      |      |        | 1.00   |      |      |
| v/c Ratio               |      |      |        | 0.27   |      |      |
| Control Delay           |      |      |        | 0.2    |      |      |
| Queue Delay             |      |      |        | 0.0    |      |      |
| Total Delay             |      |      |        | 0.2    |      |      |
| LOS                     |      |      |        | A      |      |      |
| Approach Delay          |      |      |        | 0.2    |      |      |
| Approach LOS            |      |      |        | A      |      |      |
| Queue Length 50th (ft)  |      |      |        | 0      |      |      |





| Lane Group              | SBL | SBR | NEL | NET  | SWT | SWR |
|-------------------------|-----|-----|-----|------|-----|-----|
| Queue Length 95th (ft)  |     |     |     | 0    |     |     |
| Internal Link Dist (ft) | 381 |     |     | 289  | 252 |     |
| Turn Bay Length (ft)    |     |     |     |      |     |     |
| Base Capacity (vph)     |     |     |     | 3507 |     |     |
| Starvation Cap Reductn  |     |     |     | 0    |     |     |
| Spillback Cap Reductn   |     |     |     | 0    |     |     |
| Storage Cap Reductn     |     |     |     | 0    |     |     |
| Reduced v/c Ratio       |     |     |     | 0.27 |     |     |

**Intersection Summary**



















|                                    |   |
|------------------------------------|---|
| Area Type:                         | Other   |
| Cycle Length:                      | 60  |
| Actuated Cycle Length:             | 60  |
| Offset:                            | 0 (0%), Referenced to phase 2:NETL and 6:, Start of Green |
| Natural Cycle:                     | 40  |
| Control Type:                      | Actuated-Coordinated                                      |
| Maximum v/c Ratio:                 | 0.27  |
| Intersection Signal Delay:         | 0.2   |
| Intersection LOS:                  | A   |
| Intersection Capacity Utilization: | 44.9%   |
| ICU Level of Service:              | A   |
| Analysis Period (min):             | 15  |

Splits and Phases: 9: S Grove St & Hanover St



City Of Meriden  
Baseline -PM Peak

Lanes, Volumes, Timings  
10: W Main St &

|                         |  |  |  |  |    |  |   |  |  |  |  |    |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |   |   |   |   |   |  |  |   |   |   |   |
| Volume (vph)            | 0   | 0   | 0   | 0   | 883   | 55  | 90  | 63  | 0   | 0   | 0   | 60  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   |   |   |   | 0.991   |   |   |   |   |   |   | 0.865   |
| Flt Protected           |   |   |   |   |   |   | 0.950   |   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 0   | 0   | 0   | 3507  | 0   | 1770  | 1863  | 0   | 0   | 0   | 1611  |
| Flt Permitted           |   |   |   |   |   |   | 0.950   |   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 0   | 0   | 0   | 3507  | 0   | 1770  | 1863  | 0   | 0   | 0   | 1611  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   | Yes   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   | 19  |   | 98  |   |   |   |   | 132   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 276   |   |   | 377   |   |   | 461   |   |   | 215   |   |
| Travel Time (s)         |   | 6.3   |   |   | 8.6   |   |   | 10.5  |   |   | 4.9   |   |
| 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)         | 0   | 0   | 0   | 0   | 960   | 60  | 98  | 68  | 0   | 0   | 0   | 65  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 0   | 0   | 0   | 1020  | 0   | 98  | 68  | 0   | 0   | 0   | 65  |
| Turn Type               |   |   |   |   |   |   | Perm  |   |   |   |   | custom  |
| Protected Phases        |   |   |   |   | 6   |   |   | 4   |   |   |   |   |
| Permitted Phases        |   |   |   |   |   |   | 4   |   |   |   |   | 8   |
| Detector Phase          |   |   |   |   | 6   |   | 4   | 4   |   |   |   | 8   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     |   |   |   |   | 4.0   |   | 4.0   | 4.0   |   |   |   | 4.0   |
| Minimum Split (s)       |   |   |   |   | 22.0  |   | 22.0  | 22.0  |   |   |   | 22.0  |
| Total Split (s)         | 0.0   | 0.0   | 0.0   | 0.0   | 40.0  | 0.0   | 20.0  | 20.0  | 0.0   | 0.0   | 0.0   | 20.0  |
| Total Split (%)         | 0.0%  | 0.0%  | 0.0%  | 0.0%  | 66.7%   | 0.0%  | 33.3%   | 33.3%   | 0.0%  | 0.0%  | 0.0%  | 33.3%   |
| Maximum Green (s)       |   |   |   |   | 36.0  |   | 16.0  | 16.0  |   |   |   | 16.0  |
| Yellow Time (s)         |   |   |   |   | 3.5   |   | 3.5   | 3.5   |   |   |   | 3.5   |
| All-Red Time (s)        |   |   |   |   | 0.5   |   | 0.5   | 0.5   |   |   |   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |   |   |   |   |   |   |
| Vehicle Extension (s)   |   |   |   |   | 3.0   |   | 3.0   | 3.0   |   |   |   | 3.0   |
| Recall Mode             |   |   |   |   | C-Max   |   | Max   | Max   |   |   |   | Max   |
| Walk Time (s)           |   |   |   |   | 7.0   |   | 7.0   | 7.0   |   |   |   | 7.0   |
| Flash Dont Walk (s)     |   |   |   |   | 11.0  |   | 11.0  | 11.0  |   |   |   | 11.0  |
| Pedestrian Calls (#/hr) |   |   |   |   | 0   |   | 0   | 0   |   |   |   | 0   |
| Act Effct Green (s)     |   |   |   |   | 36.0  |   | 16.0  | 16.0  |   |   |   | 16.0  |
| Actuated g/C Ratio      |   |   |   |   | 0.60  |   | 0.27  | 0.27  |   |   |   | 0.27  |
| v/c Ratio               |   |   |   |   | 0.48  |   | 0.18  | 0.14  |   |   |   | 0.12  |
| Control Delay           |   |   |   |   | 7.6   |   | 8.0   | 14.9  |   |   |   | 1.1   |
| Queue Delay             |   |   |   |   | 0.0   |   | 0.0   | 0.0   |   |   |   | 0.0   |
| Total Delay             |   |   |   |   | 7.6   |   | 8.0   | 14.9  |   |   |   | 1.1   |
| LOS                     |   |   |   |   | A   |   | A   | B   |   |   |   | A   |
| Approach Delay          |   |   |   |   | 7.6   |   |   | 10.8  |   |   |   |   |
| Approach LOS            |   |   |   |   | A   |   |   | B   |   |   |   |   |
| Queue Length 50th (ft)  |   |   |   |   | 92  |   | 6   | 21  |   |   |   | 0   |

| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT | SBR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|-----|-----|-----|------|
| Queue Length 95th (ft)  |     |     |     |     | 131  |     | 44   | 50   |     |     |     | 5    |
| Internal Link Dist (ft) |     | 196 |     |     | 297  |     |      | 381  |     |     | 135 |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |     |     |     |      |
| Base Capacity (vph)     |     |     |     |     | 2112 |     | 544  | 497  |     |     |     | 526  |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.48 |     | 0.18 | 0.14 |     |     |     | 0.12 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2: and 6:WBT, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay: 7.7  
 Intersection Capacity Utilization 44.9%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 10: W Main St &





| Lane Group              | EBT  | EBR  | WBL    | WBT    | NBL  | NBR  |
|-------------------------|------|------|--------|--------|------|------|
| Lane Configurations     |      |      |        | ↕↕     |      |      |
| Volume (vph)            | 0    | 0    | 103    | 926    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900   | 1900   | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 0.95   | 0.95   | 1.00 | 1.00 |
| Frt                     |      |      |        |        |      |      |
| Flt Protected           |      |      |        | 0.995  |      |      |
| Satd. Flow (prot)       | 0    | 0    | 0      | 3522   | 0    | 0    |
| Flt Permitted           |      |      |        | 0.995  |      |      |
| Satd. Flow (perm)       | 0    | 0    | 0      | 3522   | 0    | 0    |
| Right Turn on Red       |      | Yes  | Yes    |        |      | Yes  |
| Satd. Flow (RTOR)       |      |      |        |        |      |      |
| Link Speed (mph)        | 30   |      |        | 30     | 30   |      |
| Link Distance (ft)      | 409  |      |        | 276    | 611  |      |
| Travel Time (s)         | 9.3  |      |        | 6.3    | 13.9 |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92   | 0.92   | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 112    | 1007   | 0    | 0    |
| Shared Lane Traffic (%) |      |      |        |        |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0      | 1119   | 0    | 0    |
| Turn Type               |      |      | Perm   |        |      |      |
| Protected Phases        |      |      |        | 6      |      |      |
| Permitted Phases        |      |      | 6      |        |      |      |
| Detector Phase          |      |      | 6      | 6      |      |      |
| Switch Phase            |      |      |        |        |      |      |
| Minimum Initial (s)     |      |      | 4.0    | 4.0    |      |      |
| Minimum Split (s)       |      |      | 22.0   | 22.0   |      |      |
| Total Split (s)         | 0.0  | 0.0  | 60.0   | 60.0   | 0.0  | 0.0  |
| Total Split (%)         | 0.0% | 0.0% | 100.0% | 100.0% | 0.0% | 0.0% |
| Maximum Green (s)       |      |      | 56.0   | 56.0   |      |      |
| Yellow Time (s)         |      |      | 3.5    | 3.5    |      |      |
| All-Red Time (s)        |      |      | 0.5    | 0.5    |      |      |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0    | 0.0    | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0    | 4.0    | 4.0  | 4.0  |
| Lead/Lag                |      |      |        |        |      |      |
| Lead-Lag Optimize?      |      |      |        |        |      |      |
| Vehicle Extension (s)   |      |      | 3.0    | 3.0    |      |      |
| Recall Mode             |      |      | C-Max  | C-Max  |      |      |
| Walk Time (s)           |      |      | 7.0    | 7.0    |      |      |
| Flash Dont Walk (s)     |      |      | 11.0   | 11.0   |      |      |
| Pedestrian Calls (#/hr) |      |      | 0      | 0      |      |      |
| Act Effct Green (s)     |      |      |        | 60.0   |      |      |
| Actuated g/C Ratio      |      |      |        | 1.00   |      |      |
| v/c Ratio               |      |      |        | 0.32   |      |      |
| Control Delay           |      |      |        | 0.2    |      |      |
| Queue Delay             |      |      |        | 0.0    |      |      |
| Total Delay             |      |      |        | 0.2    |      |      |
| LOS                     |      |      |        | A      |      |      |
| Approach Delay          |      |      |        | 0.2    |      |      |
| Approach LOS            |      |      |        | A      |      |      |
| Queue Length 50th (ft)  |      |      |        | 0      |      |      |



| Lane Group              | EBT | EBR | WBL | WBT  | NBL | NBR |
|-------------------------|-----|-----|-----|------|-----|-----|
| Queue Length 95th (ft)  |     |     |     | 0    |     |     |
| Internal Link Dist (ft) | 329 |     |     | 196  | 531 |     |
| Turn Bay Length (ft)    |     |     |     |      |     |     |
| Base Capacity (vph)     |     |     |     | 3522 |     |     |
| Starvation Cap Reductn  |     |     |     | 0    |     |     |
| Spillback Cap Reductn   |     |     |     | 0    |     |     |
| Storage Cap Reductn     |     |     |     | 0    |     |     |
| Reduced v/c Ratio       |     |     |     | 0.32 |     |     |

**Intersection Summary**

|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 60  |
| Actuated Cycle Length:            | 60  |
| Offset:                           | 0 (0%), Referenced to phase 2: and 6:WBTL, Start of Green |
| Natural Cycle:                    | 40  |
| Control Type:                     | Actuated-Coordinated                                      |
| Maximum v/c Ratio:                | 0.32  |
| Intersection Signal Delay:        | 0.2   |
| Intersection Capacity Utilization | 31.9%   |
| Analysis Period (min)             | 15  |
| Intersection LOS:                 | A   |
| ICU Level of Service              | A   |

Splits and Phases: 11: W Main St & Butler St





| Lane Group              | EBT  | EBR    | WBL    | WBT    | NBL  | NBR  |
|-------------------------|------|--------|--------|--------|------|------|
| Lane Configurations     |      |        |        |        |      |      |
| Volume (vph)            | 0    | 514    | 389    | 513    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900   | 1900   | 1900   | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00   | 1.00   | 1.00   | 1.00 | 1.00 |
| Frt                     |      | 0.865  |        |        |      |      |
| Flt Protected           |      |        | 0.950  |        |      |      |
| Satd. Flow (prot)       | 0    | 1611   | 1770   | 1863   | 0    | 0    |
| Flt Permitted           |      |        | 0.950  |        |      |      |
| Satd. Flow (perm)       | 0    | 1611   | 1770   | 1863   | 0    | 0    |
| Right Turn on Red       |      | Yes    | Yes    |        |      | Yes  |
| Satd. Flow (RTOR)       |      |        |        |        |      |      |
| Link Speed (mph)        | 30   |        |        | 30     | 30   |      |
| Link Distance (ft)      | 491  |        |        | 409    | 819  |      |
| Travel Time (s)         | 11.2 |        |        | 9.3    | 18.6 |      |
| Peak Hour Factor        | 0.92 | 0.92   | 0.92   | 0.92   | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 559    | 423    | 558    | 0    | 0    |
| Shared Lane Traffic (%) |      |        |        |        |      |      |
| Lane Group Flow (vph)   | 0    | 559    | 423    | 558    | 0    | 0    |
| Turn Type               |      | custom | Perm   |        |      |      |
| Protected Phases        |      |        |        | 6      |      |      |
| Permitted Phases        |      | 2      | 6      |        |      |      |
| Detector Phase          |      | 2      | 6      | 6      |      |      |
| Switch Phase            |      |        |        |        |      |      |
| Minimum Initial (s)     |      | 4.0    | 4.0    | 4.0    |      |      |
| Minimum Split (s)       |      | 22.0   | 22.0   | 22.0   |      |      |
| Total Split (s)         | 0.0  | 60.0   | 60.0   | 60.0   | 0.0  | 0.0  |
| Total Split (%)         | 0.0% | 100.0% | 100.0% | 100.0% | 0.0% | 0.0% |
| Maximum Green (s)       |      | 56.0   | 56.0   | 56.0   |      |      |
| Yellow Time (s)         |      | 3.5    | 3.5    | 3.5    |      |      |
| All-Red Time (s)        |      | 0.5    | 0.5    | 0.5    |      |      |
| Lost Time Adjust (s)    | 0.0  | 0.0    | 0.0    | 0.0    | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0    | 4.0    | 4.0    | 4.0  | 4.0  |
| Lead/Lag                |      |        |        |        |      |      |
| Lead-Lag Optimize?      |      |        |        |        |      |      |
| Vehicle Extension (s)   |      | 3.0    | 3.0    | 3.0    |      |      |
| Recall Mode             |      | C-Max  | C-Max  | C-Max  |      |      |
| Walk Time (s)           |      | 7.0    | 7.0    | 7.0    |      |      |
| Flash Dont Walk (s)     |      | 11.0   | 11.0   | 11.0   |      |      |
| Pedestrian Calls (#/hr) |      | 0      | 0      | 0      |      |      |
| Act Effct Green (s)     |      | 60.0   | 60.0   | 60.0   |      |      |
| Actuated g/C Ratio      |      | 1.00   | 1.00   | 1.00   |      |      |
| v/c Ratio               |      | 0.35   | 0.24   | 0.30   |      |      |
| Control Delay           |      | 0.6    | 0.3    | 0.4    |      |      |
| Queue Delay             |      | 0.0    | 0.0    | 0.0    |      |      |
| Total Delay             |      | 0.6    | 0.3    | 0.4    |      |      |
| LOS                     |      | A      | A      | A      |      |      |
| Approach Delay          |      |        |        | 0.4    |      |      |
| Approach LOS            |      |        |        | A      |      |      |
| Queue Length 50th (ft)  |      | 0      | 0      | 0      |      |      |

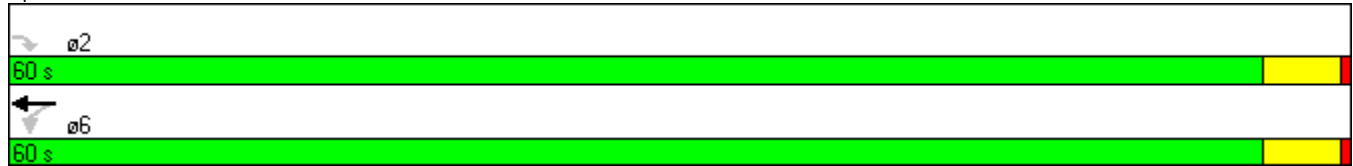


| Lane Group              | EBT | EBR  | WBL  | WBT  | NBL | NBR |
|-------------------------|-----|------|------|------|-----|-----|
| Queue Length 95th (ft)  |     | 0    | 0    | 0    |     |     |
| Internal Link Dist (ft) | 411 |      |      | 329  | 739 |     |
| Turn Bay Length (ft)    |     |      |      |      |     |     |
| Base Capacity (vph)     |     | 1611 | 1770 | 1863 |     |     |
| Starvation Cap Reductn  |     | 0    | 0    | 0    |     |     |
| Spillback Cap Reductn   |     | 0    | 0    | 0    |     |     |
| Storage Cap Reductn     |     | 0    | 0    | 0    |     |     |
| Reduced v/c Ratio       |     | 0.35 | 0.24 | 0.30 |     |     |

**Intersection Summary**




















|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 60   |
| Actuated Cycle Length:            | 60   |
| Offset:                           | 0 (0%), Referenced to phase 2:EBR and 6:WBTL, Start of Green |
| Natural Cycle:                    | 40   |
| Control Type:                     | Actuated-Coordinated   |
| Maximum v/c Ratio:                | 0.35   |
| Intersection Signal Delay:        | 0.4  |
| Intersection Capacity Utilization | 60.0%  |
| Analysis Period (min)             | 15   |
| Intersection LOS:                 | A  |
| ICU Level of Service              | B  |

Splits and Phases: 12: W Main St & Cook St

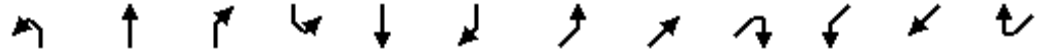


City Of Meriden  
Baseline -PM Peak

Lanes, Volumes, Timings  
13: Cook St & Hanover St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |  |   |  |  |  |  |  |  |  |   |   |   |
| Volume (vph)            | 233   | 0   | 129   | 362   | 214   | 162   | 0  | 143   | 40  | 0   | 0   | 0   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 200   | 0   |   | 0   |  | 0   | 0   |   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 1   |   | 1   | 0  |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   |   | 0.850   |   |   | 0.850   |  |   | 0.850   |   |   |   |
| Flt Protected           | 0.950   |   |   | 0.950   |   |   |  |   |   |   |   |   |
| Satd. Flow (prot)       | 1770  | 0   | 1583  | 1770  | 1863  | 1583  | 0  | 1863  | 1583  | 0   | 0   | 0   |
| Flt Permitted           | 0.613   |   |   | 0.950   |   |   |  |   |   |   |   |   |
| Satd. Flow (perm)       | 1142  | 0   | 1583  | 1770  | 1863  | 1583  | 0  | 1863  | 1583  | 0   | 0   | 0   |
| Right Turn on Red       |   |   | Yes   | Yes   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 140   | 393   |   | 176   |  |   | 43  |   |   |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 25  |   |   | 30  |   |
| Link Distance (ft)      |   | 733   |   |   | 819   |   |  | 340   |   |   | 505   |   |
| Travel Time (s)         |   | 16.7  |   |   | 18.6  |   |  | 9.3   |   |   | 11.5  |   |
| 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)         | 253   | 0   | 140   | 393   | 233   | 176   | 0  | 155   | 43  | 0   | 0   | 0   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 253   | 0   | 140   | 393   | 233   | 176   | 0  | 155   | 43  | 0   | 0   | 0   |
| Turn Type               | custom  |   | custom  | Perm  |   | Perm  |  |   | Perm  |   |   |   |
| Protected Phases        |   |   |   |   | 6   |   |  | 4   |   |   |   |   |
| Permitted Phases        | 2   |   | 2   | 6   |   | 6   |  |   | 4   |   |   |   |
| Detector Phase          | 2   |   | 2   | 6   | 6   | 6   |  | 4   | 4   |   |   |   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)     | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   |  | 4.0   | 4.0   |   |   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  | 22.0  | 22.0  | 22.0  |  | 22.0  | 22.0  |   |   |   |
| Total Split (s)         | 36.0  | 0.0   | 36.0  | 36.0  | 36.0  | 36.0  | 0.0  | 24.0  | 24.0  | 0.0   | 0.0   | 0.0   |
| Total Split (%)         | 60.0%   | 0.0%  | 60.0%   | 60.0%   | 60.0%   | 60.0%   | 0.0%   | 40.0%   | 40.0%   | 0.0%  | 0.0%  | 0.0%  |
| Maximum Green (s)       | 32.0  |   | 32.0  | 32.0  | 32.0  | 32.0  |  | 20.0  | 20.0  |   |   |   |
| Yellow Time (s)         | 3.5   |   | 3.5   | 3.5   | 3.5   | 3.5   |  | 3.5   | 3.5   |   |   |   |
| All-Red Time (s)        | 0.5   |   | 0.5   | 0.5   | 0.5   | 0.5   |  | 0.5   | 0.5   |   |   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Vehicle Extension (s)   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   |  | 3.0   | 3.0   |   |   |   |
| Recall Mode             | C-Max   |   | C-Max   | C-Max   | C-Max   | C-Max   |  | None  | None  |   |   |   |
| 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)    | 44.6  |   | 44.6  | 44.6  | 44.6  | 44.6  |  | 10.3  | 10.3  |   |   |   |
| Actuated g/C Ratio      | 0.74  |   | 0.74  | 0.74  | 0.74  | 0.74  |  | 0.17  | 0.17  |   |   |   |
| v/c Ratio               | 0.30  |   | 0.12  | 0.28  | 0.17  | 0.14  |  | 0.48  | 0.14  |   |   |   |
| Control Delay           | 5.3   |   | 1.2   | 2.8   | 5.8   | 2.7   |  | 26.9  | 8.2   |   |   |   |
| Queue Delay             | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   |  | 0.0   | 0.0   |   |   |   |
| Total Delay             | 5.3   |   | 1.2   | 2.8   | 5.8   | 2.7   |  | 26.9  | 8.2   |   |   |   |
| LOS                     | A   |   | A   | A   | A   | A   |  | C   | A   |   |   |   |



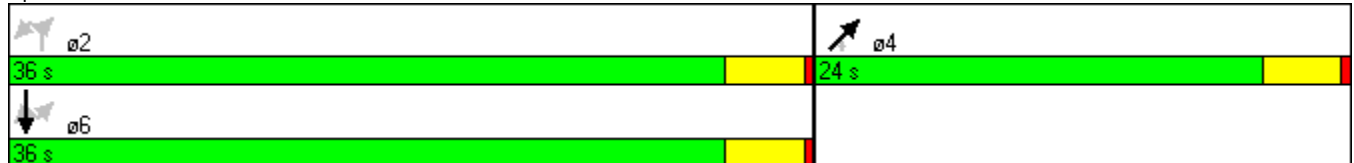


| Lane Group              | NBL  | NBT | NBR  | SBL  | SBT  | SBR  | NEL | NET  | NER  | SWL | SWT | SWR |
|-------------------------|------|-----|------|------|------|------|-----|------|------|-----|-----|-----|
| Approach Delay          |      |     |      |      | 3.6  |      |     | 22.8 |      |     |     |     |
| Approach LOS            |      |     |      |      | A    |      |     | C    |      |     |     |     |
| Queue Length 50th (ft)  | 28   |     | 0    | 24   | 37   | 11   |     | 51   | 0    |     |     |     |
| Queue Length 95th (ft)  | 72   |     | 15   | 58   | 80   | 34   |     | 92   | 21   |     |     |     |
| Internal Link Dist (ft) |      | 653 |      |      | 739  |      |     | 260  |      |     | 425 |     |
| Turn Bay Length (ft)    |      |     | 200  |      |      |      |     |      |      |     |     |     |
| Base Capacity (vph)     | 848  |     | 1212 | 1416 | 1384 | 1221 |     | 621  | 556  |     |     |     |
| Starvation Cap Reductn  | 0    |     | 0    | 0    | 0    | 0    |     | 0    | 0    |     |     |     |
| Spillback Cap Reductn   | 0    |     | 0    | 0    | 0    | 0    |     | 0    | 0    |     |     |     |
| Storage Cap Reductn     | 0    |     | 0    | 0    | 0    | 0    |     | 0    | 0    |     |     |     |
| Reduced v/c Ratio       | 0.30 |     | 0.12 | 0.28 | 0.17 | 0.14 |     | 0.25 | 0.08 |     |     |     |

Intersection Summary

















|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 60   |
| Actuated Cycle Length:            | 60   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBL and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Actuated-Coordinated   |
| Maximum v/c Ratio:                | 0.48   |
| Intersection Signal Delay:        | 6.4  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 45.6%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |













Splits and Phases: 13: Cook St & Hanover St



City Of Meriden  
Baseline -PM Peak

Lanes, Volumes, Timings  
14: Butler St & Hanover St



|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |   |   |  |   |  |   |  |  |  |   |   |   |
| Volume (vph)            | 0   | 0   | 43  | 84  | 35  | 0   | 0  | 720   | 30  | 0   | 0   | 0   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 0.95  | 0.95  | 1.00  | 1.00  | 1.00  |
| Fr't                    |   |   | 0.865   |   |   |   |  | 0.994   |   |   |   |   |
| Flt Protected           |   |   |   |   | 0.966   |   |  |   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 0   | 1611  | 0   | 1799  | 0   | 0  | 3518  | 0   | 0   | 0   | 0   |
| Flt Permitted           |   |   |   |   | 0.966   |   |  |   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 0   | 1611  | 0   | 1799  | 0   | 0  | 3518  | 0   | 0   | 0   | 0   |
| Right Turn on Red       |   |   | Yes   | Yes   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 198   |   | 91  |   |  | 12  |   |   |   |   |
| Link Speed (mph)        |   | 25  |   |   | 30  |   |  | 30  |   |   |   | 30  |
| Link Distance (ft)      |   | 180   |   |   | 611   |   |  | 505   |   |   |   | 369   |
| Travel Time (s)         |   | 4.9   |   |   | 13.9  |   |  | 11.5  |   |   |   | 8.4   |
| 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)         | 0   | 0   | 47  | 91  | 38  | 0   | 0  | 783   | 33  | 0   | 0   | 0   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 0   | 47  | 0   | 129   | 0   | 0  | 816   | 0   | 0   | 0   | 0   |
| Turn Type               |   |   | custom  | Perm  |   |   |  |   |   |   |   |   |
| Protected Phases        |   |   |   |   | 8   |   |  | 2   |   |   |   |   |
| Permitted Phases        |   |   | 4   | 8   |   |   |  |   |   |   |   |   |
| Detector Phase          |   |   | 4   | 8   | 8   |   |  | 2   |   |   |   |   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)     |   |   | 4.0   | 4.0   | 4.0   |   |  | 4.0   |   |   |   |   |
| Minimum Split (s)       |   |   | 22.0  | 22.0  | 22.0  |   |  | 22.0  |   |   |   |   |
| Total Split (s)         | 0.0   | 0.0   | 20.0  | 20.0  | 20.0  | 0.0   | 0.0  | 40.0  | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Split (%)         | 0.0%  | 0.0%  | 33.3%   | 33.3%   | 33.3%   | 0.0%  | 0.0%   | 66.7%   | 0.0%  | 0.0%  | 0.0%  | 0.0%  |
| Maximum Green (s)       |   |   | 16.0  | 16.0  | 16.0  |   |  | 36.0  |   |   |   |   |
| Yellow Time (s)         |   |   | 3.5   | 3.5   | 3.5   |   |  | 3.5   |   |   |   |   |
| All-Red Time (s)        |   |   | 0.5   | 0.5   | 0.5   |   |  | 0.5   |   |   |   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Vehicle Extension (s)   |   |   | 3.0   | 3.0   | 3.0   |   |  | 3.0   |   |   |   |   |
| Recall Mode             |   |   | Max   | Max   | Max   |   |  | C-Max   |   |   |   |   |
| Walk Time (s)           |   |   | 7.0   | 7.0   | 7.0   |   |  | 7.0   |   |   |   |   |
| Flash Dont Walk (s)     |   |   | 11.0  | 11.0  | 11.0  |   |  | 11.0  |   |   |   |   |
| Pedestrian Calls (#/hr) |   |   | 0   | 0   | 0   |   |  | 0   |   |   |   |   |
| Act Effect Green (s)    |   |   | 16.0  |   | 16.0  |   |  | 36.0  |   |   |   |   |
| Actuated g/C Ratio      |   |   | 0.27  |   | 0.27  |   |  | 0.60  |   |   |   |   |
| v/c Ratio               |   |   | 0.08  |   | 0.24  |   |  | 0.39  |   |   |   |   |
| Control Delay           |   |   | 0.3   |   | 6.9   |   |  | 7.8   |   |   |   |   |
| Queue Delay             |   |   | 0.0   |   | 0.0   |   |  | 0.0   |   |   |   |   |
| Total Delay             |   |   | 0.3   |   | 6.9   |   |  | 7.8   |   |   |   |   |
| LOS                     |   |   | A   |   | A   |   |  | A   |   |   |   |   |
| Approach Delay          |   |   |   |   | 6.9   |   |  | 7.8   |   |   |   |   |
| Approach LOS            |   |   |   |   | A   |   |  | A   |   |   |   |   |
| Queue Length 50th (ft)  |   |   | 0   |   | 19  |   |  | 87  |   |   |   |   |

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Queue Length 95th (ft)  |   |   | 0   |   | 47  |   |  | 102   |   |   |   |   |
| Internal Link Dist (ft) |   | 100   |   |   | 531   |   |  | 425   |   |   | 289   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     |   |   | 575   |   | 546   |   |  | 2116  |   |   |   |   |
| Starvation Cap Reductn  |   |   | 0   |   | 0   |   |  | 0   |   |   |   |   |
| Spillback Cap Reductn   |   |   | 0   |   | 0   |   |  | 0   |   |   |   |   |
| Storage Cap Reductn     |   |   | 0   |   | 0   |   |  | 0   |   |   |   |   |
| Reduced v/c Ratio       |   |   | 0.08  |   | 0.24  |   |  | 0.39  |   |   |   |   |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 60   |
| Actuated Cycle Length:            | 60   |
| Offset:                           | 0 (0%), Referenced to phase 2:NET and 6:, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Actuated-Coordinated                                     |
| Maximum v/c Ratio:                | 0.39   |
| Intersection Signal Delay:        | 7.4  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 40.7%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 14: Butler St & Hanover St

|   |  |
|---|--|
|  02 |  04  |
| 40 s  | 20 s   |
|   |  08 |
|   | 20 s   |

City Of Meriden  
Baseline -PM Peak

Lanes, Volumes, Timings  
15: W Main St & Linsley Ave



| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations     |       |       |      |       |       |      |       |       |      |       |       |      |
| Volume (vph)            | 188   | 369   | 31   | 15    | 480   | 82   | 65    | 146   | 8    | 102   | 162   | 145  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 100   |       | 0    | 50    |       | 0    | 100   |       | 0    | 100   |       | 0    |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    |
| Taper Length (ft)       | 25    |       | 25   | 25    |       | 25   | 25    |       | 25   | 25    |       | 25   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |       | 0.988 |      |       | 0.978 |      |       | 0.992 |      |       | 0.929 |      |
| Flt Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      |
| Satd. Flow (prot)       | 1770  | 1840  | 0    | 1770  | 1822  | 0    | 1770  | 1848  | 0    | 1770  | 1730  | 0    |
| Flt Permitted           | 0.222 |       |      | 0.388 |       |      | 0.500 |       |      | 0.651 |       |      |
| Satd. Flow (perm)       | 414   | 1840  | 0    | 723   | 1822  | 0    | 931   | 1848  | 0    | 1213  | 1730  | 0    |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 12    |      |       | 24    |      |       | 8     |      |       | 124   |      |
| Link Speed (mph)        |       | 25    |      |       | 30    |      |       | 30    |      |       | 30    |      |
| Link Distance (ft)      |       | 343   |      |       | 491   |      |       | 383   |      |       | 555   |      |
| Travel Time (s)         |       | 9.4   |      |       | 11.2  |      |       | 8.7   |      |       | 12.6  |      |
| 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)         | 204   | 401   | 34   | 16    | 522   | 89   | 71    | 159   | 9    | 111   | 176   | 158  |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |      |
| Lane Group Flow (vph)   | 204   | 435   | 0    | 16    | 611   | 0    | 71    | 168   | 0    | 111   | 334   | 0    |
| Turn Type               | Perm  |       |      | Perm  |       |      | Perm  |       |      | Perm  |       |      |
| Protected Phases        |       | 4     |      |       | 8     |      |       | 2     |      |       | 6     |      |
| Permitted Phases        | 4     |       |      | 8     |       |      | 2     |       |      | 6     |       |      |
| Minimum Split (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      |
| Total Split (s)         | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  |
| Total Split (%)         | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% |
| Maximum Green (s)       | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |
| Yellow Time (s)         | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |       |      |       |       |      |       |       |      |       |       |      |
| Lead-Lag Optimize?      |       |       |      |       |       |      |       |       |      |       |       |      |
| Walk Time (s)           | 7.0   | 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  | 11.0  |      |
| Pedestrian Calls (#/hr) | 0     | 0     |      | 0     | 0     |      | 0     | 0     |      | 0     | 0     |      |
| Act Effect Green (s)    | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |
| Actuated g/C Ratio      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |      |
| v/c Ratio               | 1.21  | 0.57  |      | 0.05  | 0.80  |      | 0.19  | 0.22  |      | 0.22  | 0.43  |      |
| Control Delay           | 159.2 | 13.4  |      | 8.5   | 22.3  |      | 9.9   | 9.0   |      | 10.0  | 7.7   |      |
| Queue Delay             | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      |
| Total Delay             | 159.2 | 13.4  |      | 8.5   | 22.3  |      | 9.9   | 9.0   |      | 10.0  | 7.7   |      |
| LOS                     | F     | B     |      | A     | C     |      | A     | A     |      | A     | A     |      |
| Approach Delay          |       | 60.0  |      |       | 21.9  |      |       | 9.3   |      |       | 8.3   |      |
| Approach LOS            |       | E     |      |       | C     |      |       | A     |      |       | A     |      |
| Queue Length 50th (ft)  | ~66   | 77    |      | 2     | 122   |      | 11    | 24    |      | 17    | 33    |      |
| Queue Length 95th (ft)  | #162  | 143   |      | 10    | #278  |      | 30    | 53    |      | 42    | 78    |      |
| Internal Link Dist (ft) |       | 263   |      |       | 411   |      |       | 303   |      |       | 475   |      |

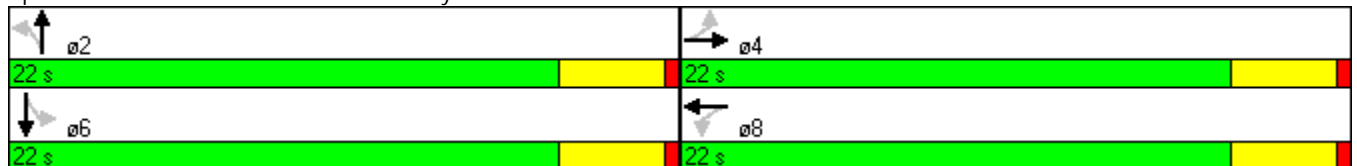


| Lane Group             | EBL  | EBT  | EBR | WBL  | WBT  | WBR | NBL  | NBT  | NBR | SBL  | SBT  | SBR |
|------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Turn Bay Length (ft)   | 100  |      |     | 50   |      |     | 100  |      |     | 100  |      |     |
| Base Capacity (vph)    | 169  | 760  |     | 296  | 760  |     | 381  | 761  |     | 496  | 781  |     |
| Starvation Cap Reductn | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Spillback Cap Reductn  | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Storage Cap Reductn    | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Reduced v/c Ratio      | 1.21 | 0.57 |     | 0.05 | 0.80 |     | 0.19 | 0.22 |     | 0.22 | 0.43 |     |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 29.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.0%  
 ICU Level of Service D  
 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: 15: W Main St & Linsley Ave





| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 653  |      |      | 201  | 733  |      |
| Travel Time (s)         | 14.8 |      |      | 4.6  | 16.7 |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Stop |      |      | Free | Free |      |

**Intersection Summary**


















|                                   |                             |
|-----------------------------------|-----------------------------|
| Area Type:                        | Other                       |
| Control Type:                     | Unsignalized                |
| Intersection Capacity Utilization | 0.0% ICU Level of Service A |
| Analysis Period (min)             | 15                          |



| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 480   | 39   | 10   | 541   | 36    | 10   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 0.95 | 0.95  | 1.00  | 1.00 |
| Frt                     | 0.990 |      |      |       | 0.970 |      |
| Flt Protected           |       |      |      | 0.999 | 0.962 |      |
| Satd. Flow (prot)       | 1844  | 0    | 0    | 3536  | 1738  | 0    |
| Flt Permitted           |       |      |      | 0.999 | 0.962 |      |
| Satd. Flow (perm)       | 1844  | 0    | 0    | 3536  | 1738  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 526   |      |      | 398   | 522   |      |
| Travel Time (s)         | 12.0  |      |      | 9.0   | 11.9  |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 522   | 42   | 11   | 588   | 39    | 11   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 564   | 0    | 0    | 599   | 50    | 0    |
| Sign Control            | Free  |      |      | Free  | Stop  |      |

**Intersection Summary**

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

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |   |  |   |  |  |   |   |   |  |
| Volume (vph)            | 15  | 88  | 380   | 25  | 176   | 12  | 339  | 37  | 4   | 16  | 53  | 36  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 50  |   | 0   | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 0   | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   | 0.878   |   |   | 0.992   |   |  | 0.999   |   |   | 0.954   |   |
| Flt Protected           | 0.950   |   |   |   | 0.994   |   |  | 0.957   |   |   | 0.993   |   |
| Satd. Flow (prot)       | 1770  | 1635  | 0   | 0   | 1837  | 0   | 0  | 1781  | 0   | 0   | 1765  | 0   |
| Flt Permitted           | 0.950   |   |   |   | 0.994   |   |  | 0.957   |   |   | 0.993   |   |
| Satd. Flow (perm)       | 1770  | 1635  | 0   | 0   | 1837  | 0   | 0  | 1781  | 0   | 0   | 1765  | 0   |
| Link Speed (mph)        |   | 30  |   |   | 25  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 398   |   |   | 284   |   |  | 209   |   |   | 363   |   |
| Travel Time (s)         |   | 9.0   |   |   | 7.7   |   |  | 4.8   |   |   | 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)         | 16  | 96  | 413   | 27  | 191   | 13  | 368  | 40  | 4   | 17  | 58  | 39  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 16  | 509   | 0   | 0   | 231   | 0   | 0  | 412   | 0   | 0   | 114   | 0   |
| Sign Control            |   | Free  |   |   | Stop  |   |  | Free  |   |   | Stop  |   |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 65.5%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service C |





| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL  | SBT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 25    | 712  | 35    | 53   | 752  | 70    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Frt                     | 0.870 |      | 0.918 |      |      |       |
| Flt Protected           | 0.998 |      |       |      |      | 0.956 |
| Satd. Flow (prot)       | 1617  | 0    | 1710  | 0    | 0    | 1781  |
| Flt Permitted           | 0.998 |      |       |      |      | 0.956 |
| Satd. Flow (perm)       | 1617  | 0    | 1710  | 0    | 0    | 1781  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 467   |      | 516   |      |      | 209   |
| Travel Time (s)         | 10.6  |      | 11.7  |      |      | 4.8   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 27    | 774  | 38    | 58   | 817  | 76    |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 801   | 0    | 96    | 0    | 0    | 893   |
| Sign Control            | Free  |      | Stop  |      |      | Free  |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 104.1%                 |
|                                   | ICU Level of Service G |
| Analysis Period (min)             | 15                     |



| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 536   | 28   | 12   | 400   | 14    | 37   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.993 |      |      |       | 0.902 |      |
| Flt Protected           |       |      |      | 0.999 | 0.987 |      |
| Satd. Flow (prot)       | 1850  | 0    | 0    | 1861  | 1658  | 0    |
| Flt Permitted           |       |      |      | 0.999 | 0.987 |      |
| Satd. Flow (perm)       | 1850  | 0    | 0    | 1861  | 1658  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 467   |      |      | 720   | 419   |      |
| Travel Time (s)         | 10.6  |      |      | 16.4  | 9.5   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 583   | 30   | 13   | 435   | 15    | 40   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 613   | 0    | 0    | 448   | 55    | 0    |
| Sign Control            | Free  |      |      | Free  | Stop  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 40.7% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group                        | EBL          | EBT  | WBT  | WBR                    | SBL  | SBR  |
|-----------------------------------|--------------|------|------|------------------------|------|------|
| Lane Configurations               |              | ↕    | ↔    |                        |      |      |
| Volume (vph)                      | 0            | 0    | 0    | 0                      | 0    | 0    |
| Ideal Flow (vphpl)                | 1900         | 1900 | 1900 | 1900                   | 1900 | 1900 |
| Lane Util. Factor                 | 1.00         | 1.00 | 1.00 | 1.00                   | 1.00 | 1.00 |
| Frt                               |              |      |      |                        |      |      |
| Flt Protected                     |              |      |      |                        |      |      |
| Satd. Flow (prot)                 | 0            | 1863 | 1863 | 0                      | 0    | 0    |
| Flt Permitted                     |              |      |      |                        |      |      |
| Satd. Flow (perm)                 | 0            | 1863 | 1863 | 0                      | 0    | 0    |
| Link Speed (mph)                  |              | 30   | 25   |                        | 30   |      |
| Link Distance (ft)                |              | 137  | 259  |                        | 624  |      |
| Travel Time (s)                   |              | 3.1  | 7.1  |                        | 14.2 |      |
| Peak Hour Factor                  | 0.92         | 0.92 | 0.92 | 0.92                   | 0.92 | 0.92 |
| Adj. Flow (vph)                   | 0            | 0    | 0    | 0                      | 0    | 0    |
| Shared Lane Traffic (%)           |              |      |      |                        |      |      |
| Lane Group Flow (vph)             | 0            | 0    | 0    | 0                      | 0    | 0    |
| Sign Control                      |              | Free | Free |                        | Free |      |
| <b>Intersection Summary</b>       |              |      |      |                        |      |      |
| Area Type:                        | Other        |      |      |                        |      |      |
| Control Type:                     | Unsignalized |      |      |                        |      |      |
| Intersection Capacity Utilization | 0.0%         |      |      | ICU Level of Service A |      |      |
| Analysis Period (min)             | 15           |      |      |                        |      |      |



| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     | ↻    |      |      | ↻    | ↻    |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 720  |      |      | 137  | 338  |      |
| Travel Time (s)         | 16.4 |      |      | 3.1  | 7.7  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Free |      |      | Free | Stop |      |

**Intersection Summary**

|                                   |                             |
|-----------------------------------|-----------------------------|
| Area Type:                        | Other                       |
| Control Type:                     | Unsignalized                |
| Intersection Capacity Utilization | 0.0% ICU Level of Service A |
| Analysis Period (min)             | 15                          |



| Lane Group              | NWL   | NWR  | NET   | NER  | SWL  | SWT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 5     | 15   | 298   | 15   | 30   | 170   |
| 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                     | 0.897 |      | 0.993 |      |      |       |
| Flt Protected           | 0.988 |      |       |      |      | 0.992 |
| Satd. Flow (prot)       | 1651  | 0    | 3514  | 0    | 0    | 3511  |
| Flt Permitted           | 0.988 |      |       |      |      | 0.992 |
| Satd. Flow (perm)       | 1651  | 0    | 3514  | 0    | 0    | 3511  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 223   |      | 538   |      |      | 291   |
| Travel Time (s)         | 5.1   |      | 12.2  |      |      | 6.6   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 5     | 16   | 324   | 16   | 33   | 185   |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 21    | 0    | 340   | 0    | 0    | 218   |
| Sign Control            | Stop  |      | Free  |      |      | Free  |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 27.6%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |



| Lane Group              | EBL   | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 68    | 24   | 19   | 45    | 273   | 63   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.965 |      |      |       | 0.975 |      |
| Flt Protected           | 0.964 |      |      | 0.985 |       |      |
| Satd. Flow (prot)       | 1733  | 0    | 0    | 1835  | 1816  | 0    |
| Flt Permitted           | 0.964 |      |      | 0.985 |       |      |
| Satd. Flow (perm)       | 1733  | 0    | 0    | 1835  | 1816  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 216   |      |      | 775   | 426   |      |
| Travel Time (s)         | 4.9   |      |      | 17.6  | 9.7   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 74    | 26   | 21   | 49    | 297   | 68   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 100   | 0    | 0    | 70    | 365   | 0    |
| Sign Control            | Stop  |      |      | Free  | Free  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 31.0% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | EBL   | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|-------|------|------|------|------|------|
| Lane Configurations     |       |      |      |      |      |      |
| Volume (vph)            | 61    | 30   | 0    | 213  | 256  | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     | 0.955 |      |      |      |      |      |
| Flt Protected           | 0.968 |      |      |      |      |      |
| Satd. Flow (prot)       | 1722  | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           | 0.968 |      |      |      |      |      |
| Satd. Flow (perm)       | 1722  | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30    |      |      | 30   | 30   |      |
| Link Distance (ft)      | 287   |      |      | 241  | 561  |      |
| Travel Time (s)         | 6.5   |      |      | 5.5  | 12.8 |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 66    | 33   | 0    | 232  | 278  | 0    |
| Shared Lane Traffic (%) |       |      |      |      |      |      |
| Lane Group Flow (vph)   | 99    | 0    | 0    | 232  | 278  | 0    |
| Sign Control            | Stop  |      |      | Free | Free |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 25.4%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |



| Lane Group              | EBL  | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|------|------|------|-------|-------|------|
| Lane Configurations     |      |      |      | ↕     | ↕     |      |
| Volume (vph)            | 0    | 0    | 14   | 287   | 281   | 68   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |      |      |      |       | 0.974 |      |
| Flt Protected           |      |      |      | 0.998 |       |      |
| Satd. Flow (prot)       | 0    | 0    | 0    | 1859  | 1814  | 0    |
| Flt Permitted           |      |      |      | 0.998 |       |      |
| Satd. Flow (perm)       | 0    | 0    | 0    | 1859  | 1814  | 0    |
| Link Speed (mph)        | 30   |      |      | 30    | 30    |      |
| Link Distance (ft)      | 268  |      |      | 561   | 152   |      |
| Travel Time (s)         | 6.1  |      |      | 12.8  | 3.5   |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 15   | 312   | 305   | 74   |
| Shared Lane Traffic (%) |      |      |      |       |       |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 327   | 379   | 0    |
| Sign Control            | Free |      |      | Free  | Free  |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 29.8%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |





| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL   | SBT   |
|-------------------------|-------|------|-------|------|-------|-------|
| Lane Configurations     |       |      |       |      |       |       |
| Volume (vph)            | 70    | 164  | 342   | 44   | 133   | 315   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  |
| Frt                     | 0.905 |      | 0.985 |      |       |       |
| Flt Protected           | 0.985 |      |       |      |       | 0.985 |
| Satd. Flow (prot)       | 1660  | 0    | 1835  | 0    | 0     | 1835  |
| Flt Permitted           | 0.985 |      |       |      |       | 0.656 |
| Satd. Flow (perm)       | 1660  | 0    | 1835  | 0    | 0     | 1222  |
| Right Turn on Red       |       | Yes  |       | Yes  |       |       |
| Satd. Flow (RTOR)       | 178   |      | 18    |      |       |       |
| Link Speed (mph)        | 30    |      | 30    |      |       | 30    |
| Link Distance (ft)      | 292   |      | 158   |      |       | 201   |
| Travel Time (s)         | 6.6   |      | 3.6   |      |       | 4.6   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 76    | 178  | 372   | 48   | 145   | 342   |
| Shared Lane Traffic (%) |       |      |       |      |       |       |
| Lane Group Flow (vph)   | 254   | 0    | 420   | 0    | 0     | 487   |
| Turn Type               |       |      |       |      | Perm  |       |
| Protected Phases        | 8     |      | 2     |      |       | 6     |
| Permitted Phases        |       |      |       |      | 6     |       |
| Minimum Split (s)       | 22.0  |      | 22.0  |      | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0  | 22.0  | 0.0  | 22.0  | 22.0  |
| Total Split (%)         | 50.0% | 0.0% | 50.0% | 0.0% | 50.0% | 50.0% |
| Maximum Green (s)       | 18.0  |      | 18.0  |      | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |      | 3.5   |      | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |      | 0.5   |      | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   |
| Lead/Lag                |       |      |       |      |       |       |
| Lead-Lag Optimize?      |       |      |       |      |       |       |
| Walk Time (s)           | 7.0   |      | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     |      | 0     |      | 0     | 0     |
| Act Effct Green (s)     | 18.0  |      | 18.0  |      |       | 18.0  |
| Actuated g/C Ratio      | 0.41  |      | 0.41  |      |       | 0.41  |
| v/c Ratio               | 0.32  |      | 0.55  |      |       | 0.97  |
| Control Delay           | 4.5   |      | 12.9  |      |       | 53.1  |
| Queue Delay             | 0.0   |      | 0.0   |      |       | 0.0   |
| Total Delay             | 4.5   |      | 12.9  |      |       | 53.1  |
| LOS                     | A     |      | B     |      |       | D     |
| Approach Delay          | 4.5   |      | 12.9  |      |       | 53.1  |
| Approach LOS            | A     |      | B     |      |       | D     |
| Queue Length 50th (ft)  | 11    |      | 72    |      |       | 113   |
| Queue Length 95th (ft)  | 44    |      | 136   |      |       | #269  |
| Internal Link Dist (ft) | 212   |      | 78    |      |       | 121   |
| Turn Bay Length (ft)    |       |      |       |      |       |       |
| Base Capacity (vph)     | 784   |      | 761   |      |       | 500   |
| Starvation Cap Reductn  | 0     |      | 0     |      |       | 0     |

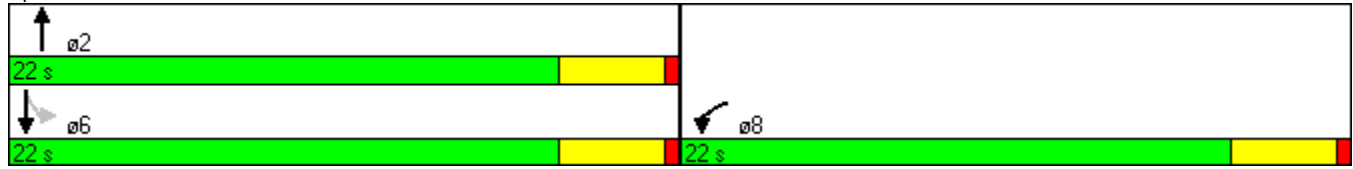


| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.32 |     | 0.55 |     |     | 0.97 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 50  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 27.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 68.6%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 39: Int














| Lane Group              | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 1863 | 0    | 0    | 1863 |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 1863 | 0    | 0    | 1863 |
| Link Speed (mph)        | 30   |      | 30   |      | 30   |      |
| Link Distance (ft)      | 402  |      | 246  |      | 308  |      |
| Travel Time (s)         | 9.1  |      | 5.6  |      | 7.0  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Stop |      | Free |      | Free |      |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 13.3%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |

|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     |  |   |  |   |   |  |
| Volume (vph)            | 126   | 188   | 167   | 101   | 156   | 189   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.919   |   | 0.949   |   |   |   |
| Flt Protected           | 0.980   |   |   |   |   | 0.978   |
| Satd. Flow (prot)       | 1678  | 0   | 1768  | 0   | 0   | 1822  |
| Flt Permitted           | 0.980   |   |   |   |   | 0.711   |
| Satd. Flow (perm)       | 1678  | 0   | 1768  | 0   | 0   | 1324  |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |
| Satd. Flow (RTOR)       | 204   |   | 84  |   |   |   |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |
| Link Distance (ft)      | 320   |   | 176   |   |   | 220   |
| Travel Time (s)         | 7.3   |   | 4.0   |   |   | 5.0   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)         | 137   | 204   | 182   | 110   | 170   | 205   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 341   | 0   | 292   | 0   | 0   | 375   |
| Turn Type               |   |   |   |   | Perm  |   |
| Protected Phases        | 8   |   | 2   |   |   | 6   |
| Permitted Phases        |   |   |   |   | 6   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  |   | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0   | 22.0  | 0.0   | 22.0  | 22.0  |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   |
| Maximum Green (s)       | 18.0  |   | 18.0  |   | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |   | 3.5   |   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   | 0.5   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Walk Time (s)           | 7.0   |   | 7.0   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |   | 11.0  |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0   |   | 0   |   | 0   | 0   |
| Act Effct Green (s)     | 18.0  |   | 18.0  |   |   | 18.0  |
| Actuated g/C Ratio      | 0.41  |   | 0.41  |   |   | 0.41  |
| v/c Ratio               | 0.42  |   | 0.38  |   |   | 0.69  |
| Control Delay           | 5.8   |   | 8.1   |   |   | 20.0  |
| Queue Delay             | 0.0   |   | 0.0   |   |   | 0.0   |
| Total Delay             | 5.8   |   | 8.1   |   |   | 20.0  |
| LOS                     | A   |   | A   |   |   | B   |
| Approach Delay          | 5.8   |   | 8.1   |   |   | 20.0  |
| Approach LOS            | A   |   | A   |   |   | B   |
| Queue Length 50th (ft)  | 21  |   | 33  |   |   | 73  |
| Queue Length 95th (ft)  | 61  |   | 73  |   |   | #181  |
| Internal Link Dist (ft) | 240   |   | 96  |   |   | 140   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 807   |   | 773   |   |   | 542   |
| Starvation Cap Reductn  | 0   |   | 0   |   |   | 0   |

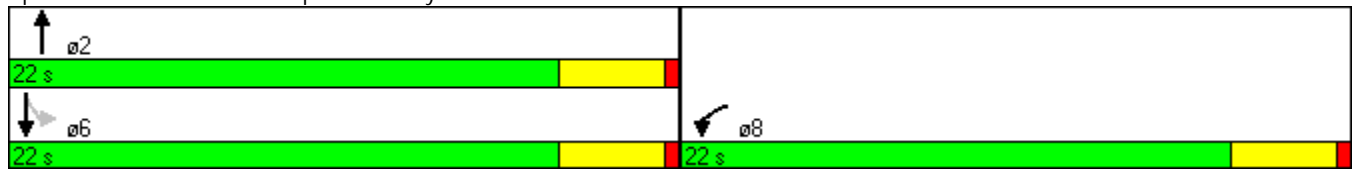











| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.42 |     | 0.38 |     |     | 0.69 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 11.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 62.1%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Camp St & Colony St



|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     |  |   |  |   |   |  |
| Volume (vph)            | 66  | 25  | 224   | 56  | 13  | 278   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.963   |   | 0.973   |   |   |   |
| Flt Protected           | 0.965   |   |   |   |   | 0.998   |
| Satd. Flow (prot)       | 1731  | 0   | 1812  | 0   | 0   | 1859  |
| Flt Permitted           | 0.965   |   |   |   |   | 0.982   |
| Satd. Flow (perm)       | 1731  | 0   | 1812  | 0   | 0   | 1829  |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |
| Satd. Flow (RTOR)       | 27  |   | 35  |   |   |   |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |
| Link Distance (ft)      | 265   |   | 152   |   |   | 414   |
| Travel Time (s)         | 6.0   |   | 3.5   |   |   | 9.4   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)         | 72  | 27  | 243   | 61  | 14  | 302   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 99  | 0   | 304   | 0   | 0   | 316   |
| Turn Type               |   |   |   |   | Perm  |   |
| Protected Phases        | 8   |   | 2   |   |   | 6   |
| Permitted Phases        |   |   |   |   | 6   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  |   | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0   | 22.0  | 0.0   | 22.0  | 22.0  |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   |
| Maximum Green (s)       | 18.0  |   | 18.0  |   | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |   | 3.5   |   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   | 0.5   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Walk Time (s)           | 7.0   |   | 7.0   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |   | 11.0  |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0   |   | 0   |   | 0   | 0   |
| Act Effct Green (s)     | 18.0  |   | 18.0  |   |   | 18.0  |
| Actuated g/C Ratio      | 0.41  |   | 0.41  |   |   | 0.41  |
| v/c Ratio               | 0.14  |   | 0.40  |   |   | 0.42  |
| Control Delay           | 5.3   |   | 10.0  |   |   | 11.5  |
| Queue Delay             | 0.0   |   | 0.0   |   |   | 0.0   |
| Total Delay             | 5.3   |   | 10.0  |   |   | 11.5  |
| LOS                     | A   |   | B   |   |   | B   |
| Approach Delay          | 5.3   |   | 10.0  |   |   | 11.5  |
| Approach LOS            | A   |   | B   |   |   | B   |
| Queue Length 50th (ft)  | 7   |   | 44  |   |   | 53  |
| Queue Length 95th (ft)  | 22  |   | 89  |   |   | 102   |
| Internal Link Dist (ft) | 185   |   | 72  |   |   | 334   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 724   |   | 762   |   |   | 748   |
| Starvation Cap Reductn  | 0   |   | 0   |   |   | 0   |

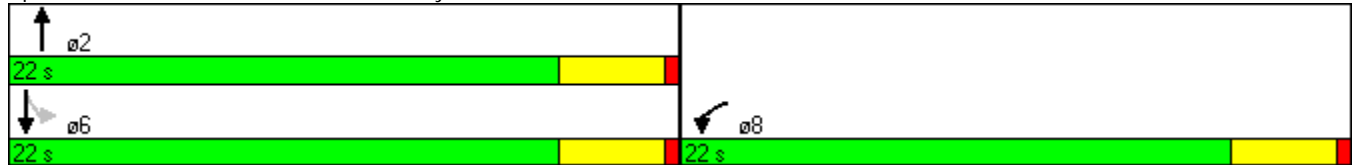



















| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.14 |     | 0.40 |     |     | 0.42 |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 44   |
| Actuated Cycle Length:            | 44   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.42   |
| Intersection Signal Delay:        | 10.0   |
| Intersection LOS:                 | B  |
| Intersection Capacity Utilization | 37.1%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 47: Brooks St & Colony St



|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |  |  |   |  |   |  |  |   |   |  |   |
| Volume (vph)            | 86  | 141   | 43  | 66  | 132   | 3   | 68   | 68  | 43  | 17  | 191   | 107   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 75  | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 0   |   | 1   | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   |   | 0.850   |   | 0.998   |   |  | 0.967   |   |   | 0.954   |   |
| Flt Protected           |   | 0.981   |   |   | 0.984   |   |  | 0.981   |   |   | 0.997   |   |
| Satd. Flow (prot)       | 0   | 1827  | 1583  | 0   | 1829  | 0   | 0  | 1767  | 0   | 0   | 1772  | 0   |
| Flt Permitted           |   | 0.981   |   |   | 0.984   |   |  | 0.981   |   |   | 0.997   |   |
| Satd. Flow (perm)       | 0   | 1827  | 1583  | 0   | 1829  | 0   | 0  | 1767  | 0   | 0   | 1772  | 0   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 406   |   |   | 514   |   |  | 452   |   |   | 325   |   |
| Travel Time (s)         |   | 9.2   |   |   | 11.7  |   |  | 10.3  |   |   | 7.4   |   |
| 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)         | 93  | 153   | 47  | 72  | 143   | 3   | 74   | 74  | 47  | 18  | 208   | 116   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 246   | 47  | 0   | 218   | 0   | 0  | 195   | 0   | 0   | 342   | 0   |
| Sign Control            |   | Free  |   |   | Stop  |   |  | Stop  |   |   | Stop  |   |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 63.8%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service B |





| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 281  |      |      | 414  | 246  |      |
| Travel Time (s)         | 6.4  |      |      | 9.4  | 5.6  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Stop |      |      | Free | Free |      |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 13.3%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |



| Lane Group              | EBL   | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|-------|------|------|------|------|------|
| Lane Configurations     |       |      |      |      |      |      |
| Volume (vph)            | 19    | 28   | 0    | 149  | 270  | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     | 0.921 |      |      |      |      |      |
| Flt Protected           | 0.980 |      |      |      |      |      |
| Satd. Flow (prot)       | 1681  | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           | 0.980 |      |      |      |      |      |
| Satd. Flow (perm)       | 1681  | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30    |      |      | 30   | 30   |      |
| Link Distance (ft)      | 214   |      |      | 229  | 212  |      |
| Travel Time (s)         | 4.9   |      |      | 5.2  | 4.8  |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 21    | 30   | 0    | 162  | 293  | 0    |
| Shared Lane Traffic (%) |       |      |      |      |      |      |
| Lane Group Flow (vph)   | 51    | 0    | 0    | 162  | 293  | 0    |
| Sign Control            | Stop  |      |      | Free | Free |      |

**Intersection Summary**

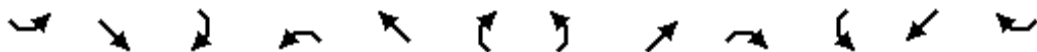
|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 24.2%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |



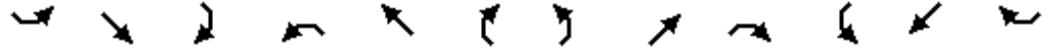
| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 378  |      |      | 308  | 176  |      |
| Travel Time (s)         | 8.6  |      |      | 7.0  | 4.0  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control            | Stop |      |      | Free | Free |      |

**Intersection Summary**

|                                   |                             |
|-----------------------------------|-----------------------------|
| Area Type:                        | Other                       |
| Control Type:                     | Unsignalized                |
| Intersection Capacity Utilization | 0.0% ICU Level of Service A |
| Analysis Period (min)             | 15                          |



| Lane Group              | SEL   | SET   | SER  | NWL   | NWT   | NWR  | NEL   | NET   | NER  | SWL  | SWT   | SWR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|------|-------|------|
| Lane Configurations     |       | ↕     |      |       | ↕     |      |       | ↕↕    |      |      | ↕↕    |      |
| Volume (vph)            | 13    | 0     | 11   | 16    | 6     | 16   | 16    | 305   | 0    | 0    | 268   | 24   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 0.95  | 0.95  | 1.00 | 1.00 | 0.95  | 0.95 |
| Frt                     |       | 0.938 |      |       | 0.944 |      |       |       |      |      | 0.988 |      |
| Flt Protected           |       | 0.974 |      |       | 0.980 |      |       | 0.998 |      |      |       |      |
| Satd. Flow (prot)       | 0     | 1702  | 0    | 0     | 1723  | 0    | 0     | 3532  | 0    | 0    | 3497  | 0    |
| Flt Permitted           |       | 0.911 |      |       | 0.927 |      |       | 0.935 |      |      |       |      |
| Satd. Flow (perm)       | 0     | 1592  | 0    | 0     | 1630  | 0    | 0     | 3309  | 0    | 0    | 3497  | 0    |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |       | 12    |      |       | 17    |      |       |       |      |      | 26    |      |
| Link Speed (mph)        |       | 30    |      |       | 30    |      |       | 30    |      |      | 30    |      |
| Link Distance (ft)      |       | 206   |      |       | 172   |      |       | 255   |      |      | 669   |      |
| Travel Time (s)         |       | 4.7   |      |       | 3.9   |      |       | 5.8   |      |      | 15.2  |      |
| 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)         | 14    | 0     | 12   | 17    | 7     | 17   | 17    | 332   | 0    | 0    | 291   | 26   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |      |       |      |
| Lane Group Flow (vph)   | 0     | 26    | 0    | 0     | 41    | 0    | 0     | 349   | 0    | 0    | 317   | 0    |
| Turn Type               | Perm  |       |      | Perm  |       |      | Perm  |       |      |      |       |      |
| Protected Phases        |       | 6     |      |       | 2     |      |       | 4     |      |      | 8     |      |
| Permitted Phases        | 6     |       |      | 2     |       |      | 4     |       |      |      |       |      |
| Minimum Split (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      |      | 22.0  |      |
| Total Split (s)         | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 0.0  | 22.0  | 0.0  |
| Total Split (%)         | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 0.0% | 50.0% | 0.0% |
| Maximum Green (s)       | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |      | 18.0  |      |
| Yellow Time (s)         | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      |      | 3.5   |      |
| All-Red Time (s)        | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      |      | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  |
| Lead/Lag                |       |       |      |       |       |      |       |       |      |      |       |      |
| Lead-Lag Optimize?      |       |       |      |       |       |      |       |       |      |      |       |      |
| 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)    |       | 18.0  |      |       | 18.0  |      |       | 18.0  |      |      | 18.0  |      |
| Actuated g/C Ratio      |       | 0.41  |      |       | 0.41  |      |       | 0.41  |      |      | 0.41  |      |
| v/c Ratio               |       | 0.04  |      |       | 0.06  |      |       | 0.26  |      |      | 0.22  |      |
| Control Delay           |       | 6.2   |      |       | 6.1   |      |       | 4.3   |      |      | 7.3   |      |
| Queue Delay             |       | 0.0   |      |       | 0.0   |      |       | 0.0   |      |      | 0.0   |      |
| Total Delay             |       | 6.2   |      |       | 6.1   |      |       | 4.3   |      |      | 7.3   |      |
| LOS                     |       | A     |      |       | A     |      |       | A     |      |      | A     |      |
| Approach Delay          |       | 6.2   |      |       | 6.1   |      |       | 4.3   |      |      | 7.3   |      |
| Approach LOS            |       | A     |      |       | A     |      |       | A     |      |      | A     |      |
| Queue Length 50th (ft)  |       | 2     |      |       | 3     |      |       | 10    |      |      | 18    |      |
| Queue Length 95th (ft)  |       | 12    |      |       | 16    |      |       | 16    |      |      | 40    |      |
| Internal Link Dist (ft) |       | 126   |      |       | 92    |      |       | 175   |      |      | 589   |      |
| Turn Bay Length (ft)    |       |       |      |       |       |      |       |       |      |      |       |      |
| Base Capacity (vph)     |       | 658   |      |       | 677   |      |       | 1354  |      |      | 1446  |      |
| Starvation Cap Reductn  |       | 0     |      |       | 0     |      |       | 0     |      |      | 0     |      |

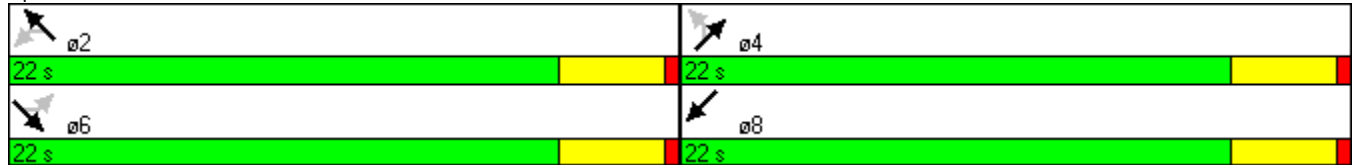


| Lane Group            | SEL | SET  | SER | NWL | NWT  | NWR | NEL | NET  | NER | SWL | SWT  | SWR |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Spillback Cap Reductn |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Storage Cap Reductn   |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Reduced v/c Ratio     |     | 0.04 |     |     | 0.06 |     |     | 0.26 |     |     | 0.22 |     |

**Intersection Summary**

















|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 44  |
| Actuated Cycle Length:            | 44  |
| Offset:                           | 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green |
| Natural Cycle:                    | 45  |
| Control Type:                     | Pretimed  |
| Maximum v/c Ratio:                | 0.26  |
| Intersection Signal Delay:        | 5.8   |
| Intersection LOS:                 | A   |
| Intersection Capacity Utilization | 30.3%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |













Splits and Phases: 60: Cedar St & Pratt St



City Of Meriden  
Baseline -PM Peak

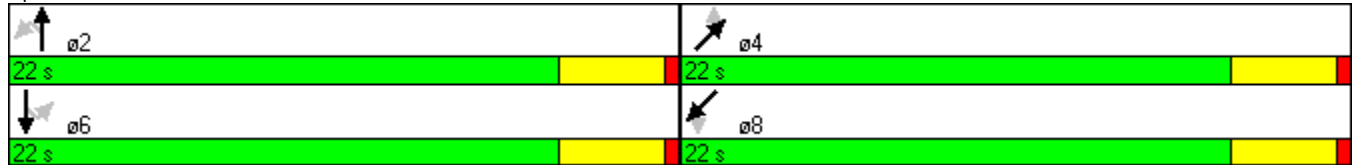
Lanes, Volumes, Timings  
61: Center St & Pratt St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |   |  |   |   |  |   |  |  |   |   |  |   |
| Volume (vph)            | 33  | 203   | 60  | 27  | 111   | 76  | 120  | 208   | 35  | 42  | 179   | 35  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Frt                     |   | 0.973   |   |   | 0.952   |   |  | 0.986   |   |   | 0.980   |   |
| Flt Protected           |   | 0.994   |   |   | 0.994   |   |  | 0.984   |   |   | 0.992   |   |
| Satd. Flow (prot)       | 0   | 1802  | 0   | 0   | 1763  | 0   | 0  | 3434  | 0   | 0   | 3441  | 0   |
| Flt Permitted           |   | 0.951   |   |   | 0.940   |   |  | 0.773   |   |   | 0.862   |   |
| Satd. Flow (perm)       | 0   | 1724  | 0   | 0   | 1667  | 0   | 0  | 2698  | 0   | 0   | 2990  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 35  |   |   | 77  |   |  | 31  |   |   | 38  |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 25  |   |
| Link Distance (ft)      |   | 393   |   |   | 533   |   |  | 669   |   |   | 338   |   |
| Travel Time (s)         |   | 8.9   |   |   | 12.1  |   |  | 15.2  |   |   | 9.2   |   |
| 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)         | 36  | 221   | 65  | 29  | 121   | 83  | 130  | 226   | 38  | 46  | 195   | 38  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 322   | 0   | 0   | 233   | 0   | 0  | 394   | 0   | 0   | 279   | 0   |
| Turn Type               | Perm  |   |   | Perm  |   |   | Perm   |   |   | Perm  |   |   |
| Protected Phases        |   | 2   |   |   | 6   |   |  | 4   |   |   | 8   |   |
| Permitted Phases        | 2   |   |   | 6   |   |   | 4  |   |   | 8   |   |   |
| Minimum Split (s)       | 22.0  | 22.0  |   | 22.0  | 22.0  |   | 22.0   | 22.0  |   | 22.0  | 22.0  |   |
| Total Split (s)         | 22.0  | 22.0  | 0.0   | 22.0  | 22.0  | 0.0   | 22.0   | 22.0  | 0.0   | 22.0  | 22.0  | 0.0   |
| Total Split (%)         | 50.0%   | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 0.0%  | 50.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 0.0%  |
| Maximum Green (s)       | 18.0  | 18.0  |   | 18.0  | 18.0  |   | 18.0   | 18.0  |   | 18.0  | 18.0  |   |
| Yellow Time (s)         | 3.5   | 3.5   |   | 3.5   | 3.5   |   | 3.5  | 3.5   |   | 3.5   | 3.5   |   |
| All-Red Time (s)        | 0.5   | 0.5   |   | 0.5   | 0.5   |   | 0.5  | 0.5   |   | 0.5   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Walk Time (s)           | 7.0   | 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  | 11.0  |   |
| Pedestrian Calls (#/hr) | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Act Effect Green (s)    |   | 18.0  |   |   | 18.0  |   |  | 18.0  |   |   | 18.0  |   |
| Actuated g/C Ratio      |   | 0.41  |   |   | 0.41  |   |  | 0.41  |   |   | 0.41  |   |
| v/c Ratio               |   | 0.44  |   |   | 0.32  |   |  | 0.35  |   |   | 0.22  |   |
| Control Delay           |   | 10.7  |   |   | 7.4   |   |  | 16.8  |   |   | 7.8   |   |
| Queue Delay             |   | 0.0   |   |   | 0.0   |   |  | 0.0   |   |   | 0.0   |   |
| Total Delay             |   | 10.7  |   |   | 7.4   |   |  | 16.8  |   |   | 7.8   |   |
| LOS                     |   | B   |   |   | A   |   |  | B   |   |   | A   |   |
| Approach Delay          |   | 10.7  |   |   | 7.4   |   |  | 16.8  |   |   | 7.8   |   |
| Approach LOS            |   | B   |   |   | A   |   |  | B   |   |   | A   |   |
| Queue Length 50th (ft)  |   | 48  |   |   | 24  |   |  | 47  |   |   | 19  |   |
| Queue Length 95th (ft)  |   | 97  |   |   | 59  |   |  | 76  |   |   | 37  |   |
| Internal Link Dist (ft) |   | 313   |   |   | 453   |   |  | 589   |   |   | 258   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     |   | 726   |   |   | 727   |   |  | 1122  |   |   | 1246  |   |
| Starvation Cap Reductn  |   | 0   |   |   | 0   |   |  | 0   |   |   | 0   |   |

|                       |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group            | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Spillback Cap Reductn |   | 0   |   |   | 0   |   |  | 0   |   |   | 0   |   |
| Storage Cap Reductn   |   | 0   |   |   | 0   |   |  | 0   |   |   | 0   |   |
| Reduced v/c Ratio     |   | 0.44  |   |   | 0.32  |   |  | 0.35  |   |   | 0.22  |   |

| Intersection Summary              |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 44  |
| Actuated Cycle Length:            | 44  |
| Offset:                           | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45  |
| Control Type:                     | Pretimed  |
| Maximum v/c Ratio:                | 0.44  |
| Intersection Signal Delay:        | 11.4  |
| Intersection LOS:                 | B   |
| Intersection Capacity Utilization | 48.5%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 61: Center St & Pratt St





| Lane Group              | WBL   | WBR  | NET   | NER  | SWL  | SWT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 29    | 7    | 285   | 24   | 6    | 171   |
| 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                     | 0.973 |      | 0.988 |      |      |       |
| Flt Protected           | 0.962 |      |       |      |      | 0.998 |
| Satd. Flow (prot)       | 1744  | 0    | 3497  | 0    | 0    | 3532  |
| Flt Permitted           | 0.962 |      |       |      |      | 0.998 |
| Satd. Flow (perm)       | 1744  | 0    | 3497  | 0    | 0    | 3532  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 313   |      | 291   |      |      | 501   |
| Travel Time (s)         | 7.1   |      | 6.6   |      |      | 11.4  |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 32    | 8    | 310   | 26   | 7    | 186   |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 40    | 0    | 336   | 0    | 0    | 193   |
| Sign Control            | Stop  |      | Free  |      |      | Free  |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 19.1% ICU Level of Service A |
| Analysis Period (min)             | 15                           |





| Lane Group              | EBL  | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|------|-------|------|------|-------|------|------|-------|------|------|-------|------|
| Lane Configurations     |      |       |      |      |       |      |      |       |      |      |       |      |
| Volume (vph)            | 12   | 0     | 7    | 54   | 0     | 26   | 12   | 91    | 26   | 61   | 274   | 7    |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                     |      | 0.949 |      |      | 0.957 |      |      | 0.973 |      |      | 0.997 |      |
| Flt Protected           |      | 0.970 |      |      | 0.967 |      |      | 0.995 |      |      | 0.991 |      |
| Satd. Flow (prot)       | 0    | 1715  | 0    | 0    | 1724  | 0    | 0    | 1803  | 0    | 0    | 1840  | 0    |
| Flt Permitted           |      | 0.970 |      |      | 0.967 |      |      | 0.995 |      |      | 0.991 |      |
| Satd. Flow (perm)       | 0    | 1715  | 0    | 0    | 1724  | 0    | 0    | 1803  | 0    | 0    | 1840  | 0    |
| Link Speed (mph)        |      | 25    |      |      | 30    |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |      | 121   |      |      | 466   |      |      | 426   |      |      | 229   |      |
| Travel Time (s)         |      | 3.3   |      |      | 10.6  |      |      | 9.7   |      |      | 5.2   |      |
| 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)         | 13   | 0     | 8    | 59   | 0     | 28   | 13   | 99    | 28   | 66   | 298   | 8    |
| Shared Lane Traffic (%) |      |       |      |      |       |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 0    | 21    | 0    | 0    | 87    | 0    | 0    | 140   | 0    | 0    | 372   | 0    |
| Sign Control            |      | Stop  |      |      | Stop  |      |      | Free  |      |      | Free  |      |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 37.1%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |



| Lane Group              | SEL   | SER  | NEL   | NET   | SWT   | SWR  |
|-------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations     |       |      |       |       |       |      |
| Volume (vph)            | 28    | 74   | 61    | 303   | 222   | 54   |
| 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                     | 0.902 |      |       |       | 0.971 |      |
| Flt Protected           | 0.987 |      |       | 0.992 |       |      |
| Satd. Flow (prot)       | 1658  | 0    | 0     | 3511  | 3437  | 0    |
| Flt Permitted           | 0.987 |      |       | 0.862 |       |      |
| Satd. Flow (perm)       | 1658  | 0    | 0     | 3051  | 3437  | 0    |
| Right Turn on Red       |       | Yes  |       |       |       | Yes  |
| Satd. Flow (RTOR)       | 80    |      |       |       | 59    |      |
| Link Speed (mph)        | 30    |      |       | 30    | 30    |      |
| Link Distance (ft)      | 317   |      |       | 501   | 255   |      |
| Travel Time (s)         | 7.2   |      |       | 11.4  | 5.8   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 30    | 80   | 66    | 329   | 241   | 59   |
| Shared Lane Traffic (%) |       |      |       |       |       |      |
| Lane Group Flow (vph)   | 110   | 0    | 0     | 395   | 300   | 0    |
| Turn Type               |       |      | Perm  |       |       |      |
| Protected Phases        | 6     |      |       | 4     | 8     |      |
| Permitted Phases        |       |      | 4     |       |       |      |
| Minimum Split (s)       | 22.0  |      | 22.0  | 22.0  | 22.0  |      |
| Total Split (s)         | 22.0  | 0.0  | 22.0  | 22.0  | 22.0  | 0.0  |
| Total Split (%)         | 50.0% | 0.0% | 50.0% | 50.0% | 50.0% | 0.0% |
| Maximum Green (s)       | 18.0  |      | 18.0  | 18.0  | 18.0  |      |
| Yellow Time (s)         | 3.5   |      | 3.5   | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   |      | 0.5   | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |      |       |       |       |      |
| Lead-Lag Optimize?      |       |      |       |       |       |      |
| Walk Time (s)           | 7.0   |      | 7.0   | 7.0   | 7.0   |      |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  | 11.0  | 11.0  |      |
| Pedestrian Calls (#/hr) | 0     |      | 0     | 0     | 0     |      |
| Act Effect Green (s)    | 18.0  |      |       | 18.0  | 18.0  |      |
| Actuated g/C Ratio      | 0.41  |      |       | 0.41  | 0.41  |      |
| v/c Ratio               | 0.15  |      |       | 0.32  | 0.21  |      |
| Control Delay           | 6.0   |      |       | 9.7   | 6.8   |      |
| Queue Delay             | 0.0   |      |       | 0.0   | 0.0   |      |
| Total Delay             | 6.0   |      |       | 9.7   | 6.8   |      |
| LOS                     | A     |      |       | A     | A     |      |
| Approach Delay          | 6.0   |      |       | 9.7   | 6.8   |      |
| Approach LOS            | A     |      |       | A     | A     |      |
| Queue Length 50th (ft)  | 11    |      |       | 33    | 0     |      |
| Queue Length 95th (ft)  | 37    |      |       | 57    | 22    |      |
| Internal Link Dist (ft) | 237   |      |       | 421   | 175   |      |
| Turn Bay Length (ft)    |       |      |       |       |       |      |
| Base Capacity (vph)     | 726   |      |       | 1248  | 1441  |      |
| Starvation Cap Reductn  | 0     |      |       | 0     | 0     |      |

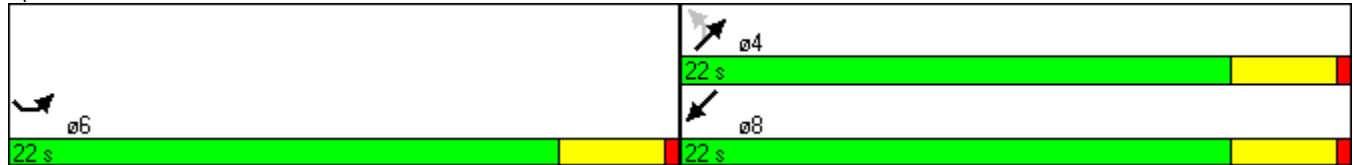











| Lane Group            | SEL  | SER | NEL | NET  | SWT  | SWR |
|-----------------------|------|-----|-----|------|------|-----|
| Spillback Cap Reductn | 0    |     |     | 0    | 0    |     |
| Storage Cap Reductn   | 0    |     |     | 0    | 0    |     |
| Reduced v/c Ratio     | 0.15 |     |     | 0.32 | 0.21 |     |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 44   |
| Actuated Cycle Length:            | 44   |
| Offset:                           | 0 (0%), Referenced to phase 2: and 6:SEL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.32   |
| Intersection Signal Delay:        | 8.1  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 34.1%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 67: Mill St & Pratt St



|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     |  |   |  |   |   |  |
| Volume (vph)            | 19  | 20  | 163   | 19  | 19  | 258   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.931   |   | 0.986   |   |   |   |
| Flt Protected           | 0.976   |   |   |   |   | 0.997   |
| Satd. Flow (prot)       | 1693  | 0   | 1837  | 0   | 0   | 1857  |
| Flt Permitted           | 0.976   |   |   |   |   | 0.976   |
| Satd. Flow (perm)       | 1693  | 0   | 1837  | 0   | 0   | 1818  |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |
| Satd. Flow (RTOR)       | 22  |   | 16  |   |   |   |
| Link Speed (mph)        | 25  |   | 30  |   |   | 30  |
| Link Distance (ft)      | 433   |   | 212   |   |   | 452   |
| Travel Time (s)         | 11.8  |   | 4.8   |   |   | 10.3  |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)         | 21  | 22  | 177   | 21  | 21  | 280   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 43  | 0   | 198   | 0   | 0   | 301   |
| Turn Type               |   |   |   |   | Perm  |   |
| Protected Phases        | 8   |   | 2   |   |   | 6   |
| Permitted Phases        |   |   |   |   | 6   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  |   | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0   | 22.0  | 0.0   | 22.0  | 22.0  |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   |
| Maximum Green (s)       | 18.0  |   | 18.0  |   | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |   | 3.5   |   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   | 0.5   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Walk Time (s)           | 7.0   |   | 7.0   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |   | 11.0  |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0   |   | 0   |   | 0   | 0   |
| Act Effct Green (s)     | 18.0  |   | 18.0  |   |   | 18.0  |
| Actuated g/C Ratio      | 0.41  |   | 0.41  |   |   | 0.41  |
| v/c Ratio               | 0.06  |   | 0.26  |   |   | 0.40  |
| Control Delay           | 5.7   |   | 9.0   |   |   | 11.9  |
| Queue Delay             | 0.0   |   | 0.0   |   |   | 0.0   |
| Total Delay             | 5.7   |   | 9.0   |   |   | 11.9  |
| LOS                     | A   |   | A   |   |   | B   |
| Approach Delay          | 5.7   |   | 9.0   |   |   | 11.9  |
| Approach LOS            | A   |   | A   |   |   | B   |
| Queue Length 50th (ft)  | 3   |   | 28  |   |   | 55  |
| Queue Length 95th (ft)  | 16  |   | 60  |   |   | m105  |
| Internal Link Dist (ft) | 353   |   | 132   |   |   | 372   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 706   |   | 761   |   |   | 744   |
| Starvation Cap Reductn  | 0   |   | 0   |   |   | 0   |

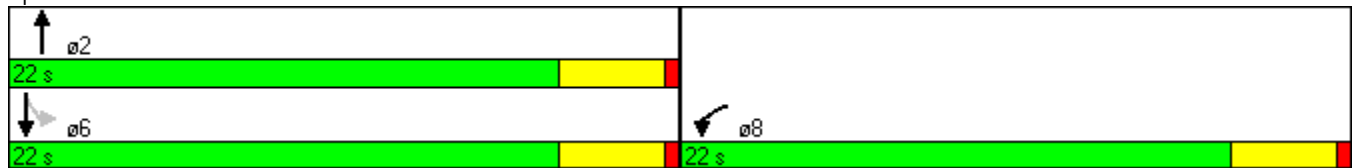


| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.06 |     | 0.26 |     |     | 0.40 |

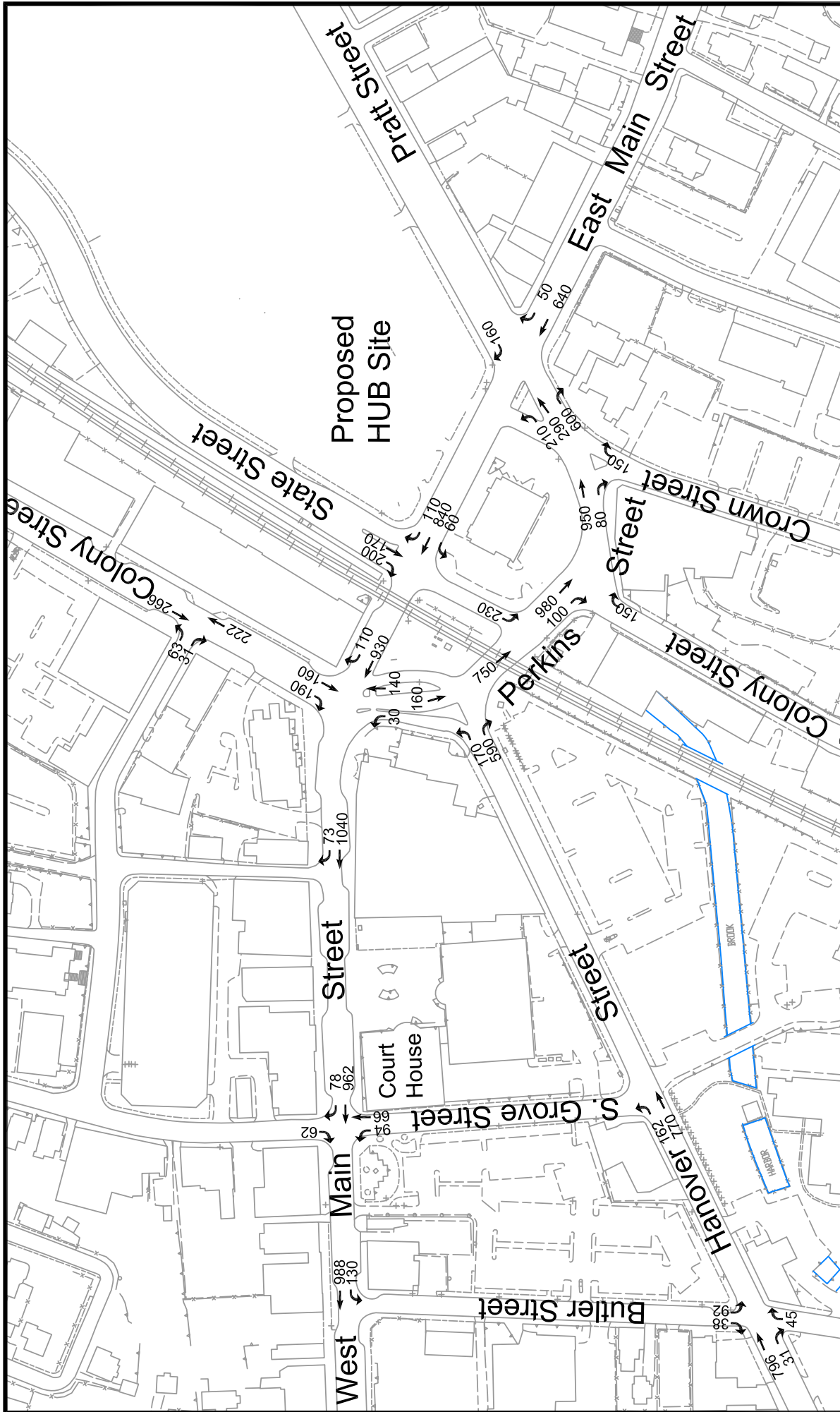
**Intersection Summary**

|   |  |
|---|--|
| Area Type:  | Other  |
| Cycle Length:   | 44   |
| Actuated Cycle Length:  | 44   |
| Offset:   | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle:  | 45   |
| Control Type:   | Pretimed   |
| Maximum v/c Ratio:  | 0.40   |
| Intersection Signal Delay:  | 10.3   |
| Intersection LOS:   | B  |
| Intersection Capacity Utilization                                 | 37.7%  |
| ICU Level of Service  | A  |
| Analysis Period (min)   | 15   |
| m Volume for 95th percentile queue is metered by upstream signal. |  |

Splits and Phases: 79: Park St & State St



MERIDEN TOD  
APPENDIX A  
Capacity Analysis  
2015 No-Build PM Peak Period



2015 NO-BUILD VOLUMES  
WEEKDAY PM PEAK



TRANSPORTATION ORIENTED  
DEVELOPMENT  
Meriden, Connecticut



**Luchs**  
CONSULTING ENGINEERS

Not to Scale

City Of Meriden  
2015 No Improvements - PM Peak

Lanes, Volumes, Timings  
1: W Main St & Colony St



| Lane Group              | EBL  | EBT  | EBR  | WBL   | WBT   | WBR   | NBL   | NBT   | NBR  | SBL  | SBT   | SBR   |
|-------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations     |      |      |      |       | ↕↕    | ↗     | ↖     | ↑     |      |      | ↑     | ↗     |
| Volume (vph)            | 0    | 0    | 0    | 0     | 930   | 110   | 30    | 140   | 0    | 0    | 160   | 190   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 | 1900 | 1900  | 1900  |
| Storage Length (ft)     | 0    |      | 0    | 0     |       | 0     | 0     |       | 0    | 0    |       | 100   |
| Storage Lanes           | 0    |      | 0    | 0     |       | 1     | 1     |       | 0    | 0    |       | 1     |
| Taper Length (ft)       | 25   |      | 25   | 25    |       | 25    | 25    |       | 25   | 25   |       | 25    |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 0.95  | 0.95  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Frt                     |      |      |      |       |       | 0.850 |       |       |      |      |       | 0.850 |
| Flt Protected           |      |      |      |       |       |       | 0.950 |       |      |      |       |       |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0     | 3539  | 1583  | 1770  | 1863  | 0    | 0    | 1863  | 1583  |
| Flt Permitted           |      |      |      |       |       |       | 0.514 |       |      |      |       |       |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0     | 3539  | 1583  | 957   | 1863  | 0    | 0    | 1863  | 1583  |
| Right Turn on Red       |      |      | Yes  |       |       | Yes   |       | Yes   |      |      |       | Yes   |
| Satd. Flow (RTOR)       |      |      |      |       |       | 120   |       |       |      |      |       | 207   |
| Link Speed (mph)        |      | 30   |      |       | 30    |       |       | 30    |      |      |       | 30    |
| Link Distance (ft)      |      | 242  |      |       | 223   |       |       | 187   |      |      |       | 241   |
| Travel Time (s)         |      | 5.5  |      |       | 5.1   |       |       | 4.3   |      |      |       | 5.5   |
| 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)         | 0    | 0    | 0    | 0     | 1011  | 120   | 33    | 152   | 0    | 0    | 174   | 207   |
| Shared Lane Traffic (%) |      |      |      |       |       |       |       |       |      |      |       |       |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0     | 1011  | 120   | 33    | 152   | 0    | 0    | 174   | 207   |
| Turn Type               |      |      |      | Perm  |       | Perm  | pm+pt |       |      |      |       | Perm  |
| Protected Phases        |      |      |      |       | 8     |       | 5     | 2     |      |      | 6     |       |
| Permitted Phases        |      |      |      | 8     |       | 8     | 2     |       |      |      |       | 6     |
| Detector Phase          |      |      |      | 8     | 8     | 8     | 5     | 2     |      |      | 6     | 6     |
| Switch Phase            |      |      |      |       |       |       |       |       |      |      |       |       |
| Minimum Initial (s)     |      |      |      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |      |      | 4.0   | 4.0   |
| Minimum Split (s)       |      |      |      | 16.0  | 16.0  | 16.0  | 8.0   | 16.0  |      |      | 16.0  | 16.0  |
| Total Split (s)         | 0.0  | 0.0  | 0.0  | 28.0  | 28.0  | 28.0  | 8.0   | 20.0  | 0.0  | 0.0  | 12.0  | 12.0  |
| Total Split (%)         | 0.0% | 0.0% | 0.0% | 35.0% | 35.0% | 35.0% | 10.0% | 25.0% | 0.0% | 0.0% | 15.0% | 15.0% |
| Maximum Green (s)       |      |      |      | 24.0  | 24.0  | 24.0  | 4.0   | 16.0  |      |      | 8.0   | 8.0   |
| Yellow Time (s)         |      |      |      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |      |      | 3.5   | 3.5   |
| All-Red Time (s)        |      |      |      | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   |      |      | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  | 4.0   | 4.0   |
| Lead/Lag                |      |      |      |       |       |       | Lead  |       |      |      | Lag   | Lag   |
| Lead-Lag Optimize?      |      |      |      |       |       |       | Yes   |       |      |      | Yes   | Yes   |
| Vehicle Extension (s)   |      |      |      | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |      |      | 3.0   | 3.0   |
| Recall Mode             |      |      |      | None  | None  | None  | None  | Max   |      |      | Max   | Max   |
| Walk Time (s)           |      |      |      | 7.0   | 7.0   | 7.0   |       | 7.0   |      |      | 7.0   | 7.0   |
| Flash Dont Walk (s)     |      |      |      | 11.0  | 11.0  | 11.0  |       | 11.0  |      |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) |      |      |      | 0     | 0     | 0     |       | 0     |      |      | 0     | 0     |
| Act Effect Green (s)    |      |      |      |       | 23.7  | 23.7  | 21.8  | 21.8  |      |      | 19.2  | 19.2  |
| Actuated g/C Ratio      |      |      |      |       | 0.41  | 0.41  | 0.37  | 0.37  |      |      | 0.33  | 0.33  |
| v/c Ratio               |      |      |      |       | 0.70  | 0.17  | 0.08  | 0.22  |      |      | 0.28  | 0.31  |
| Control Delay           |      |      |      |       | 21.3  | 5.4   | 16.4  | 16.7  |      |      | 21.2  | 5.9   |
| Queue Delay             |      |      |      |       | 26.5  | 0.3   | 0.0   | 0.9   |      |      | 0.0   | 0.0   |
| Total Delay             |      |      |      |       | 47.8  | 5.7   | 16.4  | 17.6  |      |      | 21.2  | 5.9   |
| LOS                     |      |      |      |       | D     | A     | B     | B     |      |      | C     | A     |



|                         |      |
|-------------------------|------|
| Lane Group              | ø9   |
| Lane Configurations     |      |
| Volume (vph)            |      |
| Ideal Flow (vphpl)      |      |
| Storage Length (ft)     |      |
| Storage Lanes           |      |
| Taper Length (ft)       |      |
| Lane Util. Factor       |      |
| Frt                     |      |
| Flt Protected           |      |
| Satd. Flow (prot)       |      |
| Flt Permitted           |      |
| Satd. Flow (perm)       |      |
| Right Turn on Red       |      |
| Satd. Flow (RTOR)       |      |
| Link Speed (mph)        |      |
| Link Distance (ft)      |      |
| Travel Time (s)         |      |
| Peak Hour Factor        |      |
| Adj. Flow (vph)         |      |
| Shared Lane Traffic (%) |      |
| Lane Group Flow (vph)   |      |
| Turn Type               |      |
| Protected Phases        | 9    |
| Permitted Phases        |      |
| Detector Phase          |      |
| Switch Phase            |      |
| Minimum Initial (s)     | 7.0  |
| Minimum Split (s)       | 32.0 |
| Total Split (s)         | 32.0 |
| Total Split (%)         | 40%  |
| Maximum Green (s)       | 28.0 |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 0.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                |      |
| Lead-Lag Optimize?      |      |
| Vehicle Extension (s)   | 0.2  |
| Recall Mode             | None |
| Walk Time (s)           | 7.0  |
| Flash Dont Walk (s)     | 21.0 |
| Pedestrian Calls (#/hr) | 8    |
| Act Effct Green (s)     |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |



| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR  | NBL  | NBT  | NBR | SBL | SBT  | SBR  |
|-------------------------|-----|-----|-----|-----|------|------|------|------|-----|-----|------|------|
| Approach Delay          |     |     |     |     | 43.3 |      |      | 17.4 |     |     | 12.9 |      |
| Approach LOS            |     |     |     |     | D    |      |      | B    |     |     | B    |      |
| Queue Length 50th (ft)  |     |     |     |     | 103  | 0    | 6    | 30   |     |     | 35   | 0    |
| Queue Length 95th (ft)  |     |     |     |     | #463 | 40   | 36   | 118  |     |     | 151  | 56   |
| Internal Link Dist (ft) |     | 162 |     |     | 143  |      |      | 107  |     |     | 161  |      |
| Turn Bay Length (ft)    |     |     |     |     |      |      |      |      |     |     |      | 100  |
| Base Capacity (vph)     |     |     |     |     | 1554 | 762  | 418  | 698  |     |     | 614  | 660  |
| Starvation Cap Reductn  |     |     |     |     | 581  | 309  | 0    | 344  |     |     | 0    | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    | 0    | 0    | 0    |     |     | 0    | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    | 0    | 0    | 0    |     |     | 0    | 0    |
| Reduced v/c Ratio       |     |     |     |     | 1.04 | 0.26 | 0.08 | 0.43 |     |     | 0.28 | 0.31 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 58.2  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 33.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 64.7%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: W Main St & Colony St



|                         |    |
|-------------------------|----|
| Lane Group              | ø9 |
| Approach Delay          |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

City Of Meriden  
2015 No Improvements - PM Peak

Lanes, Volumes, Timings  
2: E Main St & State St



| Lane Group              | EBL  | EBT  | EBR  | WBL   | WBT   | WBR   | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|-------------------------|------|------|------|-------|-------|-------|------|------|------|------|-------|------|
| Lane Configurations     |      |      |      | ↙     | ↑↑    | ↗     |      |      |      |      | ↑↑    |      |
| Volume (vph)            | 0    | 0    | 0    | 60    | 840   | 110   | 0    | 0    | 0    | 0    | 170   | 200  |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00  | 0.95  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 0.95  | 0.95 |
| Frt                     |      |      |      |       |       | 0.850 |      |      |      |      | 0.919 |      |
| Flt Protected           |      |      |      | 0.950 |       |       |      |      |      |      |       |      |
| Satd. Flow (prot)       | 0    | 0    | 0    | 1770  | 3539  | 1583  | 0    | 0    | 0    | 0    | 3253  | 0    |
| Flt Permitted           |      |      |      | 0.950 |       |       |      |      |      |      |       |      |
| Satd. Flow (perm)       | 0    | 0    | 0    | 1770  | 3539  | 1583  | 0    | 0    | 0    | 0    | 3253  | 0    |
| Right Turn on Red       |      |      | Yes  | Yes   |       | Yes   |      |      | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |      |      |      | 65    |       | 120   |      |      |      |      |       | 113  |
| Link Speed (mph)        |      | 30   |      |       | 30    |       |      | 30   |      |      |       | 30   |
| Link Distance (ft)      |      | 223  |      |       | 327   |       |      | 192  |      |      |       | 217  |
| Travel Time (s)         |      | 5.1  |      |       | 7.4   |       |      | 4.4  |      |      |       | 4.9  |
| 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)         | 0    | 0    | 0    | 65    | 913   | 120   | 0    | 0    | 0    | 0    | 185   | 217  |
| Shared Lane Traffic (%) |      |      |      |       |       |       |      |      |      |      |       |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 65    | 913   | 120   | 0    | 0    | 0    | 0    | 402   | 0    |
| Turn Type               |      |      |      | Perm  |       | Perm  |      |      |      |      |       |      |
| Protected Phases        |      |      |      |       | 8     |       |      |      |      |      |       | 6    |
| Permitted Phases        |      |      |      | 8     |       | 8     |      |      |      |      |       |      |
| Detector Phase          |      |      |      | 8     | 8     | 8     |      |      |      |      |       | 6    |
| Switch Phase            |      |      |      |       |       |       |      |      |      |      |       |      |
| Minimum Initial (s)     |      |      |      | 4.0   | 4.0   | 4.0   |      |      |      |      |       | 4.0  |
| Minimum Split (s)       |      |      |      | 22.0  | 22.0  | 22.0  |      |      |      |      |       | 12.0 |
| Total Split (s)         | 0.0  | 0.0  | 0.0  | 36.0  | 36.0  | 36.0  | 0.0  | 0.0  | 0.0  | 0.0  | 24.0  | 0.0  |
| Total Split (%)         | 0.0% | 0.0% | 0.0% | 60.0% | 60.0% | 60.0% | 0.0% | 0.0% | 0.0% | 0.0% | 40.0% | 0.0% |
| Maximum Green (s)       |      |      |      | 32.0  | 32.0  | 32.0  |      |      |      |      |       | 20.0 |
| Yellow Time (s)         |      |      |      | 3.5   | 3.5   | 3.5   |      |      |      |      |       | 3.5  |
| All-Red Time (s)        |      |      |      | 0.5   | 0.5   | 0.5   |      |      |      |      |       | 0.5  |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  |
| Lead/Lag                |      |      |      |       |       |       |      |      |      |      |       |      |
| Lead-Lag Optimize?      |      |      |      |       |       |       |      |      |      |      |       |      |
| Vehicle Extension (s)   |      |      |      | 3.0   | 3.0   | 3.0   |      |      |      |      |       | 3.0  |
| Recall Mode             |      |      |      | None  | None  | None  |      |      |      |      |       | Max  |
| Walk Time (s)           |      |      |      | 7.0   | 7.0   | 7.0   |      |      |      |      |       | 7.0  |
| Flash Dont Walk (s)     |      |      |      | 11.0  | 11.0  | 11.0  |      |      |      |      |       | 11.0 |
| Pedestrian Calls (#/hr) |      |      |      | 0     | 0     | 0     |      |      |      |      |       | 0    |
| Act Effect Green (s)    |      |      |      | 21.7  | 21.7  | 21.7  |      |      |      |      |       | 20.3 |
| Actuated g/C Ratio      |      |      |      | 0.43  | 0.43  | 0.43  |      |      |      |      |       | 0.40 |
| v/c Ratio               |      |      |      | 0.08  | 0.60  | 0.16  |      |      |      |      |       | 0.29 |
| Control Delay           |      |      |      | 2.6   | 12.2  | 2.4   |      |      |      |      |       | 9.2  |
| Queue Delay             |      |      |      | 0.0   | 0.1   | 0.0   |      |      |      |      |       | 0.0  |
| Total Delay             |      |      |      | 2.6   | 12.3  | 2.4   |      |      |      |      |       | 9.2  |
| LOS                     |      |      |      | A     | B     | A     |      |      |      |      |       | A    |
| Approach Delay          |      |      |      |       | 10.6  |       |      |      |      |      |       | 9.2  |
| Approach LOS            |      |      |      |       | B     |       |      |      |      |      |       | A    |
| Queue Length 50th (ft)  |      |      |      | 0     | 98    | 0     |      |      |      |      |       | 27   |



| Lane Group              | EBL | EBT | EBR | WBL  | WBT  | WBR  | NBL | NBT | NBR | SBL | SBT  | SBR |
|-------------------------|-----|-----|-----|------|------|------|-----|-----|-----|-----|------|-----|
| Queue Length 95th (ft)  |     |     |     | 14   | 140  | 19   |     |     |     |     | 69   |     |
| Internal Link Dist (ft) |     | 143 |     |      | 247  |      |     | 112 |     |     | 137  |     |
| Turn Bay Length (ft)    |     |     |     |      |      |      |     |     |     |     |      |     |
| Base Capacity (vph)     |     |     |     | 1170 | 2293 | 1068 |     |     |     |     | 1385 |     |
| Starvation Cap Reductn  |     |     |     | 0    | 309  | 0    |     |     |     |     | 0    |     |
| Spillback Cap Reductn   |     |     |     | 0    | 0    | 0    |     |     |     |     | 0    |     |
| Storage Cap Reductn     |     |     |     | 0    | 0    | 0    |     |     |     |     | 0    |     |
| Reduced v/c Ratio       |     |     |     | 0.06 | 0.46 | 0.11 |     |     |     |     | 0.29 |     |

**Intersection Summary**

|                                   |                  |
|-----------------------------------|------------------|
| Area Type:                        | Other            |
| Cycle Length:                     | 60               |
| Actuated Cycle Length:            | 50.2             |
| Natural Cycle:                    | 40               |
| Control Type:                     | Semi Act-Uncoord |
| Maximum v/c Ratio:                | 0.60             |
| Intersection Signal Delay:        | 10.2             |
| Intersection LOS:                 | B                |
| Intersection Capacity Utilization | 51.5%            |
| ICU Level of Service              | A                |
| Analysis Period (min)             | 15               |

Splits and Phases: 2: E Main St & State St





| Lane Group              | EBL  | EBT  | WBT   | WBR  | SBL  | SBR  |
|-------------------------|------|------|-------|------|------|------|
| Lane Configurations     |      |      | ↑↑    |      |      |      |
| Volume (vph)            | 0    | 0    | 1000  | 70   | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 0.95  | 0.95 | 1.00 | 1.00 |
| Frt                     |      |      | 0.990 |      |      |      |
| Flt Protected           |      |      |       |      |      |      |
| Satd. Flow (prot)       | 0    | 0    | 3504  | 0    | 0    | 0    |
| Flt Permitted           |      |      |       |      |      |      |
| Satd. Flow (perm)       | 0    | 0    | 3504  | 0    | 0    | 0    |
| Link Speed (mph)        |      | 30   | 30    |      | 30   |      |
| Link Distance (ft)      |      | 377  | 242   |      | 181  |      |
| Travel Time (s)         |      | 8.6  | 5.5   |      | 4.1  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 |
| Growth Factor           | 104% | 104% | 104%  | 104% | 104% | 104% |
| Adj. Flow (vph)         | 0    | 0    | 1130  | 79   | 0    | 0    |
| Shared Lane Traffic (%) |      |      |       |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 1209  | 0    | 0    | 0    |
| Sign Control            |      | Free | Free  |      | Free |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 34.4%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | WBL  | WBR  | SBL   | SBR  | NEL   | NER   |
|-------------------------|------|------|-------|------|-------|-------|
| Lane Configurations     |      |      | ↖ ↗   |      | ↖ ↗ ↘ | ↖     |
| Volume (vph)            | 0    | 0    | 160   | 0    | 170   | 590   |
| Ideal Flow (vphp)       | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor       | 1.00 | 1.00 | 0.97  | 1.00 | 0.97  | 0.91  |
| Frt                     |      |      |       |      | 0.905 | 0.850 |
| Flt Protected           |      |      | 0.950 |      | 0.982 |       |
| Satd. Flow (prot)       | 0    | 0    | 3433  | 0    | 3212  | 1441  |
| Flt Permitted           |      |      | 0.950 |      | 0.982 |       |
| Satd. Flow (perm)       | 0    | 0    | 3433  | 0    | 3212  | 1441  |
| Right Turn on Red       |      | Yes  |       | Yes  |       | Yes   |
| Satd. Flow (RTOR)       |      |      |       |      | 321   | 320   |
| Link Speed (mph)        | 30   |      | 30    |      | 30    |       |
| Link Distance (ft)      | 123  |      | 187   |      | 325   |       |
| Travel Time (s)         | 2.8  |      | 4.3   |      | 7.4   |       |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 0    | 0    | 174   | 0    | 185   | 641   |
| Shared Lane Traffic (%) |      |      |       |      |       | 50%   |
| Lane Group Flow (vph)   | 0    | 0    | 174   | 0    | 506   | 320   |
| Turn Type               |      |      |       |      |       | Perm  |
| Protected Phases        |      |      | 6     |      | 4     |       |
| Permitted Phases        |      |      |       |      |       | 4     |
| Detector Phase          |      |      | 6     |      | 4     | 4     |
| Switch Phase            |      |      |       |      |       |       |
| Minimum Initial (s)     |      |      | 4.0   |      | 4.0   | 4.0   |
| Minimum Split (s)       |      |      | 22.0  |      | 22.0  | 22.0  |
| Total Split (s)         | 0.0  | 0.0  | 26.0  | 0.0  | 34.0  | 34.0  |
| Total Split (%)         | 0.0% | 0.0% | 43.3% | 0.0% | 56.7% | 56.7% |
| Maximum Green (s)       |      |      | 22.0  |      | 30.0  | 30.0  |
| Yellow Time (s)         |      |      | 3.5   |      | 3.5   | 3.5   |
| All-Red Time (s)        |      |      | 0.5   |      | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   |
| Lead/Lag                |      |      |       |      |       |       |
| Lead-Lag Optimize?      |      |      |       |      |       |       |
| Vehicle Extension (s)   |      |      | 3.0   |      | 3.0   | 3.0   |
| Recall Mode             |      |      | None  |      | None  | None  |
| Walk Time (s)           |      |      | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)     |      |      | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) |      |      | 0     |      | 0     | 0     |
| Act Effect Green (s)    |      |      | 7.6   |      | 10.3  | 10.3  |
| Actuated g/C Ratio      |      |      | 0.40  |      | 0.54  | 0.54  |
| v/c Ratio               |      |      | 0.13  |      | 0.27  | 0.34  |
| Control Delay           |      |      | 6.4   |      | 2.3   | 2.1   |
| Queue Delay             |      |      | 0.0   |      | 0.0   | 0.0   |
| Total Delay             |      |      | 6.4   |      | 2.3   | 2.1   |
| LOS                     |      |      | A     |      | A     | A     |
| Approach Delay          |      |      | 6.4   |      | 2.2   |       |
| Approach LOS            |      |      | A     |      | A     |       |
| Queue Length 50th (ft)  |      |      | 6     |      | 6     | 0     |

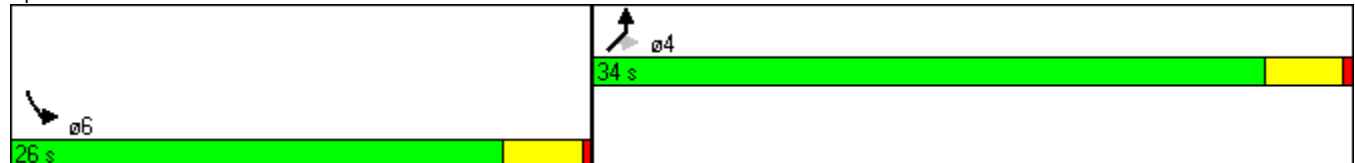


| Lane Group              | WBL | WBR | SBL  | SBR | NEL  | NER  |
|-------------------------|-----|-----|------|-----|------|------|
| Queue Length 95th (ft)  |     |     | 19   |     | 18   | 19   |
| Internal Link Dist (ft) | 43  |     | 107  |     | 245  |      |
| Turn Bay Length (ft)    |     |     |      |     |      |      |
| Base Capacity (vph)     |     |     | 3210 |     | 3212 | 1441 |
| Starvation Cap Reductn  |     |     | 0    |     | 0    | 0    |
| Spillback Cap Reductn   |     |     | 0    |     | 0    | 0    |
| Storage Cap Reductn     |     |     | 0    |     | 0    | 0    |
| Reduced v/c Ratio       |     |     | 0.05 |     | 0.16 | 0.22 |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Cycle Length:                     | 60                     |
| Actuated Cycle Length:            | 18.9                   |
| Natural Cycle:                    | 45                     |
| Control Type:                     | Actuated-Uncoordinated |
| Maximum v/c Ratio:                | 0.34                   |
| Intersection Signal Delay:        | 2.9                    |
| Intersection LOS:                 | A                      |
| Intersection Capacity Utilization | 71.8%                  |
| ICU Level of Service              | C                      |
| Analysis Period (min)             | 15                     |

Splits and Phases: 4: Pratt St & Hanover St





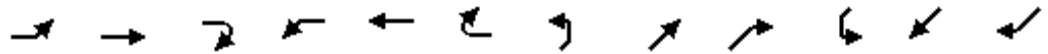
City Of Meriden  
2015 No Improvements - PM Peak

Lanes, Volumes, Timings  
5: E Main St & Pratt St



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NEL   | NET   | NER   | SWL  | SWT  | SWR    |
|-------------------------|------|------|------|------|-------|------|-------|-------|-------|------|------|--------|
| Lane Configurations     |      |      |      |      | ↑↑    |      | ↑↑    | ↑↑    | ↑     |      |      | ↑↑     |
| Volume (vph)            | 0    | 0    | 0    | 0    | 640   | 50   | 210   | 290   | 600   | 0    | 0    | 160    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900   |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 0.95  | 0.95 | 0.97  | 0.95  | 1.00  | 1.00 | 1.00 | 0.88   |
| Frt                     |      |      |      |      | 0.989 |      |       |       | 0.850 |      |      | 0.850  |
| Flt Protected           |      |      |      |      |       |      | 0.950 |       |       |      |      |        |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0    | 3150  | 0    | 3090  | 3185  | 1425  | 0    | 0    | 2508   |
| Flt Permitted           |      |      |      |      |       |      | 0.950 |       |       |      |      |        |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0    | 3150  | 0    | 3090  | 3185  | 1425  | 0    | 0    | 2508   |
| Right Turn on Red       |      |      | Yes  |      |       | Yes  | Yes   |       | Yes   |      |      | Yes    |
| Satd. Flow (RTOR)       |      |      |      |      | 12    |      | 228   |       | 652   |      |      | 1126   |
| Link Speed (mph)        |      | 30   |      |      | 30    |      |       | 30    |       |      | 30   |        |
| Link Distance (ft)      |      | 327  |      |      | 526   |      |       | 208   |       |      | 538  |        |
| Travel Time (s)         |      | 7.4  |      |      | 12.0  |      |       | 4.7   |       |      | 12.2 |        |
| 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)         | 0    | 0    | 0    | 0    | 696   | 54   | 228   | 315   | 652   | 0    | 0    | 174    |
| Shared Lane Traffic (%) |      |      |      |      |       |      |       |       |       |      |      |        |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 750   | 0    | 228   | 315   | 652   | 0    | 0    | 174    |
| Turn Type               |      |      |      |      |       |      | pm+pt |       | Perm  |      |      | custom |
| Protected Phases        |      |      |      |      | 8     |      | 5     | 2     |       |      |      |        |
| Permitted Phases        |      |      |      |      |       |      | 2     |       | 2     |      |      | 6      |
| Detector Phase          |      |      |      |      | 8     |      | 5     | 2     | 2     |      |      | 6      |
| Switch Phase            |      |      |      |      |       |      |       |       |       |      |      |        |
| Minimum Initial (s)     |      |      |      |      | 4.0   |      | 4.0   | 4.0   | 4.0   |      |      | 4.0    |
| Minimum Split (s)       |      |      |      |      | 22.0  |      | 8.0   | 22.0  | 22.0  |      |      | 22.0   |
| Total Split (s)         | 0.0  | 0.0  | 0.0  | 0.0  | 17.0  | 0.0  | 8.0   | 18.0  | 18.0  | 0.0  | 0.0  | 10.0   |
| Total Split (%)         | 0.0% | 0.0% | 0.0% | 0.0% | 28.3% | 0.0% | 13.3% | 30.0% | 30.0% | 0.0% | 0.0% | 16.7%  |
| Maximum Green (s)       |      |      |      |      | 13.0  |      | 4.0   | 14.0  | 14.0  |      |      | 6.0    |
| Yellow Time (s)         |      |      |      |      | 3.5   |      | 3.5   | 3.5   | 3.5   |      |      | 3.5    |
| All-Red Time (s)        |      |      |      |      | 0.5   |      | 0.5   | 0.5   | 0.5   |      |      | 0.5    |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0    |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  | 4.0    |
| Lead/Lag                |      |      |      |      |       |      | Lead  |       |       |      |      | Lag    |
| Lead-Lag Optimize?      |      |      |      |      |       |      | Yes   |       |       |      |      | Yes    |
| Vehicle Extension (s)   |      |      |      |      | 3.0   |      | 3.0   | 3.0   | 3.0   |      |      | 3.0    |
| Recall Mode             |      |      |      |      | None  |      | None  | Max   | Max   |      |      | Max    |
| Walk Time (s)           |      |      |      |      | 7.0   |      |       | 7.0   | 7.0   |      |      | 7.0    |
| Flash Dont Walk (s)     |      |      |      |      | 11.0  |      |       | 11.0  | 11.0  |      |      | 11.0   |
| Pedestrian Calls (#/hr) |      |      |      |      | 0     |      |       | 0     | 0     |      |      | 0      |
| Act Effct Green (s)     |      |      |      |      | 13.0  |      | 26.0  | 26.0  | 26.0  |      |      | 18.0   |
| Actuated g/C Ratio      |      |      |      |      | 0.28  |      | 0.55  | 0.55  | 0.55  |      |      | 0.38   |
| v/c Ratio               |      |      |      |      | 0.85  |      | 0.13  | 0.18  | 0.60  |      |      | 0.11   |
| Control Delay           |      |      |      |      | 28.2  |      | 1.2   | 5.5   | 3.4   |      |      | 0.1    |
| Queue Delay             |      |      |      |      | 0.0   |      | 0.0   | 0.3   | 0.9   |      |      | 0.0    |
| Total Delay             |      |      |      |      | 28.2  |      | 1.2   | 5.8   | 4.3   |      |      | 0.1    |
| LOS                     |      |      |      |      | C     |      | A     | A     | A     |      |      | A      |
| Approach Delay          |      |      |      |      | 28.2  |      |       | 4.1   |       |      |      |        |
| Approach LOS            |      |      |      |      | C     |      |       | A     |       |      |      |        |
| Queue Length 50th (ft)  |      |      |      |      | 98    |      | 0     | 19    | 0     |      |      | 0      |

|                         |      |
|-------------------------|------|
| Lane Group              | ø9   |
| Lane Configurations     |      |
| Volume (vph)            |      |
| Ideal Flow (vphpl)      |      |
| Lane Util. Factor       |      |
| Frt                     |      |
| Flt Protected           |      |
| Satd. Flow (prot)       |      |
| Flt Permitted           |      |
| Satd. Flow (perm)       |      |
| Right Turn on Red       |      |
| Satd. Flow (RTOR)       |      |
| Link Speed (mph)        |      |
| Link Distance (ft)      |      |
| Travel Time (s)         |      |
| Peak Hour Factor        |      |
| Adj. Flow (vph)         |      |
| Shared Lane Traffic (%) |      |
| Lane Group Flow (vph)   |      |
| Turn Type               |      |
| Protected Phases        | 9    |
| Permitted Phases        |      |
| Detector Phase          |      |
| Switch Phase            |      |
| Minimum Initial (s)     | 4.0  |
| Minimum Split (s)       | 32.0 |
| Total Split (s)         | 25.0 |
| Total Split (%)         | 42%  |
| Maximum Green (s)       | 21.0 |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 0.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                |      |
| Lead-Lag Optimize?      |      |
| Vehicle Extension (s)   | 3.0  |
| Recall Mode             | None |
| Walk Time (s)           | 7.0  |
| Flash Dont Walk (s)     | 21.0 |
| Pedestrian Calls (#/hr) | 0    |
| Act Effct Green (s)     |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |
| Approach Delay          |      |
| Approach LOS            |      |
| Queue Length 50th (ft)  |      |



| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NEL  | NET  | NER  | SWL | SWT | SWR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|------|-----|-----|------|
| Queue Length 95th (ft)  |     |     |     |     | #186 |     | 9    | 33   | 34   |     |     | 0    |
| Internal Link Dist (ft) |     | 247 |     |     | 446  |     |      | 128  |      |     | 458 |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |      |     |     |      |
| Base Capacity (vph)     |     |     |     |     | 880  |     | 1811 | 1762 | 1080 |     |     | 1655 |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 876  | 193  |     |     | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    | 0    |     |     | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    | 0    |     |     | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.85 |     | 0.13 | 0.36 | 0.74 |     |     | 0.11 |

**Intersection Summary**

|   |                  |
|---|------------------|
| Area Type:  | CBD              |
| Cycle Length:   | 60               |
| Actuated Cycle Length:  | 47               |
| Natural Cycle:  | 85               |
| Control Type:   | Semi Act-Uncoord |
| Maximum v/c Ratio:  | 0.85             |
| Intersection Signal Delay:  | 12.3             |
| Intersection LOS:   | B                |
| Intersection Capacity Utilization   | 44.6%            |
| ICU Level of Service  | A                |
| Analysis Period (min)   | 15               |
| # 95th percentile volume exceeds capacity, queue may be longer.<br>Queue shown is maximum after two cycles. |                  |

Splits and Phases: 5: E Main St & Pratt St



|                         |    |
|-------------------------|----|
| Lane Group              | ø9 |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |



| Lane Group              | EBT   | EBR  | WBL  | WBT  | NBL  | NBR   |
|-------------------------|-------|------|------|------|------|-------|
| Lane Configurations     | ↑↑↑   |      |      |      |      | ↗     |
| Volume (vph)            | 980   | 100  | 0    | 0    | 0    | 150   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 0.91  | 0.91 | 1.00 | 1.00 | 1.00 | 1.00  |
| Frt                     | 0.986 |      |      |      |      | 0.865 |
| Flt Protected           |       |      |      |      |      |       |
| Satd. Flow (prot)       | 5014  | 0    | 0    | 0    | 0    | 1611  |
| Flt Permitted           |       |      |      |      |      |       |
| Satd. Flow (perm)       | 5014  | 0    | 0    | 0    | 0    | 1611  |
| Link Speed (mph)        | 30    |      |      | 30   | 30   |       |
| Link Distance (ft)      | 128   |      |      | 139  | 468  |       |
| Travel Time (s)         | 2.9   |      |      | 3.2  | 10.6 |       |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 1065  | 109  | 0    | 0    | 0    | 163   |
| Shared Lane Traffic (%) |       |      |      |      |      |       |
| Lane Group Flow (vph)   | 1174  | 0    | 0    | 0    | 0    | 163   |
| Sign Control            | Free  |      |      | Stop | Stop |       |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 37.1%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | EBL    | EBR  | NBL  | NBR   | SWL  | SWR  |
|-------------------------|--------|------|------|-------|------|------|
| Lane Configurations     | TTT    |      |      | T     |      |      |
| Volume (vph)            | 950    | 80   | 0    | 150   | 0    | 0    |
| Ideal Flow (vphpl)      | 1900   | 1900 | 1900 | 1900  | 1900 | 1900 |
| Lane Util. Factor       | 0.94   | 0.91 | 1.00 | 1.00  | 1.00 | 1.00 |
| Frt                     | 0.988  |      |      | 0.865 |      |      |
| Flt Protected           | 0.956  |      |      |       |      |      |
| Satd. Flow (prot)       | 4962   | 0    | 0    | 1611  | 0    | 0    |
| Flt Permitted           | 0.956  |      |      |       |      |      |
| Satd. Flow (perm)       | 4962   | 0    | 0    | 1611  | 0    | 0    |
| Right Turn on Red       | Yes    | Yes  |      | Yes   |      | Yes  |
| Satd. Flow (RTOR)       | 1916   |      |      | 33    |      |      |
| Link Speed (mph)        | 30     |      | 30   |       | 30   |      |
| Link Distance (ft)      | 139    |      | 529  |       | 208  |      |
| Travel Time (s)         | 3.2    |      | 12.0 |       | 4.7  |      |
| Peak Hour Factor        | 0.92   | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)         | 1033   | 87   | 0    | 163   | 0    | 0    |
| Shared Lane Traffic (%) |        |      |      |       |      |      |
| Lane Group Flow (vph)   | 1120   | 0    | 0    | 163   | 0    | 0    |
| Turn Type               | custom |      |      |       |      |      |
| Protected Phases        | 4      |      |      |       |      |      |
| Permitted Phases        | 2      |      |      |       |      |      |
| Minimum Split (s)       | 22.0   |      | 22.0 |       |      |      |
| Total Split (s)         | 22.0   | 0.0  | 0.0  | 23.0  | 0.0  | 0.0  |
| Total Split (%)         | 48.9%  | 0.0% | 0.0% | 51.1% | 0.0% | 0.0% |
| Maximum Green (s)       | 18.0   |      |      | 19.0  |      |      |
| Yellow Time (s)         | 3.5    |      |      | 3.5   |      |      |
| All-Red Time (s)        | 0.5    |      |      | 0.5   |      |      |
| Lost Time Adjust (s)    | 0.0    | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0    | 4.0  | 4.0  | 4.0   | 4.0  | 4.0  |
| Lead/Lag                |        |      |      |       |      |      |
| Lead-Lag Optimize?      |        |      |      |       |      |      |
| Walk Time (s)           | 7.0    |      |      | 7.0   |      |      |
| Flash Dont Walk (s)     | 11.0   |      |      | 11.0  |      |      |
| Pedestrian Calls (#/hr) | 0      |      |      | 0     |      |      |
| Act Effect Green (s)    | 18.0   |      |      | 19.0  |      |      |
| Actuated g/C Ratio      | 0.40   |      |      | 0.42  |      |      |
| v/c Ratio               | 0.36   |      |      | 0.23  |      |      |
| Control Delay           | 0.3    |      |      | 7.8   |      |      |
| Queue Delay             | 0.0    |      |      | 0.0   |      |      |
| Total Delay             | 0.3    |      |      | 7.8   |      |      |
| LOS                     | A      |      |      | A     |      |      |
| Approach Delay          | 0.3    |      |      |       |      |      |
| Approach LOS            | A      |      |      |       |      |      |
| Queue Length 50th (ft)  | 0      |      |      | 20    |      |      |
| Queue Length 95th (ft)  | 0      |      |      | 48    |      |      |
| Internal Link Dist (ft) | 59     |      | 449  |       | 128  |      |
| Turn Bay Length (ft)    |        |      |      |       |      |      |
| Base Capacity (vph)     | 3134   |      |      | 699   |      |      |
| Starvation Cap Reductn  | 0      |      |      | 0     |      |      |

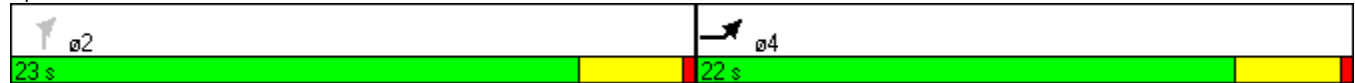


| Lane Group            | EBL  | EBR | NBL | NBR  | SWL | SWR |
|-----------------------|------|-----|-----|------|-----|-----|
| Spillback Cap Reductn | 0    |     |     | 0    |     |     |
| Storage Cap Reductn   | 0    |     |     | 0    |     |     |
| Reduced v/c Ratio     | 0.36 |     |     | 0.23 |     |     |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 45   |
| Actuated Cycle Length:            | 45   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBR and 6:, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.36   |
| Intersection Signal Delay:        | 1.3  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 23.1%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 7: Pratt St & Crown St





| Lane Group              | EBL  | EBT  | WBT  | WBR  | SBL   | SBR  |
|-------------------------|------|------|------|------|-------|------|
| Lane Configurations     |      | ↑↑↑  |      |      | ↑↑    |      |
| Volume (vph)            | 0    | 750  | 0    | 0    | 230   | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 0.91 | 1.00 | 1.00 | 0.97  | 1.00 |
| Frt                     |      |      |      |      |       |      |
| Flt Protected           |      |      |      |      | 0.950 |      |
| Satd. Flow (prot)       | 0    | 5085 | 0    | 0    | 3433  | 0    |
| Flt Permitted           |      |      |      |      | 0.950 |      |
| Satd. Flow (perm)       | 0    | 5085 | 0    | 0    | 3433  | 0    |
| Link Speed (mph)        |      | 30   | 30   |      | 30    |      |
| Link Distance (ft)      |      | 123  | 128  |      | 192   |      |
| Travel Time (s)         |      | 2.8  | 2.9  |      | 4.4   |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)         | 0    | 815  | 0    | 0    | 250   | 0    |
| Shared Lane Traffic (%) |      |      |      |      |       |      |
| Lane Group Flow (vph)   | 0    | 815  | 0    | 0    | 250   | 0    |
| Sign Control            |      | Free | Stop |      | Stop  |      |

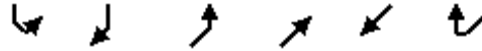
**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 58.8%        |
| ICU Level of Service              | B            |
| Analysis Period (min)             | 15           |





| Lane Group  | SBL  | SBR  | NEL  | NET   | SWT  | SWR  |
|---|------|------|------|-------|------|------|
| Lane Configurations                               |      |      |      | ↑↑    |      |      |
| Volume (vph)                                      | 0    | 0    | 156  | 740   | 0    | 0    |
| Ideal Flow (vphpl)                                | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Lane Util. Factor                                 | 1.00 | 1.00 | 0.95 | 0.95  | 1.00 | 1.00 |
| Frt   |      |      |      |       |      |      |
| Flt Protected                                     |      |      |      | 0.991 |      |      |
| Satd. Flow (prot)                                 | 0    | 0    | 0    | 3507  | 0    | 0    |
| Flt Permitted                                     |      |      |      | 0.991 |      |      |
| Satd. Flow (perm)                                 | 0    | 0    | 0    | 3507  | 0    | 0    |
| Right Turn on Red                                 |      | Yes  | Yes  |       |      | Yes  |
| Satd. Flow (RTOR)                                 |      |      |      |       |      |      |
| Link Speed (mph)                                  | 30   |      |      | 30    | 30   |      |
| Link Distance (ft)                                | 461  |      |      | 369   | 332  |      |
| Travel Time (s)                                   | 10.5 |      |      | 8.4   | 7.5  |      |
| Peak Hour Factor                                  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Growth Factor                                     | 104% | 104% | 104% | 104%  | 104% | 104% |
| Adj. Flow (vph)                                   | 0    | 0    | 176  | 837   | 0    | 0    |
| Shared Lane Traffic (%)                           |      |      |      |       |      |      |
| Lane Group Flow (vph)                             | 0    | 0    | 0    | 1013  | 0    | 0    |
| Turn Type Perm                                    |      |      |      |       |      |      |
| Protected Phases 4                                |      |      |      |       |      |      |
| Permitted Phases 4                                |      |      |      |       |      |      |
| Detector Phase 4 4                                |      |      |      |       |      |      |
| Switch Phase                                      |      |      |      |       |      |      |
| Minimum Initial (s) 4.0 4.0                       |      |      |      |       |      |      |
| Minimum Split (s) 22.0 22.0                       |      |      |      |       |      |      |
| Total Split (s) 0.0 0.0 60.0 60.0 0.0 0.0         |      |      |      |       |      |      |
| Total Split (%) 0.0% 0.0% 100.0% 100.0% 0.0% 0.0% |      |      |      |       |      |      |
| Maximum Green (s) 56.0 56.0                       |      |      |      |       |      |      |
| Yellow Time (s) 3.5 3.5                           |      |      |      |       |      |      |
| All-Red Time (s) 0.5 0.5                          |      |      |      |       |      |      |
| Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0      |      |      |      |       |      |      |
| Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 4.0       |      |      |      |       |      |      |
| Lead/Lag  |      |      |      |       |      |      |
| Lead-Lag Optimize?                                |      |      |      |       |      |      |
| Vehicle Extension (s) 3.0 3.0                     |      |      |      |       |      |      |
| Recall Mode None None                             |      |      |      |       |      |      |
| Walk Time (s) 7.0 7.0                             |      |      |      |       |      |      |
| Flash Dont Walk (s) 11.0 11.0                     |      |      |      |       |      |      |
| Pedestrian Calls (#/hr) 0 0                       |      |      |      |       |      |      |
| Act Effct Green (s) 60.0                          |      |      |      |       |      |      |
| Actuated g/C Ratio 1.00                           |      |      |      |       |      |      |
| v/c Ratio 0.29                                    |      |      |      |       |      |      |
| Control Delay 0.2                                 |      |      |      |       |      |      |
| Queue Delay 0.0                                   |      |      |      |       |      |      |
| Total Delay 0.2                                   |      |      |      |       |      |      |
| LOS A   |      |      |      |       |      |      |
| Approach Delay 0.2                                |      |      |      |       |      |      |
| Approach LOS A                                    |      |      |      |       |      |      |



| Lane Group              | SBL | SBR | NEL | NET  | SWT | SWR |
|-------------------------|-----|-----|-----|------|-----|-----|
| Queue Length 50th (ft)  |     |     |     | 0    |     |     |
| Queue Length 95th (ft)  |     |     |     | 0    |     |     |
| Internal Link Dist (ft) | 381 |     |     | 289  | 252 |     |
| Turn Bay Length (ft)    |     |     |     |      |     |     |
| Base Capacity (vph)     |     |     |     | 3507 |     |     |
| Starvation Cap Reductn  |     |     |     | 0    |     |     |
| Spillback Cap Reductn   |     |     |     | 0    |     |     |
| Storage Cap Reductn     |     |     |     | 0    |     |     |
| Reduced v/c Ratio       |     |     |     | 0.29 |     |     |

**Intersection Summary**

|                                    |   |
|------------------------------------|---|
| Area Type:                         | Other   |
| Cycle Length:                      | 60  |
| Actuated Cycle Length:             | 60  |
| Offset:                            | 0 (0%), Referenced to phase 2: and 6:, Start of Green |
| Natural Cycle:                     | 40  |
| Control Type:                      | Actuated-Coordinated                                  |
| Maximum v/c Ratio:                 | 0.29  |
| Intersection Signal Delay:         | 0.2   |
| Intersection LOS:                  | A   |
| Intersection Capacity Utilization: | 48.1%   |
| ICU Level of Service:              | A   |
| Analysis Period (min):             | 15  |

Splits and Phases: 9: S Grove St & Hanover St



City Of Meriden  
2015 No Improvements - PM Peak

Lanes, Volumes, Timings  
10: W Main St &



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR    |
|-------------------------|------|------|------|------|-------|------|-------|-------|------|------|------|--------|
| Lane Configurations     |      |      |      |      | ↑↑    |      | ↑     | ↑     |      |      |      | ↑      |
| Volume (vph)            | 0    | 0    | 0    | 0    | 925   | 75   | 90    | 63    | 0    | 0    | 0    | 60     |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900   |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 0.95  | 0.95 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00   |
| Frt                     |      |      |      |      | 0.989 |      |       |       |      |      |      | 0.865  |
| Flt Protected           |      |      |      |      |       |      | 0.950 |       |      |      |      |        |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0    | 3500  | 0    | 1770  | 1863  | 0    | 0    | 0    | 1611   |
| Flt Permitted           |      |      |      |      |       |      | 0.950 |       |      |      |      |        |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0    | 3500  | 0    | 1770  | 1863  | 0    | 0    | 0    | 1611   |
| Right Turn on Red       |      |      | Yes  |      |       | Yes  | Yes   |       | Yes  |      |      | Yes    |
| Satd. Flow (RTOR)       |      |      |      |      | 20    |      | 67    |       |      |      |      | 67     |
| Link Speed (mph)        |      | 30   |      |      | 30    |      |       | 30    |      |      |      | 30     |
| Link Distance (ft)      |      | 276  |      |      | 377   |      |       | 461   |      |      |      | 215    |
| Travel Time (s)         |      | 6.3  |      |      | 8.6   |      |       | 10.5  |      |      |      | 4.9    |
| 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   |
| Growth Factor           | 104% | 104% | 104% | 104% | 104%  | 104% | 104%  | 104%  | 104% | 104% | 104% | 104%   |
| Adj. Flow (vph)         | 0    | 0    | 0    | 0    | 1046  | 85   | 102   | 71    | 0    | 0    | 0    | 68     |
| Shared Lane Traffic (%) |      |      |      |      |       |      |       |       |      |      |      |        |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0    | 1131  | 0    | 102   | 71    | 0    | 0    | 0    | 68     |
| Turn Type               |      |      |      |      |       |      | Perm  |       |      |      |      | custom |
| Protected Phases        |      |      |      |      | 8     |      |       | 2     |      |      |      |        |
| Permitted Phases        |      |      |      |      |       |      | 2     |       |      |      |      | 6      |
| Detector Phase          |      |      |      |      | 8     |      | 2     | 2     |      |      |      | 6      |
| Switch Phase            |      |      |      |      |       |      |       |       |      |      |      |        |
| Minimum Initial (s)     |      |      |      |      | 4.0   |      | 4.0   | 4.0   |      |      |      | 4.0    |
| Minimum Split (s)       |      |      |      |      | 22.0  |      | 22.0  | 22.0  |      |      |      | 22.0   |
| Total Split (s)         | 0.0  | 0.0  | 0.0  | 0.0  | 34.0  | 0.0  | 26.0  | 26.0  | 0.0  | 0.0  | 0.0  | 26.0   |
| Total Split (%)         | 0.0% | 0.0% | 0.0% | 0.0% | 56.7% | 0.0% | 43.3% | 43.3% | 0.0% | 0.0% | 0.0% | 43.3%  |
| Maximum Green (s)       |      |      |      |      | 30.0  |      | 22.0  | 22.0  |      |      |      | 22.0   |
| Yellow Time (s)         |      |      |      |      | 3.5   |      | 3.5   | 3.5   |      |      |      | 3.5    |
| All-Red Time (s)        |      |      |      |      | 0.5   |      | 0.5   | 0.5   |      |      |      | 0.5    |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0    |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0  | 4.0  | 4.0    |
| Lead/Lag                |      |      |      |      |       |      |       |       |      |      |      |        |
| Lead-Lag Optimize?      |      |      |      |      |       |      |       |       |      |      |      |        |
| Vehicle Extension (s)   |      |      |      |      | 3.0   |      | 3.0   | 3.0   |      |      |      | 3.0    |
| Recall Mode             |      |      |      |      | None  |      | C-Max | C-Max |      |      |      | C-Max  |
| Walk Time (s)           |      |      |      |      | 7.0   |      | 7.0   | 7.0   |      |      |      | 7.0    |
| Flash Dont Walk (s)     |      |      |      |      | 11.0  |      | 11.0  | 11.0  |      |      |      | 11.0   |
| Pedestrian Calls (#/hr) |      |      |      |      | 0     |      | 0     | 0     |      |      |      | 0      |
| Act Effct Green (s)     |      |      |      |      | 26.9  |      | 25.1  | 25.1  |      |      |      | 25.1   |
| Actuated g/C Ratio      |      |      |      |      | 0.45  |      | 0.42  | 0.42  |      |      |      | 0.42   |
| v/c Ratio               |      |      |      |      | 0.71  |      | 0.13  | 0.09  |      |      |      | 0.10   |
| Control Delay           |      |      |      |      | 15.7  |      | 4.6   | 7.0   |      |      |      | 4.5    |
| Queue Delay             |      |      |      |      | 0.0   |      | 0.0   | 0.0   |      |      |      | 0.0    |
| Total Delay             |      |      |      |      | 15.7  |      | 4.6   | 7.0   |      |      |      | 4.5    |
| LOS                     |      |      |      |      | B     |      | A     | A     |      |      |      | A      |
| Approach Delay          |      |      |      |      | 15.7  |      |       | 5.6   |      |      |      |        |
| Approach LOS            |      |      |      |      | B     |      |       | A     |      |      |      |        |



| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT | SBR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|-----|-----|-----|------|
| Queue Length 50th (ft)  |     |     |     |     | 154  |     | 15   | 14   |     |     |     | 0    |
| Queue Length 95th (ft)  |     |     |     |     | 202  |     | 36   | 36   |     |     |     | 21   |
| Internal Link Dist (ft) |     | 196 |     |     | 297  |     |      | 381  |     |     | 135 |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |     |     |     |      |
| Base Capacity (vph)     |     |     |     |     | 1760 |     | 778  | 778  |     |     |     | 712  |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.64 |     | 0.13 | 0.09 |     |     |     | 0.10 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBR, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 13.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 48.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 10: W Main St &





| Lane Group              | EBT  | EBR  | WBL    | WBT    | NBL  | NBR  |
|-------------------------|------|------|--------|--------|------|------|
| Lane Configurations     |      |      |        | ↕↕     |      |      |
| Volume (vph)            | 0    | 0    | 125    | 950    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900   | 1900   | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 0.95   | 0.95   | 1.00 | 1.00 |
| Frt                     |      |      |        |        |      |      |
| Flt Protected           |      |      |        | 0.994  |      |      |
| Satd. Flow (prot)       | 0    | 0    | 0      | 3518   | 0    | 0    |
| Flt Permitted           |      |      |        | 0.994  |      |      |
| Satd. Flow (perm)       | 0    | 0    | 0      | 3518   | 0    | 0    |
| Right Turn on Red       |      | Yes  | Yes    |        |      | Yes  |
| Satd. Flow (RTOR)       |      |      |        |        |      |      |
| Link Speed (mph)        | 30   |      |        | 30     | 30   |      |
| Link Distance (ft)      | 409  |      |        | 276    | 611  |      |
| Travel Time (s)         | 9.3  |      |        | 6.3    | 13.9 |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92   | 0.92   | 0.92 | 0.92 |
| Growth Factor           | 104% | 104% | 104%   | 104%   | 104% | 104% |
| Adj. Flow (vph)         | 0    | 0    | 141    | 1074   | 0    | 0    |
| Shared Lane Traffic (%) |      |      |        |        |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0      | 1215   | 0    | 0    |
| Turn Type               |      |      | Perm   |        |      |      |
| Protected Phases        |      |      |        | 8      |      |      |
| Permitted Phases        |      |      | 8      |        |      |      |
| Minimum Split (s)       |      |      | 22.0   | 22.0   |      |      |
| Total Split (s)         | 0.0  | 0.0  | 80.0   | 80.0   | 0.0  | 0.0  |
| Total Split (%)         | 0.0% | 0.0% | 100.0% | 100.0% | 0.0% | 0.0% |
| Maximum Green (s)       |      |      | 76.0   | 76.0   |      |      |
| Yellow Time (s)         |      |      | 3.5    | 3.5    |      |      |
| All-Red Time (s)        |      |      | 0.5    | 0.5    |      |      |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0    | 0.0    | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0    | 4.0    | 4.0  | 4.0  |
| Lead/Lag                |      |      |        |        |      |      |
| Lead-Lag Optimize?      |      |      |        |        |      |      |
| Walk Time (s)           |      |      | 7.0    | 7.0    |      |      |
| Flash Dont Walk (s)     |      |      | 11.0   | 11.0   |      |      |
| Pedestrian Calls (#/hr) |      |      | 0      | 0      |      |      |
| Act Effct Green (s)     |      |      |        | 80.0   |      |      |
| Actuated g/C Ratio      |      |      |        | 1.00   |      |      |
| v/c Ratio               |      |      |        | 0.35   |      |      |
| Control Delay           |      |      |        | 0.3    |      |      |
| Queue Delay             |      |      |        | 0.0    |      |      |
| Total Delay             |      |      |        | 0.3    |      |      |
| LOS                     |      |      |        | A      |      |      |
| Approach Delay          |      |      |        | 0.3    |      |      |
| Approach LOS            |      |      |        | A      |      |      |
| Queue Length 50th (ft)  |      |      |        | 0      |      |      |
| Queue Length 95th (ft)  |      |      |        | 0      |      |      |
| Internal Link Dist (ft) | 329  |      |        | 196    | 531  |      |
| Turn Bay Length (ft)    |      |      |        |        |      |      |
| Base Capacity (vph)     |      |      |        | 3518   |      |      |



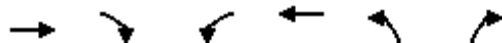
| Lane Group             | EBT | EBR | WBL | WBT  | NBL | NBR |
|------------------------|-----|-----|-----|------|-----|-----|
| Starvation Cap Reductn |     |     |     | 0    |     |     |
| Spillback Cap Reductn  |     |     |     | 0    |     |     |
| Storage Cap Reductn    |     |     |     | 0    |     |     |
| Reduced v/c Ratio      |     |     |     | 0.35 |     |     |

**Intersection Summary**

|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 80  |
| Actuated Cycle Length:            | 80  |
| Offset:                           | 0 (0%), Referenced to phase 2: and 6:, Start of Green |
| Natural Cycle:                    | 40  |
| Control Type:                     | Pretimed  |
| Maximum v/c Ratio:                | 0.35  |
| Intersection Signal Delay:        | 0.3   |
| Intersection LOS:                 | A   |
| Intersection Capacity Utilization | 34.4%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 11: W Main St & Butler St





| Lane Group              | EBT  | EBR    | WBL    | WBT    | NBL  | NBR  |
|-------------------------|------|--------|--------|--------|------|------|
| Lane Configurations     |      | ↗      | ↘      | ↖      |      |      |
| Volume (vph)            | 0    | 514    | 389    | 513    | 0    | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900   | 1900   | 1900   | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00   | 1.00   | 1.00   | 1.00 | 1.00 |
| Frt                     |      | 0.865  |        |        |      |      |
| Flt Protected           |      |        | 0.950  |        |      |      |
| Satd. Flow (prot)       | 0    | 1611   | 1770   | 1863   | 0    | 0    |
| Flt Permitted           |      |        | 0.950  |        |      |      |
| Satd. Flow (perm)       | 0    | 1611   | 1770   | 1863   | 0    | 0    |
| Right Turn on Red       |      | Yes    | Yes    |        |      | Yes  |
| Satd. Flow (RTOR)       |      |        |        |        |      |      |
| Link Speed (mph)        | 30   |        |        | 30     | 30   |      |
| Link Distance (ft)      | 491  |        |        | 409    | 819  |      |
| Travel Time (s)         | 11.2 |        |        | 9.3    | 18.6 |      |
| Peak Hour Factor        | 0.92 | 0.92   | 0.92   | 0.92   | 0.92 | 0.92 |
| Growth Factor           | 104% | 104%   | 104%   | 104%   | 104% | 104% |
| Adj. Flow (vph)         | 0    | 581    | 440    | 580    | 0    | 0    |
| Shared Lane Traffic (%) |      |        |        |        |      |      |
| Lane Group Flow (vph)   | 0    | 581    | 440    | 580    | 0    | 0    |
| Turn Type               |      | custom | Perm   |        |      |      |
| Protected Phases        |      |        |        | 8      |      |      |
| Permitted Phases        |      | 4      | 8      |        |      |      |
| Detector Phase          |      | 4      | 8      | 8      |      |      |
| Switch Phase            |      |        |        |        |      |      |
| Minimum Initial (s)     |      | 4.0    | 4.0    | 4.0    |      |      |
| Minimum Split (s)       |      | 22.0   | 22.0   | 22.0   |      |      |
| Total Split (s)         | 0.0  | 60.0   | 60.0   | 60.0   | 0.0  | 0.0  |
| Total Split (%)         | 0.0% | 100.0% | 100.0% | 100.0% | 0.0% | 0.0% |
| Maximum Green (s)       |      | 56.0   | 56.0   | 56.0   |      |      |
| Yellow Time (s)         |      | 3.5    | 3.5    | 3.5    |      |      |
| All-Red Time (s)        |      | 0.5    | 0.5    | 0.5    |      |      |
| Lost Time Adjust (s)    | 0.0  | 0.0    | 0.0    | 0.0    | 0.0  | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0    | 4.0    | 4.0    | 4.0  | 4.0  |
| Lead/Lag                |      |        |        |        |      |      |
| Lead-Lag Optimize?      |      |        |        |        |      |      |
| Vehicle Extension (s)   |      | 3.0    | 3.0    | 3.0    |      |      |
| Recall Mode             |      | None   | None   | None   |      |      |
| Walk Time (s)           |      | 7.0    | 7.0    | 7.0    |      |      |
| Flash Dont Walk (s)     |      | 11.0   | 11.0   | 11.0   |      |      |
| Pedestrian Calls (#/hr) |      | 0      | 0      | 0      |      |      |
| Act Effect Green (s)    |      | 60.0   | 60.0   | 60.0   |      |      |
| Actuated g/C Ratio      |      | 1.00   | 1.00   | 1.00   |      |      |
| v/c Ratio               |      | 0.36   | 0.25   | 0.31   |      |      |
| Control Delay           |      | 0.6    | 0.3    | 0.4    |      |      |
| Queue Delay             |      | 0.0    | 0.0    | 0.0    |      |      |
| Total Delay             |      | 0.6    | 0.3    | 0.4    |      |      |
| LOS                     |      | A      | A      | A      |      |      |
| Approach Delay          |      |        |        | 0.4    |      |      |
| Approach LOS            |      |        |        | A      |      |      |

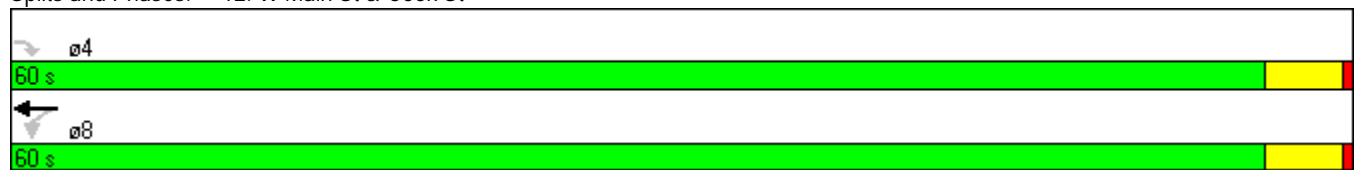


| Lane Group              | EBT | EBR  | WBL  | WBT  | NBL | NBR |
|-------------------------|-----|------|------|------|-----|-----|
| Queue Length 50th (ft)  |     | 0    | 0    | 0    |     |     |
| Queue Length 95th (ft)  |     | 0    | 0    | 0    |     |     |
| Internal Link Dist (ft) | 411 |      |      | 329  | 739 |     |
| Turn Bay Length (ft)    |     |      |      |      |     |     |
| Base Capacity (vph)     |     | 1611 | 1770 | 1863 |     |     |
| Starvation Cap Reductn  |     | 0    | 0    | 0    |     |     |
| Spillback Cap Reductn   |     | 0    | 0    | 0    |     |     |
| Storage Cap Reductn     |     | 0    | 0    | 0    |     |     |
| Reduced v/c Ratio       |     | 0.36 | 0.25 | 0.31 |     |     |

**Intersection Summary**

|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 60  |
| Actuated Cycle Length:            | 60  |
| Offset:                           | 0 (0%), Referenced to phase 2: and 6:, Start of Green |
| Natural Cycle:                    | 40  |
| Control Type:                     | Actuated-Coordinated                                  |
| Maximum v/c Ratio:                | 0.36  |
| Intersection Signal Delay:        | 0.5   |
| Intersection LOS:                 | A   |
| Intersection Capacity Utilization | 62.2%   |
| ICU Level of Service              | B   |
| Analysis Period (min)             | 15  |




















Splits and Phases: 12: W Main St & Cook St





City Of Meriden  
2015 No Improvements - PM Peak

Lanes, Volumes, Timings  
13: Cook St & Hanover St

|                           |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group                | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations       |  |   |  |  |  |  |  |  |  |   |   |   |
| Volume (vph)              | 233   | 0   | 129   | 362   | 214   | 162   | 0  | 143   | 40  | 0   | 0   | 0   |
| Ideal Flow (vphpl)        | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)       | 0   |   | 200   | 0   |   | 0   |  |   | 0   | 0   |   | 0   |
| Storage Lanes             | 1   |   | 1   | 1   |   | 1   | 0  |   | 1   | 0   |   | 0   |
| Taper Length (ft)         | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor         | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Fr <sub>t</sub>           |   |   | 0.850   |   |   | 0.850   |  |   | 0.850   |   |   |   |
| Fl <sub>t</sub> Protected | 0.950   |   |   | 0.950   |   |   |  |   |   |   |   |   |
| Satd. Flow (prot)         | 1770  | 0   | 1583  | 1770  | 1863  | 1583  | 0  | 1863  | 1583  | 0   | 0   | 0   |
| Fl <sub>t</sub> Permitted | 0.608   |   |   | 0.950   |   |   |  |   |   |   |   |   |
| Satd. Flow (perm)         | 1133  | 0   | 1583  | 1770  | 1863  | 1583  | 0  | 1863  | 1583  | 0   | 0   | 0   |
| Right Turn on Red         |   |   | Yes   | Yes   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)         |   |   | 146   | 409   |   | 183   |  |   | 45  |   |   |   |
| Link Speed (mph)          |   | 30  |   |   | 30  |   |  | 25  |   |   | 30  |   |
| Link Distance (ft)        |   | 367   |   |   | 819   |   |  | 340   |   |   | 505   |   |
| Travel Time (s)           |   | 8.3   |   |   | 18.6  |   |  | 9.3   |   |   | 11.5  |   |
| 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  |
| Growth Factor             | 104%  | 104%  | 104%  | 104%  | 104%  | 104%  | 104%   | 104%  | 104%  | 104%  | 104%  | 104%  |
| Adj. Flow (vph)           | 263   | 0   | 146   | 409   | 242   | 183   | 0  | 162   | 45  | 0   | 0   | 0   |
| Shared Lane Traffic (%)   |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)     | 263   | 0   | 146   | 409   | 242   | 183   | 0  | 162   | 45  | 0   | 0   | 0   |
| Turn Type                 | custom  |   | custom  | Perm  |   | Perm  |  |   | Perm  |   |   |   |
| Protected Phases          |   |   |   |   | 6   |   |  | 4   |   |   |   |   |
| Permitted Phases          | 2   |   | 2   | 6   |   | 6   |  |   | 4   |   |   |   |
| Detector Phase            | 2   |   | 2   | 6   | 6   | 6   |  | 4   | 4   |   |   |   |
| Switch Phase              |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)       | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   |  | 4.0   | 4.0   |   |   |   |
| Minimum Split (s)         | 22.0  |   | 22.0  | 22.0  | 22.0  | 22.0  |  | 22.0  | 22.0  |   |   |   |
| Total Split (s)           | 36.0  | 0.0   | 36.0  | 36.0  | 36.0  | 36.0  | 0.0  | 24.0  | 24.0  | 0.0   | 0.0   | 0.0   |
| Total Split (%)           | 60.0%   | 0.0%  | 60.0%   | 60.0%   | 60.0%   | 60.0%   | 0.0%   | 40.0%   | 40.0%   | 0.0%  | 0.0%  | 0.0%  |
| Maximum Green (s)         | 32.0  |   | 32.0  | 32.0  | 32.0  | 32.0  |  | 20.0  | 20.0  |   |   |   |
| Yellow Time (s)           | 3.5   |   | 3.5   | 3.5   | 3.5   | 3.5   |  | 3.5   | 3.5   |   |   |   |
| All-Red Time (s)          | 0.5   |   | 0.5   | 0.5   | 0.5   | 0.5   |  | 0.5   | 0.5   |   |   |   |
| Lost Time Adjust (s)      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)       | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                  |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?        |   |   |   |   |   |   |  |   |   |   |   |   |
| Vehicle Extension (s)     | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   |  | 3.0   | 3.0   |   |   |   |
| Recall Mode               | C-Max   |   | C-Max   | C-Max   | C-Max   | C-Max   |  | None  | None  |   |   |   |
| 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)      | 44.4  |   | 44.4  | 44.4  | 44.4  | 44.4  |  | 10.5  | 10.5  |   |   |   |
| Actuated g/C Ratio        | 0.74  |   | 0.74  | 0.74  | 0.74  | 0.74  |  | 0.18  | 0.18  |   |   |   |
| v/c Ratio                 | 0.31  |   | 0.12  | 0.29  | 0.18  | 0.15  |  | 0.50  | 0.14  |   |   |   |
| Control Delay             | 5.5   |   | 1.2   | 1.1   | 4.1   | 1.1   |  | 26.9  | 8.0   |   |   |   |
| Queue Delay               | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   |  | 0.0   | 0.0   |   |   |   |
| Total Delay               | 5.5   |   | 1.2   | 1.1   | 4.1   | 1.1   |  | 26.9  | 8.0   |   |   |   |

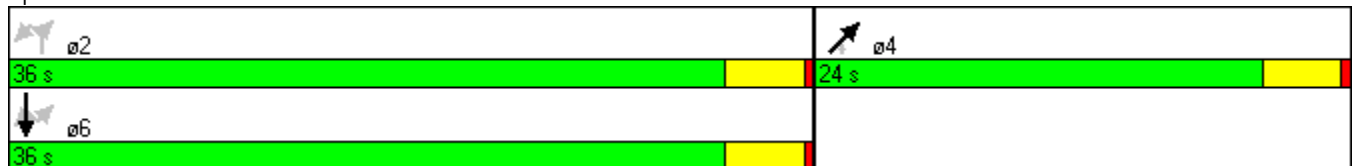


| Lane Group              | NBL  | NBT | NBR  | SBL  | SBT  | SBR  | NEL | NET  | NER  | SWL | SWT | SWR |
|-------------------------|------|-----|------|------|------|------|-----|------|------|-----|-----|-----|
| LOS                     | A    |     | A    | A    | A    | A    |     | C    | A    |     |     |     |
| Approach Delay          |      |     |      |      | 2.0  |      |     | 22.8 |      |     |     |     |
| Approach LOS            |      |     |      |      | A    |      |     | C    |      |     |     |     |
| Queue Length 50th (ft)  | 30   |     | 0    | 0    | 24   | 0    |     | 54   | 0    |     |     |     |
| Queue Length 95th (ft)  | 78   |     | 15   | 25   | 58   | 17   |     | 95   | 21   |     |     |     |
| Internal Link Dist (ft) |      | 287 |      |      | 739  |      |     | 260  |      |     | 425 |     |
| Turn Bay Length (ft)    |      |     | 200  |      |      |      |     |      |      |     |     |     |
| Base Capacity (vph)     | 838  |     | 1209 | 1416 | 1379 | 1219 |     | 621  | 558  |     |     |     |
| Starvation Cap Reductn  | 0    |     | 0    | 0    | 0    | 0    |     | 0    | 0    |     |     |     |
| Spillback Cap Reductn   | 0    |     | 0    | 0    | 0    | 0    |     | 0    | 0    |     |     |     |
| Storage Cap Reductn     | 0    |     | 0    | 0    | 0    | 0    |     | 0    | 0    |     |     |     |
| Reduced v/c Ratio       | 0.31 |     | 0.12 | 0.29 | 0.18 | 0.15 |     | 0.26 | 0.08 |     |     |     |

**Intersection Summary**

















|                                    |  |
|------------------------------------|--|
| Area Type:                         | Other  |
| Cycle Length:                      | 60   |
| Actuated Cycle Length:             | 60   |
| Offset:                            | 0 (0%), Referenced to phase 2:NBL and 6:SBTL, Start of Green |
| Natural Cycle:                     | 45   |
| Control Type:                      | Actuated-Coordinated   |
| Maximum v/c Ratio:                 | 0.50   |
| Intersection Signal Delay:         | 5.5  |
| Intersection LOS:                  | A  |
| Intersection Capacity Utilization: | 47.0%  |
| ICU Level of Service:              | A  |
| Analysis Period (min):             | 15   |













Splits and Phases: 13: Cook St & Hanover St



City Of Meriden  
2015 No Improvements - PM Peak

Lanes, Volumes, Timings  
14: Butler St & Hanover St

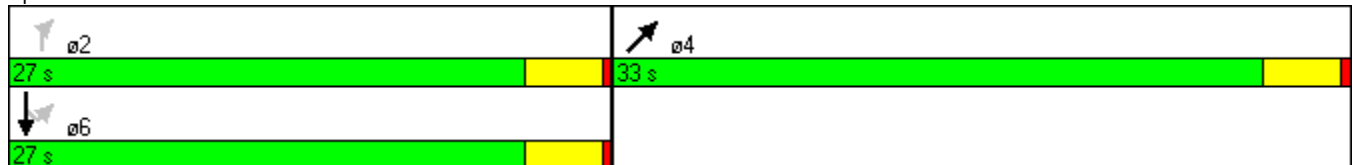
|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |   |   |  |   |  |   |  |  |  |   |   |   |
| Volume (vph)            | 0   | 0   | 43  | 88  | 37  | 0   | 0  | 765   | 30  | 0   | 0   | 0   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 0.95  | 0.95  | 1.00  | 1.00  | 1.00  |
| Frts                    |   |   | 0.865   |   |   |   |  | 0.994   |   |   |   |   |
| Flt Protected           |   |   |   |   | 0.966   |   |  |   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 0   | 1611  | 0   | 1799  | 0   | 0  | 3518  | 0   | 0   | 0   | 0   |
| Flt Permitted           |   |   |   |   | 0.966   |   |  |   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 0   | 1611  | 0   | 1799  | 0   | 0  | 3518  | 0   | 0   | 0   | 0   |
| Right Turn on Red       |   |   | Yes   | Yes   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 102   |   | 99  |   |  | 9   |   |   |   |   |
| Link Speed (mph)        |   | 25  |   |   | 30  |   |  | 30  |   |   |   | 30  |
| Link Distance (ft)      |   | 180   |   |   | 611   |   |  | 505   |   |   |   | 369   |
| Travel Time (s)         |   | 4.9   |   |   | 13.9  |   |  | 11.5  |   |   |   | 8.4   |
| 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  |
| Growth Factor           | 104%  | 104%  | 104%  | 104%  | 104%  | 104%  | 104%   | 104%  | 104%  | 104%  | 104%  | 104%  |
| Adj. Flow (vph)         | 0   | 0   | 49  | 99  | 42  | 0   | 0  | 865   | 34  | 0   | 0   | 0   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 0   | 49  | 0   | 141   | 0   | 0  | 899   | 0   | 0   | 0   | 0   |
| Turn Type               |   |   | custom  | Perm  |   |   |  |   |   |   |   |   |
| Protected Phases        |   |   |   |   | 6   |   |  | 4   |   |   |   |   |
| Permitted Phases        |   |   | 2   | 6   |   |   |  |   |   |   |   |   |
| Detector Phase          |   |   | 2   | 6   | 6   |   |  | 4   |   |   |   |   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)     |   |   | 4.0   | 4.0   | 4.0   |   |  | 4.0   |   |   |   |   |
| Minimum Split (s)       |   |   | 22.0  | 22.0  | 22.0  |   |  | 22.0  |   |   |   |   |
| Total Split (s)         | 0.0   | 0.0   | 27.0  | 27.0  | 27.0  | 0.0   | 0.0  | 33.0  | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Split (%)         | 0.0%  | 0.0%  | 45.0%   | 45.0%   | 45.0%   | 0.0%  | 0.0%   | 55.0%   | 0.0%  | 0.0%  | 0.0%  | 0.0%  |
| Maximum Green (s)       |   |   | 23.0  | 23.0  | 23.0  |   |  | 29.0  |   |   |   |   |
| Yellow Time (s)         |   |   | 3.5   | 3.5   | 3.5   |   |  | 3.5   |   |   |   |   |
| All-Red Time (s)        |   |   | 0.5   | 0.5   | 0.5   |   |  | 0.5   |   |   |   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Vehicle Extension (s)   |   |   | 3.0   | 3.0   | 3.0   |   |  | 3.0   |   |   |   |   |
| Recall Mode             |   |   | C-Max   | C-Max   | C-Max   |   |  | None  |   |   |   |   |
| Walk Time (s)           |   |   | 7.0   | 7.0   | 7.0   |   |  | 7.0   |   |   |   |   |
| Flash Dont Walk (s)     |   |   | 11.0  | 11.0  | 11.0  |   |  | 11.0  |   |   |   |   |
| Pedestrian Calls (#/hr) |   |   | 0   | 0   | 0   |   |  | 0   |   |   |   |   |
| Act Effect Green (s)    |   |   | 28.8  |   | 28.8  |   |  | 23.2  |   |   |   |   |
| Actuated g/C Ratio      |   |   | 0.48  |   | 0.48  |   |  | 0.39  |   |   |   |   |
| v/c Ratio               |   |   | 0.06  |   | 0.15  |   |  | 0.66  |   |   |   |   |
| Control Delay           |   |   | 0.9   |   | 5.0   |   |  | 17.5  |   |   |   |   |
| Queue Delay             |   |   | 0.0   |   | 0.0   |   |  | 0.0   |   |   |   |   |
| Total Delay             |   |   | 0.9   |   | 5.0   |   |  | 17.5  |   |   |   |   |
| LOS                     |   |   | A   |   | A   |   |  | B   |   |   |   |   |
| Approach Delay          |   |   |   |   | 5.0   |   |  | 17.5  |   |   |   |   |
| Approach LOS            |   |   |   |   | A   |   |  | B   |   |   |   |   |

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Queue Length 50th (ft)  |   |   | 0   |   | 8   |   |  | 120   |   |   |   |   |
| Queue Length 95th (ft)  |   |   | 5   |   | 39  |   |  | 138   |   |   |   |   |
| Internal Link Dist (ft) |   | 100   |   |   | 531   |   |  | 425   |   |   | 289   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     |   |   | 825   |   | 914   |   |  | 1705  |   |   |   |   |
| Starvation Cap Reductn  |   |   | 0   |   | 0   |   |  | 0   |   |   |   |   |
| Spillback Cap Reductn   |   |   | 0   |   | 0   |   |  | 0   |   |   |   |   |
| Storage Cap Reductn     |   |   | 0   |   | 0   |   |  | 0   |   |   |   |   |
| Reduced v/c Ratio       |   |   | 0.06  |   | 0.15  |   |  | 0.53  |   |   |   |   |

**Intersection Summary**

|                                    |  |
|------------------------------------|--|
| Area Type:                         | Other  |
| Cycle Length:                      | 60   |
| Actuated Cycle Length:             | 60   |
| Offset:                            | 0 (0%), Referenced to phase 2:NBR and 6:SBTL, Start of Green |
| Natural Cycle:                     | 45   |
| Control Type:                      | Actuated-Coordinated   |
| Maximum v/c Ratio:                 | 0.66   |
| Intersection Signal Delay:         | 15.2   |
| Intersection LOS:                  | B  |
| Intersection Capacity Utilization: | 43.4%  |
| ICU Level of Service:              | A  |
| Analysis Period (min):             | 15   |

Splits and Phases: 14: Butler St & Hanover St



City Of Meriden  
2015 No Improvements - PM Peak

Lanes, Volumes, Timings  
15: W Main St & Linsley Ave



| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations     |       |       |      |       |       |      |       |       |      |       |       |      |
| Volume (vph)            | 188   | 369   | 31   | 15    | 480   | 82   | 65    | 146   | 8    | 102   | 162   | 145  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 100   |       | 0    | 50    |       | 0    | 100   |       | 0    | 100   |       | 0    |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    |
| Taper Length (ft)       | 25    |       | 25   | 25    |       | 25   | 25    |       | 25   | 25    |       | 25   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |       | 0.988 |      |       | 0.978 |      |       | 0.992 |      |       | 0.929 |      |
| Flt Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      |
| Satd. Flow (prot)       | 1770  | 1840  | 0    | 1770  | 1822  | 0    | 1770  | 1848  | 0    | 1770  | 1730  | 0    |
| Flt Permitted           | 0.222 |       |      | 0.370 |       |      | 0.485 |       |      | 0.647 |       |      |
| Satd. Flow (perm)       | 414   | 1840  | 0    | 689   | 1822  | 0    | 903   | 1848  | 0    | 1205  | 1730  | 0    |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 12    |      |       | 24    |      |       | 8     |      |       | 124   |      |
| Link Speed (mph)        |       | 25    |      |       | 30    |      |       | 30    |      |       | 30    |      |
| Link Distance (ft)      |       | 343   |      |       | 491   |      |       | 383   |      |       | 555   |      |
| Travel Time (s)         |       | 9.4   |      |       | 11.2  |      |       | 8.7   |      |       | 12.6  |      |
| 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 |
| Growth Factor           | 104%  | 104%  | 104% | 104%  | 104%  | 104% | 104%  | 104%  | 104% | 104%  | 104%  | 104% |
| Adj. Flow (vph)         | 213   | 417   | 35   | 17    | 543   | 93   | 73    | 165   | 9    | 115   | 183   | 164  |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |      |
| Lane Group Flow (vph)   | 213   | 452   | 0    | 17    | 636   | 0    | 73    | 174   | 0    | 115   | 347   | 0    |
| Turn Type               | Perm  |       |      | Perm  |       |      | Perm  |       |      | Perm  |       |      |
| Protected Phases        |       | 4     |      |       | 8     |      |       | 2     |      |       | 6     |      |
| Permitted Phases        | 4     |       |      | 8     |       |      | 2     |       |      | 6     |       |      |
| Minimum Split (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      |
| Total Split (s)         | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  |
| Total Split (%)         | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% |
| Maximum Green (s)       | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |
| Yellow Time (s)         | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |       |      |       |       |      |       |       |      |       |       |      |
| Lead-Lag Optimize?      |       |       |      |       |       |      |       |       |      |       |       |      |
| Walk Time (s)           | 7.0   | 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  | 11.0  |      |
| Pedestrian Calls (#/hr) | 0     | 0     |      | 0     | 0     |      | 0     | 0     |      | 0     | 0     |      |
| Act Effect Green (s)    | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |
| Actuated g/C Ratio      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |      |
| v/c Ratio               | 1.26  | 0.59  |      | 0.06  | 0.84  |      | 0.20  | 0.23  |      | 0.23  | 0.44  |      |
| Control Delay           | 178.9 | 13.9  |      | 8.7   | 24.6  |      | 10.1  | 9.1   |      | 10.1  | 8.0   |      |
| Queue Delay             | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      |
| Total Delay             | 178.9 | 13.9  |      | 8.7   | 24.6  |      | 10.1  | 9.1   |      | 10.1  | 8.0   |      |
| LOS                     | F     | B     |      | A     | C     |      | B     | A     |      | B     | A     |      |
| Approach Delay          |       | 66.7  |      |       | 24.2  |      |       | 9.4   |      |       | 8.5   |      |
| Approach LOS            |       | E     |      |       | C     |      |       | A     |      |       | A     |      |
| Queue Length 50th (ft)  | ~71   | 81    |      | 2     | 129   |      | 11    | 25    |      | 18    | 36    |      |
| Queue Length 95th (ft)  | #168  | 150   |      | 11    | #295  |      | 31    | 55    |      | 44    | 82    |      |

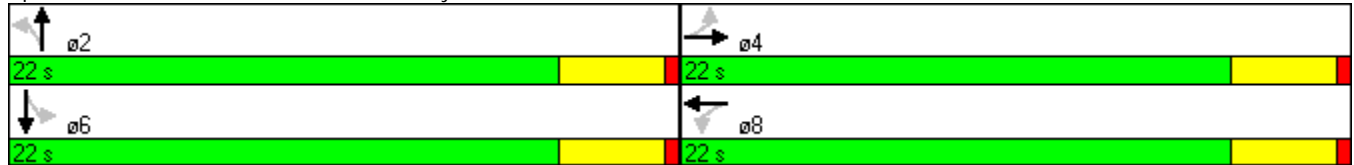


| Lane Group              | EBL  | EBT  | EBR | WBL  | WBT  | WBR | NBL  | NBT  | NBR | SBL  | SBT  | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Internal Link Dist (ft) |      | 263  |     |      | 411  |     |      | 303  |     |      | 475  |     |
| Turn Bay Length (ft)    | 100  |      |     | 50   |      |     | 100  |      |     | 100  |      |     |
| Base Capacity (vph)     | 169  | 760  |     | 282  | 760  |     | 369  | 761  |     | 493  | 781  |     |
| Starvation Cap Reductn  | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Spillback Cap Reductn   | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Storage Cap Reductn     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Reduced v/c Ratio       | 1.26 | 0.59 |     | 0.06 | 0.84 |     | 0.20 | 0.23 |     | 0.23 | 0.44 |     |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.26  
 Intersection Signal Delay: 32.8 Intersection LOS: C  
 Intersection Capacity Utilization 77.4% ICU Level of Service D  
 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: 15: W Main St & Linsley Ave





| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 480   | 39   | 10   | 541   | 36    | 10   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 0.95 | 0.95  | 1.00  | 1.00 |
| Frt                     | 0.990 |      |      |       | 0.971 |      |
| Flt Protected           |       |      |      | 0.999 | 0.962 |      |
| Satd. Flow (prot)       | 1844  | 0    | 0    | 3536  | 1740  | 0    |
| Flt Permitted           |       |      |      | 0.999 | 0.962 |      |
| Satd. Flow (perm)       | 1844  | 0    | 0    | 3536  | 1740  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 526   |      |      | 398   | 522   |      |
| Travel Time (s)         | 12.0  |      |      | 9.0   | 11.9  |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Growth Factor           | 104%  | 104% | 104% | 104%  | 104%  | 104% |
| Adj. Flow (vph)         | 543   | 44   | 11   | 612   | 41    | 11   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 587   | 0    | 0    | 623   | 52    | 0    |
| Sign Control            | Free  |      |      | Free  | Stop  |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 38.7%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|-------|------|------|-------|------|------|-------|------|------|-------|------|
| Lane Configurations     |       |       |      |      |       |      |      |       |      |      |       |      |
| Volume (vph)            | 15    | 88    | 380  | 25   | 176   | 12   | 339  | 37    | 4    | 16   | 53    | 36   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Storage Length (ft)     | 50    |       | 0    | 0    |       | 0    | 0    |       | 0    | 0    |       | 0    |
| Storage Lanes           | 1     |       | 0    | 0    |       | 0    | 0    |       | 0    | 0    |       | 0    |
| Taper Length (ft)       | 25    |       | 25   | 25   |       | 25   | 25   |       | 25   | 25   |       | 25   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                     |       | 0.878 |      |      | 0.992 |      |      | 0.998 |      |      | 0.953 |      |
| Flt Protected           | 0.950 |       |      |      | 0.994 |      |      | 0.957 |      |      | 0.992 |      |
| Satd. Flow (prot)       | 1770  | 1635  | 0    | 0    | 1837  | 0    | 0    | 1779  | 0    | 0    | 1761  | 0    |
| Flt Permitted           | 0.950 |       |      |      | 0.994 |      |      | 0.957 |      |      | 0.992 |      |
| Satd. Flow (perm)       | 1770  | 1635  | 0    | 0    | 1837  | 0    | 0    | 1779  | 0    | 0    | 1761  | 0    |
| Link Speed (mph)        |       | 30    |      |      | 25    |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |       | 398   |      |      | 284   |      |      | 209   |      |      | 363   |      |
| Travel Time (s)         |       | 9.0   |      |      | 7.7   |      |      | 4.8   |      |      | 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 |
| Growth Factor           | 104%  | 104%  | 104% | 104% | 104%  | 104% | 104% | 104%  | 104% | 104% | 104%  | 104% |
| Adj. Flow (vph)         | 17    | 99    | 430  | 28   | 199   | 14   | 383  | 42    | 5    | 18   | 60    | 41   |
| Shared Lane Traffic (%) |       |       |      |      |       |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 17    | 529   | 0    | 0    | 241   | 0    | 0    | 430   | 0    | 0    | 119   | 0    |
| Sign Control            |       | Free  |      |      | Stop  |      |      | Free  |      |      | Stop  |      |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 67.6%        |
| ICU Level of Service              | C            |
| Analysis Period (min)             | 15           |





| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL  | SBT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 25    | 712  | 35    | 53   | 752  | 70    |
| Ideal Flow (vphp)       | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Frt                     | 0.870 |      | 0.919 |      |      |       |
| Flt Protected           | 0.998 |      |       |      |      | 0.956 |
| Satd. Flow (prot)       | 1617  | 0    | 1712  | 0    | 0    | 1781  |
| Flt Permitted           | 0.998 |      |       |      |      | 0.956 |
| Satd. Flow (perm)       | 1617  | 0    | 1712  | 0    | 0    | 1781  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 467   |      | 516   |      |      | 209   |
| Travel Time (s)         | 10.6  |      | 11.7  |      |      | 4.8   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Growth Factor           | 104%  | 104% | 104%  | 104% | 104% | 104%  |
| Adj. Flow (vph)         | 28    | 805  | 40    | 60   | 850  | 79    |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 833   | 0    | 100   | 0    | 0    | 929   |
| Sign Control            | Free  |      | Stop  |      |      | Free  |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 107.7%                 |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service G |



| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 536   | 28   | 12   | 400   | 14    | 37   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.993 |      |      |       | 0.902 |      |
| Flt Protected           |       |      |      | 0.999 | 0.986 |      |
| Satd. Flow (prot)       | 1850  | 0    | 0    | 1861  | 1657  | 0    |
| Flt Permitted           |       |      |      | 0.999 | 0.986 |      |
| Satd. Flow (perm)       | 1850  | 0    | 0    | 1861  | 1657  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 467   |      |      | 360   | 419   |      |
| Travel Time (s)         | 10.6  |      |      | 8.2   | 9.5   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Growth Factor           | 104%  | 104% | 104% | 104%  | 104%  | 104% |
| Adj. Flow (vph)         | 606   | 32   | 14   | 452   | 16    | 42   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 638   | 0    | 0    | 466   | 58    | 0    |
| Sign Control            | Free  |      |      | Free  | Stop  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 42.0% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | NWL   | NWR  | NET   | NER  | SWL  | SWT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 5     | 15   | 298   | 15   | 30   | 170   |
| Ideal Flow (vphp)       | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 0.95  | 0.95 | 0.95 | 0.95  |
| Frt                     | 0.900 |      | 0.993 |      |      |       |
| Flt Protected           | 0.987 |      |       |      |      | 0.993 |
| Satd. Flow (prot)       | 1655  | 0    | 3514  | 0    | 0    | 3514  |
| Flt Permitted           | 0.987 |      |       |      |      | 0.993 |
| Satd. Flow (perm)       | 1655  | 0    | 3514  | 0    | 0    | 3514  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 223   |      | 538   |      |      | 291   |
| Travel Time (s)         | 5.1   |      | 12.2  |      |      | 6.6   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Growth Factor           | 104%  | 104% | 104%  | 104% | 104% | 104%  |
| Adj. Flow (vph)         | 6     | 17   | 337   | 17   | 34   | 192   |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 23    | 0    | 354   | 0    | 0    | 226   |
| Sign Control            | Stop  |      | Free  |      |      | Free  |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 28.2%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | EBL   | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 68    | 24   | 19   | 45    | 273   | 63   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.965 |      |      |       | 0.975 |      |
| Flt Protected           | 0.964 |      |      | 0.986 |       |      |
| Satd. Flow (prot)       | 1733  | 0    | 0    | 1837  | 1816  | 0    |
| Flt Permitted           | 0.964 |      |      | 0.986 |       |      |
| Satd. Flow (perm)       | 1733  | 0    | 0    | 1837  | 1816  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 216   |      |      | 775   | 426   |      |
| Travel Time (s)         | 4.9   |      |      | 17.6  | 9.7   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Growth Factor           | 104%  | 104% | 104% | 104%  | 104%  | 104% |
| Adj. Flow (vph)         | 77    | 27   | 21   | 51    | 309   | 71   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 104   | 0    | 0    | 72    | 380   | 0    |
| Sign Control            | Stop  |      |      | Free  | Free  |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 32.0%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | EBL   | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|-------|------|------|------|------|------|
| Lane Configurations     |       |      |      |      |      |      |
| Volume (vph)            | 61    | 30   | 0    | 213  | 256  | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     | 0.955 |      |      |      |      |      |
| Flt Protected           | 0.968 |      |      |      |      |      |
| Satd. Flow (prot)       | 1722  | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           | 0.968 |      |      |      |      |      |
| Satd. Flow (perm)       | 1722  | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30    |      |      | 30   | 30   |      |
| Link Distance (ft)      | 287   |      |      | 241  | 561  |      |
| Travel Time (s)         | 6.5   |      |      | 5.5  | 12.8 |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor           | 104%  | 104% | 104% | 104% | 104% | 104% |
| Adj. Flow (vph)         | 69    | 34   | 0    | 241  | 289  | 0    |
| Shared Lane Traffic (%) |       |      |      |      |      |      |
| Lane Group Flow (vph)   | 103   | 0    | 0    | 241  | 289  | 0    |
| Sign Control            | Stop  |      |      | Free | Free |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 26.1%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | EBL  | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|------|------|------|-------|-------|------|
| Lane Configurations     |      |      |      | ↕     | ↕     |      |
| Volume (vph)            | 0    | 0    | 14   | 287   | 281   | 68   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |      |      |      |       | 0.974 |      |
| Flt Protected           |      |      |      | 0.998 |       |      |
| Satd. Flow (prot)       | 0    | 0    | 0    | 1859  | 1814  | 0    |
| Flt Permitted           |      |      |      | 0.998 |       |      |
| Satd. Flow (perm)       | 0    | 0    | 0    | 1859  | 1814  | 0    |
| Link Speed (mph)        | 30   |      |      | 30    | 30    |      |
| Link Distance (ft)      | 268  |      |      | 561   | 152   |      |
| Travel Time (s)         | 6.1  |      |      | 12.8  | 3.5   |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Growth Factor           | 104% | 104% | 104% | 104%  | 104%  | 104% |
| Adj. Flow (vph)         | 0    | 0    | 16   | 324   | 318   | 77   |
| Shared Lane Traffic (%) |      |      |      |       |       |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 340   | 395   | 0    |
| Sign Control            | Free |      |      | Free  | Free  |      |

**Intersection Summary**










|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 30.9% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | WBL  | WBR  | NBT   | NBR  | SBL  | SBT   |
|-------------------------|------|------|-------|------|------|-------|
| Lane Configurations     |      |      |       |      |      |       |
| Volume (vph)            | 0    | 0    | 240   | 50   | 10   | 260   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Frt                     |      |      | 0.977 |      |      |       |
| Flt Protected           |      |      |       |      |      | 0.998 |
| Satd. Flow (prot)       | 1863 | 0    | 1820  | 0    | 0    | 1859  |
| Flt Permitted           |      |      |       |      |      | 0.998 |
| Satd. Flow (perm)       | 1863 | 0    | 1820  | 0    | 0    | 1859  |
| Link Speed (mph)        | 30   |      | 30    |      |      | 30    |
| Link Distance (ft)      | 402  |      | 246   |      |      | 308   |
| Travel Time (s)         | 9.1  |      | 5.6   |      |      | 7.0   |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 0    | 0    | 261   | 54   | 11   | 283   |
| Shared Lane Traffic (%) |      |      |       |      |      |       |
| Lane Group Flow (vph)   | 0    | 0    | 315   | 0    | 0    | 294   |
| Sign Control            | Stop |      | Free  |      |      | Free  |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 25.1%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |

|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     |  |   |  |   |   |  |
| Volume (vph)            | 126   | 188   | 167   | 101   | 156   | 189   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.919   |   | 0.949   |   |   |   |
| Flt Protected           | 0.980   |   |   |   |   | 0.978   |
| Satd. Flow (prot)       | 1678  | 0   | 1768  | 0   | 0   | 1822  |
| Flt Permitted           | 0.980   |   |   |   |   | 0.690   |
| Satd. Flow (perm)       | 1678  | 0   | 1768  | 0   | 0   | 1285  |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |
| Satd. Flow (RTOR)       | 208   |   | 84  |   |   |   |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |
| Link Distance (ft)      | 320   |   | 176   |   |   | 220   |
| Travel Time (s)         | 7.3   |   | 4.0   |   |   | 5.0   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Growth Factor           | 104%  | 104%  | 104%  | 104%  | 104%  | 104%  |
| Adj. Flow (vph)         | 142   | 213   | 189   | 114   | 176   | 214   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 355   | 0   | 303   | 0   | 0   | 390   |
| Turn Type               |   |   |   |   | Perm  |   |
| Protected Phases        | 8   |   | 2   |   |   | 6   |
| Permitted Phases        |   |   |   |   | 6   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  |   | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0   | 22.0  | 0.0   | 22.0  | 22.0  |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   |
| Maximum Green (s)       | 18.0  |   | 18.0  |   | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |   | 3.5   |   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   | 0.5   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Walk Time (s)           | 7.0   |   | 7.0   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |   | 11.0  |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0   |   | 0   |   | 0   | 0   |
| Act Effct Green (s)     | 18.0  |   | 18.0  |   |   | 18.0  |
| Actuated g/C Ratio      | 0.41  |   | 0.41  |   |   | 0.41  |
| v/c Ratio               | 0.44  |   | 0.39  |   |   | 0.74  |
| Control Delay           | 6.0   |   | 12.0  |   |   | 23.0  |
| Queue Delay             | 0.0   |   | 0.0   |   |   | 0.0   |
| Total Delay             | 6.0   |   | 12.0  |   |   | 23.0  |
| LOS                     | A   |   | B   |   |   | C   |
| Approach Delay          | 6.0   |   | 12.0  |   |   | 23.0  |
| Approach LOS            | A   |   | B   |   |   | C   |
| Queue Length 50th (ft)  | 22  |   | 58  |   |   | 78  |
| Queue Length 95th (ft)  | 65  |   | 115   |   |   | #197  |
| Internal Link Dist (ft) | 240   |   | 96  |   |   | 140   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 809   |   | 773   |   |   | 526   |



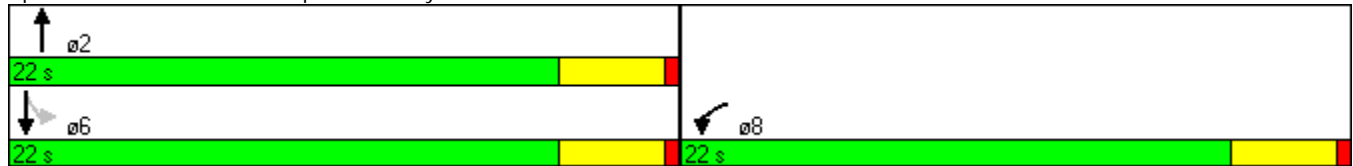











| Lane Group             | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|------------------------|------|-----|------|-----|-----|------|
| Starvation Cap Reductn | 0    |     | 0    |     |     | 0    |
| Spillback Cap Reductn  | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn    | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio      | 0.44 |     | 0.39 |     |     | 0.74 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 14.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 64.1%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Camp St & Colony St



|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     |  |   |  |   |   |  |
| Volume (vph)            | 66  | 25  | 224   | 56  | 13  | 278   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.963   |   | 0.973   |   |   |   |
| Flt Protected           | 0.965   |   |   |   |   | 0.998   |
| Satd. Flow (prot)       | 1731  | 0   | 1812  | 0   | 0   | 1859  |
| Flt Permitted           | 0.965   |   |   |   |   | 0.981   |
| Satd. Flow (perm)       | 1731  | 0   | 1812  | 0   | 0   | 1827  |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |
| Satd. Flow (RTOR)       | 28  |   | 34  |   |   |   |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |
| Link Distance (ft)      | 265   |   | 152   |   |   | 414   |
| Travel Time (s)         | 6.0   |   | 3.5   |   |   | 9.4   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Growth Factor           | 104%  | 104%  | 104%  | 104%  | 104%  | 104%  |
| Adj. Flow (vph)         | 75  | 28  | 253   | 63  | 15  | 314   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 103   | 0   | 316   | 0   | 0   | 329   |
| Turn Type               |   |   |   |   | Perm  |   |
| Protected Phases        | 8   |   | 2   |   |   | 6   |
| Permitted Phases        |   |   |   |   | 6   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  |   | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0   | 22.0  | 0.0   | 22.0  | 22.0  |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   |
| Maximum Green (s)       | 18.0  |   | 18.0  |   | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |   | 3.5   |   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   | 0.5   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Walk Time (s)           | 7.0   |   | 7.0   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |   | 11.0  |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0   |   | 0   |   | 0   | 0   |
| Act Effct Green (s)     | 18.0  |   | 18.0  |   |   | 18.0  |
| Actuated g/C Ratio      | 0.41  |   | 0.41  |   |   | 0.41  |
| v/c Ratio               | 0.14  |   | 0.42  |   |   | 0.44  |
| Control Delay           | 5.5   |   | 10.3  |   |   | 12.6  |
| Queue Delay             | 0.0   |   | 0.0   |   |   | 0.0   |
| Total Delay             | 5.5   |   | 10.3  |   |   | 12.6  |
| LOS                     | A   |   | B   |   |   | B   |
| Approach Delay          | 5.5   |   | 10.3  |   |   | 12.6  |
| Approach LOS            | A   |   | B   |   |   | B   |
| Queue Length 50th (ft)  | 7   |   | 47  |   |   | 73  |
| Queue Length 95th (ft)  | 24  |   | 94  |   |   | m106  |
| Internal Link Dist (ft) | 185   |   | 72  |   |   | 334   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 725   |   | 761   |   |   | 747   |

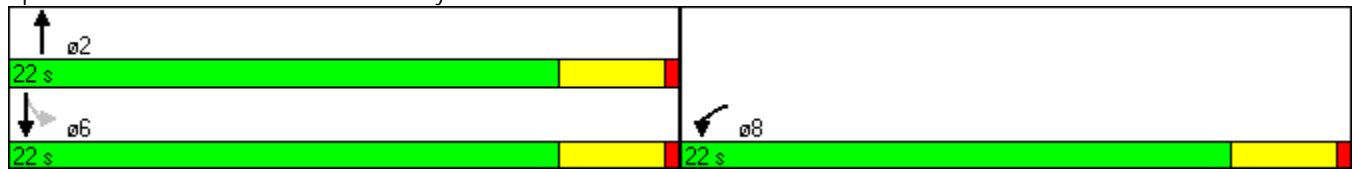


| Lane Group             | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|------------------------|------|-----|------|-----|-----|------|
| Starvation Cap Reductn | 0    |     | 0    |     |     | 0    |
| Spillback Cap Reductn  | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn    | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio      | 0.14 |     | 0.42 |     |     | 0.44 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.44  
 Intersection Signal Delay: 10.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 38.3%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 47: Brooks St & Colony St





| Lane Group              | EBL  | EBT   | EBR   | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|------|-------|-------|------|-------|------|------|-------|------|------|-------|------|
| Lane Configurations     |      |       |       |      |       |      |      |       |      |      |       |      |
| Volume (vph)            | 86   | 141   | 43    | 66   | 132   | 3    | 68   | 68    | 43   | 17   | 191   | 107  |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Storage Length (ft)     | 0    |       | 75    | 0    |       | 0    | 0    |       | 0    | 0    |       | 0    |
| Storage Lanes           | 0    |       | 1     | 0    |       | 0    | 0    |       | 0    | 0    |       | 0    |
| Taper Length (ft)       | 25   |       | 25    | 25   |       | 25   | 25   |       | 25   | 25   |       | 25   |
| Lane Util. Factor       | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                     |      |       | 0.850 |      | 0.998 |      |      | 0.967 |      |      | 0.954 |      |
| Flt Protected           |      | 0.981 |       |      | 0.984 |      |      | 0.981 |      |      | 0.997 |      |
| Satd. Flow (prot)       | 0    | 1827  | 1583  | 0    | 1829  | 0    | 0    | 1767  | 0    | 0    | 1772  | 0    |
| Flt Permitted           |      | 0.981 |       |      | 0.984 |      |      | 0.981 |      |      | 0.997 |      |
| Satd. Flow (perm)       | 0    | 1827  | 1583  | 0    | 1829  | 0    | 0    | 1767  | 0    | 0    | 1772  | 0    |
| Link Speed (mph)        |      | 30    |       |      | 30    |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |      | 406   |       |      | 514   |      |      | 452   |      |      | 325   |      |
| Travel Time (s)         |      | 9.2   |       |      | 11.7  |      |      | 10.3  |      |      | 7.4   |      |
| 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 |
| Growth Factor           | 104% | 104%  | 104%  | 104% | 104%  | 104% | 104% | 104%  | 104% | 104% | 104%  | 104% |
| Adj. Flow (vph)         | 97   | 159   | 49    | 75   | 149   | 3    | 77   | 77    | 49   | 19   | 216   | 121  |
| Shared Lane Traffic (%) |      |       |       |      |       |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 0    | 256   | 49    | 0    | 227   | 0    | 0    | 203   | 0    | 0    | 356   | 0    |
| Sign Control            |      | Free  |       |      | Stop  |      |      | Stop  |      |      | Stop  |      |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 65.8%        |
| ICU Level of Service              | C            |
| Analysis Period (min)             | 15           |



| Lane Group              | EBL   | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|-------|------|------|------|------|------|
| Lane Configurations     |       |      |      |      |      |      |
| Volume (vph)            | 31    | 31   | 0    | 249  | 260  | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     | 0.932 |      |      |      |      |      |
| Flt Protected           | 0.976 |      |      |      |      |      |
| Satd. Flow (prot)       | 1694  | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           | 0.976 |      |      |      |      |      |
| Satd. Flow (perm)       | 1694  | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30    |      |      | 30   | 30   |      |
| Link Distance (ft)      | 281   |      |      | 414  | 246  |      |
| Travel Time (s)         | 6.4   |      |      | 9.4  | 5.6  |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor           | 104%  | 104% | 104% | 104% | 104% | 104% |
| Adj. Flow (vph)         | 35    | 35   | 0    | 281  | 294  | 0    |
| Shared Lane Traffic (%) |       |      |      |      |      |      |
| Lane Group Flow (vph)   | 70    | 0    | 0    | 281  | 294  | 0    |
| Sign Control            | Stop  |      |      | Free | Free |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 24.7%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | EBL   | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|-------|------|------|------|------|------|
| Lane Configurations     |       |      |      |      |      |      |
| Volume (vph)            | 30    | 30   | 0    | 170  | 330  | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     | 0.932 |      |      |      |      |      |
| Flt Protected           | 0.976 |      |      |      |      |      |
| Satd. Flow (prot)       | 1694  | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           | 0.976 |      |      |      |      |      |
| Satd. Flow (perm)       | 1694  | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30    |      |      | 30   | 30   |      |
| Link Distance (ft)      | 214   |      |      | 229  | 212  |      |
| Travel Time (s)         | 4.9   |      |      | 5.2  | 4.8  |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 33    | 33   | 0    | 185  | 359  | 0    |
| Shared Lane Traffic (%) |       |      |      |      |      |      |
| Lane Group Flow (vph)   | 66    | 0    | 0    | 185  | 359  | 0    |
| Sign Control            | Stop  |      |      | Free | Free |      |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 27.5%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |



















| Lane Group              | EBL   | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 10    | 10   | 10   | 240   | 260   | 10   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.932 |      |      |       | 0.995 |      |
| Flt Protected           | 0.976 |      |      | 0.998 |       |      |
| Satd. Flow (prot)       | 1694  | 0    | 0    | 1859  | 1853  | 0    |
| Flt Permitted           | 0.976 |      |      | 0.998 |       |      |
| Satd. Flow (perm)       | 1694  | 0    | 0    | 1859  | 1853  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 378   |      |      | 308   | 176   |      |
| Travel Time (s)         | 8.6   |      |      | 7.0   | 4.0   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Growth Factor           | 104%  | 104% | 104% | 104%  | 104%  | 104% |
| Adj. Flow (vph)         | 11    | 11   | 11   | 271   | 294   | 11   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 22    | 0    | 0    | 282   | 305   | 0    |
| Sign Control            | Stop  |      |      | Free  | Free  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 31.6% ICU Level of Service A |
| Analysis Period (min)             | 15                           |

City Of Meriden  
2015 No Improvements - PM Peak

Lanes, Volumes, Timings  
60: Cedar St & Pratt St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | SEL   | SET   | SER   | NWL   | NWT   | NWR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |   |  |   |   |  |   |  |  |   |   |  |   |
| Volume (vph)            | 13  | 0   | 11  | 16  | 6   | 16  | 16   | 305   | 0   | 0   | 268   | 24  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.95   | 0.95  | 1.00  | 1.00  | 0.95  | 0.95  |
| Frt                     |   | 0.940   |   |   | 0.943   |   |  |   |   |   | 0.988   |   |
| Flt Protected           |   | 0.973   |   |   | 0.979   |   |  | 0.998   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 1704  | 0   | 0   | 1720  | 0   | 0  | 3532  | 0   | 0   | 3497  | 0   |
| Flt Permitted           |   | 0.906   |   |   | 0.925   |   |  | 0.934   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 1586  | 0   | 0   | 1625  | 0   | 0  | 3306  | 0   | 0   | 3497  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 12  |   |   | 18  |   |  |   |   |   | 25  |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 206   |   |   | 172   |   |  | 255   |   |   | 669   |   |
| Travel Time (s)         |   | 4.7   |   |   | 3.9   |   |  | 5.8   |   |   | 15.2  |   |
| 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  |
| Growth Factor           | 104%  | 104%  | 104%  | 104%  | 104%  | 104%  | 104%   | 104%  | 104%  | 104%  | 104%  | 104%  |
| Adj. Flow (vph)         | 15  | 0   | 12  | 18  | 7   | 18  | 18   | 345   | 0   | 0   | 303   | 27  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 27  | 0   | 0   | 43  | 0   | 0  | 363   | 0   | 0   | 330   | 0   |
| Turn Type               | Perm  |   |   | Perm  |   |   | Perm   |   |   |   |   |   |
| Protected Phases        |   | 6   |   |   | 2   |   |  | 4   |   |   | 8   |   |
| Permitted Phases        | 6   |   |   | 2   |   |   | 4  |   |   |   |   |   |
| Minimum Split (s)       | 22.0  | 22.0  |   | 22.0  | 22.0  |   | 22.0   | 22.0  |   |   | 22.0  |   |
| Total Split (s)         | 22.0  | 22.0  | 0.0   | 22.0  | 22.0  | 0.0   | 22.0   | 22.0  | 0.0   | 0.0   | 22.0  | 0.0   |
| Total Split (%)         | 50.0%   | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 0.0%  | 50.0%  | 50.0%   | 0.0%  | 0.0%  | 50.0%   | 0.0%  |
| Maximum Green (s)       | 18.0  | 18.0  |   | 18.0  | 18.0  |   | 18.0   | 18.0  |   |   | 18.0  |   |
| Yellow Time (s)         | 3.5   | 3.5   |   | 3.5   | 3.5   |   | 3.5  | 3.5   |   |   | 3.5   |   |
| All-Red Time (s)        | 0.5   | 0.5   |   | 0.5   | 0.5   |   | 0.5  | 0.5   |   |   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| 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 Effct Green (s)     |   | 18.0  |   |   | 18.0  |   |  | 18.0  |   |   | 18.0  |   |
| Actuated g/C Ratio      |   | 0.41  |   |   | 0.41  |   |  | 0.41  |   |   | 0.41  |   |
| v/c Ratio               |   | 0.04  |   |   | 0.06  |   |  | 0.27  |   |   | 0.23  |   |
| Control Delay           |   | 6.3   |   |   | 6.1   |   |  | 4.3   |   |   | 7.6   |   |
| Queue Delay             |   | 0.0   |   |   | 0.0   |   |  | 0.0   |   |   | 0.0   |   |
| Total Delay             |   | 6.3   |   |   | 6.1   |   |  | 4.3   |   |   | 7.6   |   |
| LOS                     |   | A   |   |   | A   |   |  | A   |   |   | A   |   |
| Approach Delay          |   | 6.3   |   |   | 6.1   |   |  | 4.3   |   |   | 7.6   |   |
| Approach LOS            |   | A   |   |   | A   |   |  | A   |   |   | A   |   |
| Queue Length 50th (ft)  |   | 2   |   |   | 4   |   |  | 10  |   |   | 18  |   |
| Queue Length 95th (ft)  |   | 12  |   |   | 16  |   |  | 17  |   |   | 42  |   |
| Internal Link Dist (ft) |   | 126   |   |   | 92  |   |  | 175   |   |   | 589   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     |   | 656   |   |   | 675   |   |  | 1352  |   |   | 1445  |   |



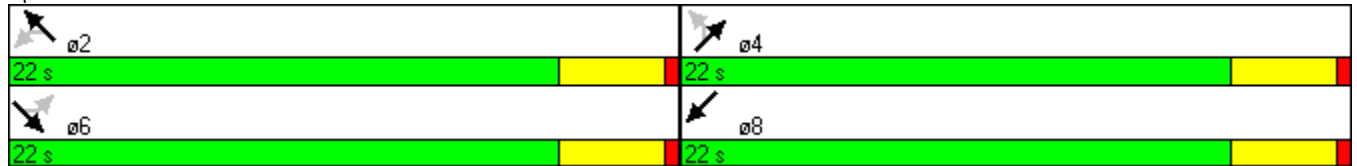


| Lane Group             | SEL | SET  | SER | NWL | NWT  | NWR | NEL | NET  | NER | SWL | SWT  | SWR |
|------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Starvation Cap Reductn |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Spillback Cap Reductn  |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Storage Cap Reductn    |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Reduced v/c Ratio      |     | 0.04 |     |     | 0.06 |     |     | 0.27 |     |     | 0.23 |     |

**Intersection Summary**

















|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 44  |
| Actuated Cycle Length:            | 44  |
| Offset:                           | 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green |
| Natural Cycle:                    | 45  |
| Control Type:                     | Pretimed  |
| Maximum v/c Ratio:                | 0.27  |
| Intersection Signal Delay:        | 5.9   |
| Intersection LOS:                 | A   |
| Intersection Capacity Utilization | 31.1%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 60: Cedar St & Pratt St



City Of Meriden  
2015 No Improvements - PM Peak

Lanes, Volumes, Timings  
61: Center St & Pratt St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |   |  |   |   |  |   |  |  |   |   |  |   |
| Volume (vph)            | 33  | 203   | 60  | 27  | 111   | 76  | 120  | 208   | 35  | 42  | 179   | 35  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Frt                     |   | 0.973   |   |   | 0.952   |   |  | 0.985   |   |   | 0.979   |   |
| Flt Protected           |   | 0.994   |   |   | 0.994   |   |  | 0.984   |   |   | 0.992   |   |
| Satd. Flow (prot)       | 0   | 1802  | 0   | 0   | 1763  | 0   | 0  | 3430  | 0   | 0   | 3437  | 0   |
| Flt Permitted           |   | 0.950   |   |   | 0.936   |   |  | 0.767   |   |   | 0.859   |   |
| Satd. Flow (perm)       | 0   | 1722  | 0   | 0   | 1660  | 0   | 0  | 2674  | 0   | 0   | 2976  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 35  |   |   | 76  |   |  | 31  |   |   | 40  |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 25  |   |
| Link Distance (ft)      |   | 393   |   |   | 533   |   |  | 669   |   |   | 338   |   |
| Travel Time (s)         |   | 8.9   |   |   | 12.1  |   |  | 15.2  |   |   | 9.2   |   |
| 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  |
| Growth Factor           | 104%  | 104%  | 104%  | 104%  | 104%  | 104%  | 104%   | 104%  | 104%  | 104%  | 104%  | 104%  |
| Adj. Flow (vph)         | 37  | 229   | 68  | 31  | 125   | 86  | 136  | 235   | 40  | 47  | 202   | 40  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 334   | 0   | 0   | 242   | 0   | 0  | 411   | 0   | 0   | 289   | 0   |
| Turn Type               | Perm  |   |   | Perm  |   |   | Perm   |   |   | Perm  |   |   |
| Protected Phases        |   | 2   |   |   | 6   |   |  | 4   |   |   | 8   |   |
| Permitted Phases        | 2   |   |   | 6   |   |   | 4  |   |   | 8   |   |   |
| Minimum Split (s)       | 22.0  | 22.0  |   | 22.0  | 22.0  |   | 22.0   | 22.0  |   | 22.0  | 22.0  |   |
| Total Split (s)         | 22.0  | 22.0  | 0.0   | 22.0  | 22.0  | 0.0   | 22.0   | 22.0  | 0.0   | 22.0  | 22.0  | 0.0   |
| Total Split (%)         | 50.0%   | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 0.0%  | 50.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 0.0%  |
| Maximum Green (s)       | 18.0  | 18.0  |   | 18.0  | 18.0  |   | 18.0   | 18.0  |   | 18.0  | 18.0  |   |
| Yellow Time (s)         | 3.5   | 3.5   |   | 3.5   | 3.5   |   | 3.5  | 3.5   |   | 3.5   | 3.5   |   |
| All-Red Time (s)        | 0.5   | 0.5   |   | 0.5   | 0.5   |   | 0.5  | 0.5   |   | 0.5   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Walk Time (s)           | 7.0   | 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  | 11.0  |   |
| Pedestrian Calls (#/hr) | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Act Effct Green (s)     |   | 18.0  |   |   | 18.0  |   |  | 18.0  |   |   | 18.0  |   |
| Actuated g/C Ratio      |   | 0.41  |   |   | 0.41  |   |  | 0.41  |   |   | 0.41  |   |
| v/c Ratio               |   | 0.46  |   |   | 0.33  |   |  | 0.37  |   |   | 0.23  |   |
| Control Delay           |   | 11.0  |   |   | 7.6   |   |  | 16.9  |   |   | 7.9   |   |
| Queue Delay             |   | 0.0   |   |   | 0.0   |   |  | 0.0   |   |   | 0.0   |   |
| Total Delay             |   | 11.0  |   |   | 7.6   |   |  | 16.9  |   |   | 7.9   |   |
| LOS                     |   | B   |   |   | A   |   |  | B   |   |   | A   |   |
| Approach Delay          |   | 11.0  |   |   | 7.6   |   |  | 16.9  |   |   | 7.9   |   |
| Approach LOS            |   | B   |   |   | A   |   |  | B   |   |   | A   |   |
| Queue Length 50th (ft)  |   | 50  |   |   | 26  |   |  | 48  |   |   | 20  |   |
| Queue Length 95th (ft)  |   | 102   |   |   | 62  |   |  | 78  |   |   | 38  |   |
| Internal Link Dist (ft) |   | 313   |   |   | 453   |   |  | 589   |   |   | 258   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     |   | 725   |   |   | 724   |   |  | 1112  |   |   | 1241  |   |

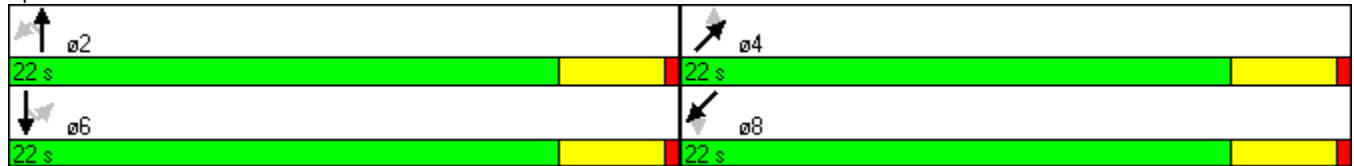


| Lane Group             | NBL | NBT  | NBR | SBL | SBT  | SBR | NEL | NET  | NER | SWL | SWT  | SWR |
|------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Starvation Cap Reductn |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Spillback Cap Reductn  |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Storage Cap Reductn    |     | 0    |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Reduced v/c Ratio      |     | 0.46 |     |     | 0.33 |     |     | 0.37 |     |     | 0.23 |     |

**Intersection Summary**

|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 44  |
| Actuated Cycle Length:            | 44  |
| Offset:                           | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45  |
| Control Type:                     | Pretimed  |
| Maximum v/c Ratio:                | 0.46  |
| Intersection Signal Delay:        | 11.6  |
| Intersection LOS:                 | B   |
| Intersection Capacity Utilization | 50.0%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 61: Center St & Pratt St





| Lane Group              | WBL   | WBR  | NET   | NER  | SWL  | SWT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 29    | 7    | 285   | 24   | 6    | 171   |
| Ideal Flow (vphp)       | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 0.95  | 0.95 | 0.95 | 0.95  |
| Frt                     | 0.974 |      | 0.988 |      |      |       |
| Flt Protected           | 0.961 |      |       |      |      | 0.998 |
| Satd. Flow (prot)       | 1744  | 0    | 3497  | 0    | 0    | 3532  |
| Flt Permitted           | 0.961 |      |       |      |      | 0.998 |
| Satd. Flow (perm)       | 1744  | 0    | 3497  | 0    | 0    | 3532  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 313   |      | 291   |      |      | 501   |
| Travel Time (s)         | 7.1   |      | 6.6   |      |      | 11.4  |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Growth Factor           | 104%  | 104% | 104%  | 104% | 104% | 104%  |
| Adj. Flow (vph)         | 33    | 8    | 322   | 27   | 7    | 193   |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 41    | 0    | 349   | 0    | 0    | 200   |
| Sign Control            | Stop  |      | Free  |      |      | Free  |

**Intersection Summary**

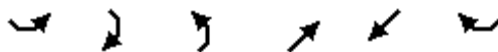
|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 19.5% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | EBL  | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|------|-------|------|------|-------|------|------|-------|------|------|-------|------|
| Lane Configurations     |      | ↕     |      |      | ↕     |      |      | ↕     |      |      | ↕     |      |
| Volume (vph)            | 12   | 0     | 7    | 54   | 0     | 26   | 12   | 91    | 26   | 61   | 274   | 7    |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                     |      | 0.951 |      |      | 0.956 |      |      | 0.973 |      |      | 0.997 |      |
| Flt Protected           |      | 0.969 |      |      | 0.967 |      |      | 0.995 |      |      | 0.991 |      |
| Satd. Flow (prot)       | 0    | 1717  | 0    | 0    | 1722  | 0    | 0    | 1803  | 0    | 0    | 1840  | 0    |
| Flt Permitted           |      | 0.969 |      |      | 0.967 |      |      | 0.995 |      |      | 0.991 |      |
| Satd. Flow (perm)       | 0    | 1717  | 0    | 0    | 1722  | 0    | 0    | 1803  | 0    | 0    | 1840  | 0    |
| Link Speed (mph)        |      | 25    |      |      | 30    |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |      | 121   |      |      | 466   |      |      | 426   |      |      | 229   |      |
| Travel Time (s)         |      | 3.3   |      |      | 10.6  |      |      | 9.7   |      |      | 5.2   |      |
| 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 |
| Growth Factor           | 104% | 104%  | 104% | 104% | 104%  | 104% | 104% | 104%  | 104% | 104% | 104%  | 104% |
| Adj. Flow (vph)         | 14   | 0     | 8    | 61   | 0     | 29   | 14   | 103   | 29   | 69   | 310   | 8    |
| Shared Lane Traffic (%) |      |       |      |      |       |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 0    | 22    | 0    | 0    | 90    | 0    | 0    | 146   | 0    | 0    | 387   | 0    |
| Sign Control            |      | Stop  |      |      | Stop  |      |      | Free  |      |      | Free  |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 42.0%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | SEL   | SER  | NEL   | NET   | SWT   | SWR  |
|-------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations     |       |      |       |       |       |      |
| Volume (vph)            | 28    | 74   | 61    | 303   | 222   | 54   |
| 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                     | 0.902 |      |       |       | 0.971 |      |
| Flt Protected           | 0.986 |      |       | 0.992 |       |      |
| Satd. Flow (prot)       | 1657  | 0    | 0     | 3511  | 3437  | 0    |
| Flt Permitted           | 0.986 |      |       | 0.858 |       |      |
| Satd. Flow (perm)       | 1657  | 0    | 0     | 3037  | 3437  | 0    |
| Right Turn on Red       |       | Yes  |       |       |       | Yes  |
| Satd. Flow (RTOR)       | 84    |      |       |       | 61    |      |
| Link Speed (mph)        | 30    |      |       | 30    | 30    |      |
| Link Distance (ft)      | 317   |      |       | 501   | 255   |      |
| Travel Time (s)         | 7.2   |      |       | 11.4  | 5.8   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92  | 0.92  | 0.92 |
| Growth Factor           | 104%  | 104% | 104%  | 104%  | 104%  | 104% |
| Adj. Flow (vph)         | 32    | 84   | 69    | 343   | 251   | 61   |
| Shared Lane Traffic (%) |       |      |       |       |       |      |
| Lane Group Flow (vph)   | 116   | 0    | 0     | 412   | 312   | 0    |
| Turn Type               |       |      | Perm  |       |       |      |
| Protected Phases        | 6     |      |       | 4     | 8     |      |
| Permitted Phases        |       |      | 4     |       |       |      |
| Minimum Split (s)       | 22.0  |      | 22.0  | 22.0  | 22.0  |      |
| Total Split (s)         | 22.0  | 0.0  | 22.0  | 22.0  | 22.0  | 0.0  |
| Total Split (%)         | 50.0% | 0.0% | 50.0% | 50.0% | 50.0% | 0.0% |
| Maximum Green (s)       | 18.0  |      | 18.0  | 18.0  | 18.0  |      |
| Yellow Time (s)         | 3.5   |      | 3.5   | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   |      | 0.5   | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |      |       |       |       |      |
| Lead-Lag Optimize?      |       |      |       |       |       |      |
| Walk Time (s)           | 7.0   |      | 7.0   | 7.0   | 7.0   |      |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  | 11.0  | 11.0  |      |
| Pedestrian Calls (#/hr) | 0     |      | 0     | 0     | 0     |      |
| Act Effect Green (s)    | 18.0  |      |       | 18.0  | 18.0  |      |
| Actuated g/C Ratio      | 0.41  |      |       | 0.41  | 0.41  |      |
| v/c Ratio               | 0.16  |      |       | 0.33  | 0.22  |      |
| Control Delay           | 6.0   |      |       | 9.8   | 6.6   |      |
| Queue Delay             | 0.0   |      |       | 0.0   | 0.0   |      |
| Total Delay             | 6.0   |      |       | 9.8   | 6.6   |      |
| LOS                     | A     |      |       | A     | A     |      |
| Approach Delay          | 6.0   |      |       | 9.8   | 6.6   |      |
| Approach LOS            | A     |      |       | A     | A     |      |
| Queue Length 50th (ft)  | 12    |      |       | 34    | 0     |      |
| Queue Length 95th (ft)  | 39    |      |       | 59    | 21    |      |
| Internal Link Dist (ft) | 237   |      |       | 421   | 175   |      |
| Turn Bay Length (ft)    |       |      |       |       |       |      |
| Base Capacity (vph)     | 728   |      |       | 1242  | 1442  |      |

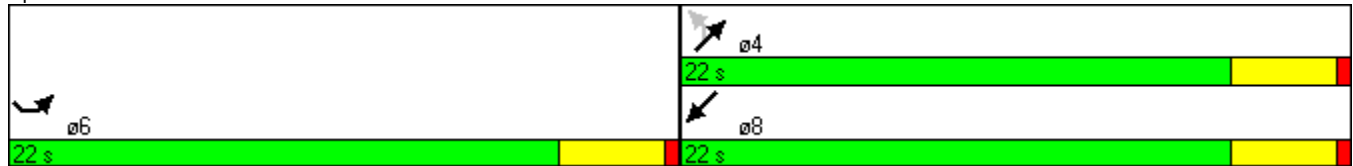











| Lane Group             | SEL  | SER | NEL | NET  | SWT  | SWR |
|------------------------|------|-----|-----|------|------|-----|
| Starvation Cap Reductn | 0    |     |     | 0    | 0    |     |
| Spillback Cap Reductn  | 0    |     |     | 0    | 0    |     |
| Storage Cap Reductn    | 0    |     |     | 0    | 0    |     |
| Reduced v/c Ratio      | 0.16 |     |     | 0.33 | 0.22 |     |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2: and 6:SEL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.33  
 Intersection Signal Delay: 8.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 35.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 67: Mill St & Pratt St



|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     |  |   |  |   |   |  |
| Volume (vph)            | 19  | 20  | 163   | 19  | 19  | 258   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.929   |   | 0.986   |   |   |   |
| Flt Protected           | 0.977   |   |   |   |   | 0.997   |
| Satd. Flow (prot)       | 1691  | 0   | 1837  | 0   | 0   | 1857  |
| Flt Permitted           | 0.977   |   |   |   |   | 0.976   |
| Satd. Flow (perm)       | 1691  | 0   | 1837  | 0   | 0   | 1818  |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |
| Satd. Flow (RTOR)       | 23  |   | 16  |   |   |   |
| Link Speed (mph)        | 25  |   | 30  |   |   | 30  |
| Link Distance (ft)      | 433   |   | 212   |   |   | 452   |
| Travel Time (s)         | 11.8  |   | 4.8   |   |   | 10.3  |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Growth Factor           | 104%  | 104%  | 104%  | 104%  | 104%  | 104%  |
| Adj. Flow (vph)         | 21  | 23  | 184   | 21  | 21  | 292   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 44  | 0   | 205   | 0   | 0   | 313   |
| Turn Type               |   |   |   |   | Perm  |   |
| Protected Phases        | 8   |   | 2   |   |   | 6   |
| Permitted Phases        |   |   |   |   | 6   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  |   | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0   | 22.0  | 0.0   | 22.0  | 22.0  |
| Total Split (%)         | 50.0%   | 0.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   |
| Maximum Green (s)       | 18.0  |   | 18.0  |   | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |   | 3.5   |   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   | 0.5   |   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Walk Time (s)           | 7.0   |   | 7.0   |   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |   | 11.0  |   | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0   |   | 0   |   | 0   | 0   |
| Act Effct Green (s)     | 18.0  |   | 18.0  |   |   | 18.0  |
| Actuated g/C Ratio      | 0.41  |   | 0.41  |   |   | 0.41  |
| v/c Ratio               | 0.06  |   | 0.27  |   |   | 0.42  |
| Control Delay           | 5.6   |   | 9.1   |   |   | 12.1  |
| Queue Delay             | 0.0   |   | 0.0   |   |   | 0.0   |
| Total Delay             | 5.6   |   | 9.1   |   |   | 12.1  |
| LOS                     | A   |   | A   |   |   | B   |
| Approach Delay          | 5.6   |   | 9.1   |   |   | 12.1  |
| Approach LOS            | A   |   | A   |   |   | B   |
| Queue Length 50th (ft)  | 3   |   | 29  |   |   | 58  |
| Queue Length 95th (ft)  | 16  |   | 62  |   |   | m108  |
| Internal Link Dist (ft) | 353   |   | 132   |   |   | 372   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 705   |   | 761   |   |   | 744   |



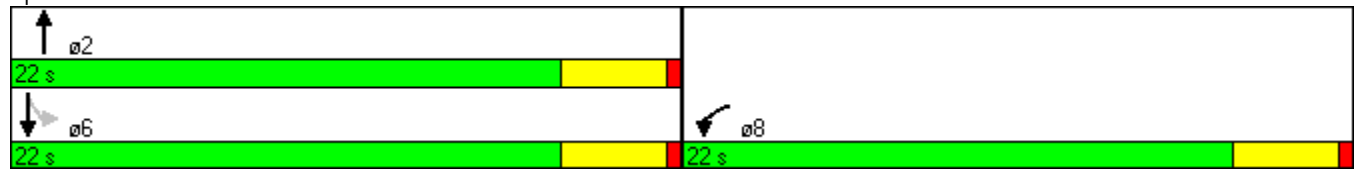


| Lane Group             | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|------------------------|------|-----|------|-----|-----|------|
| Starvation Cap Reductn | 0    |     | 0    |     |     | 0    |
| Spillback Cap Reductn  | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn    | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio      | 0.06 |     | 0.27 |     |     | 0.42 |

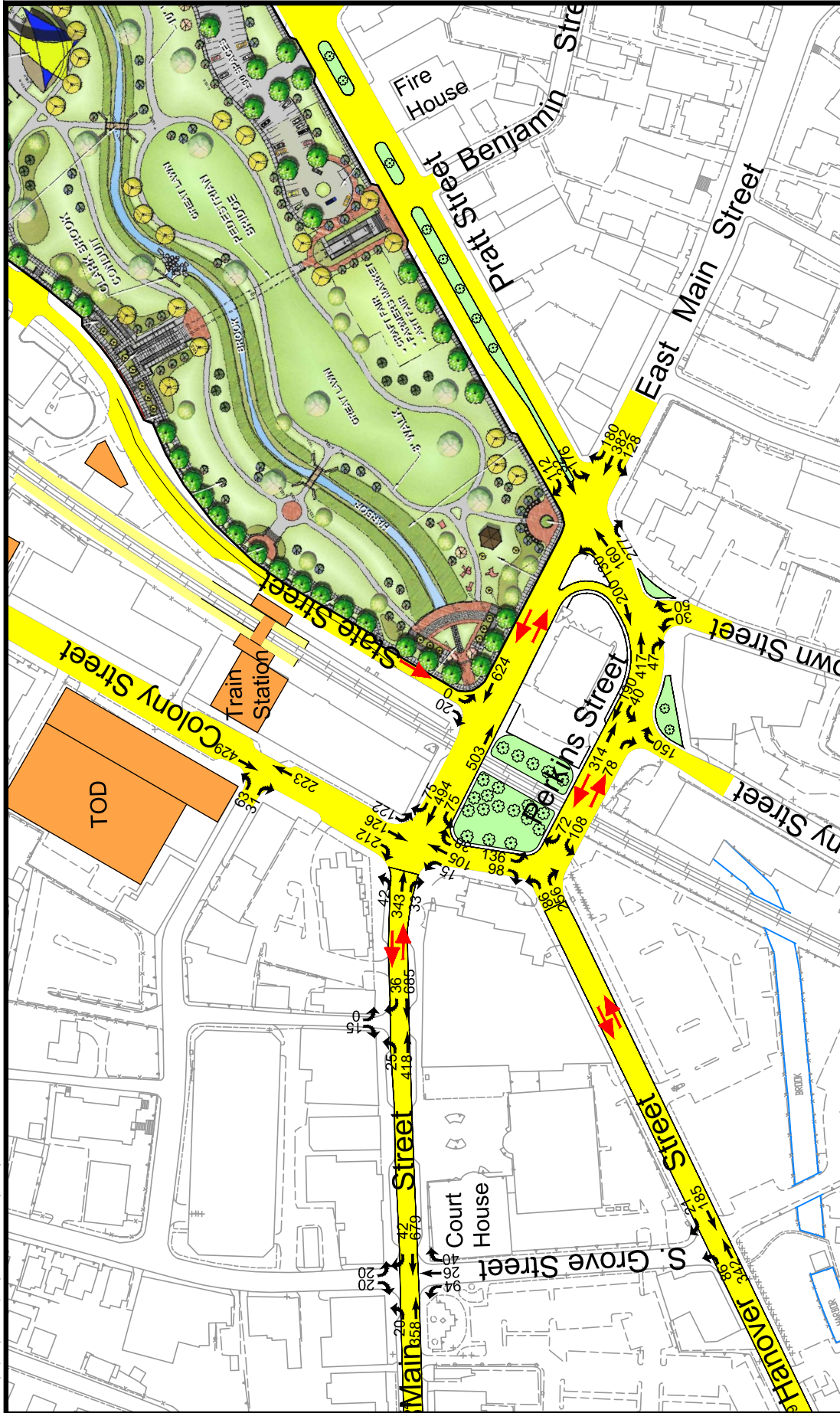
**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.42  
 Intersection Signal Delay: 10.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 38.7%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 79: Park St & State St



MERIDEN TOD  
APPENDIX A  
Capacity Analysis  
2015 Full-Build PM Peak Period



2015 FULL BUILD TRAFFIC VOLUMES  
WEEKDAY PM PEAK

TRANSPORTATION ORIENTED  
DEVELOPMENT  
Meriden, Connecticut



Not to Scale

City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
1: W Main St & Colony St



| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| Lane Configurations     |       |       |      |       |       |      |       |       |       |       |       |       |
| Volume (vph)            | 42    | 343   | 33   | 75    | 494   | 75   | 15    | 105   | 38    | 122   | 126   | 212   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0     |       | 0    | 0     |       | 0    | 0     |       | 0     | 0     |       | 100   |
| Storage Lanes           | 0     |       | 0    | 1     |       | 0    | 0     |       | 1     | 1     |       | 0     |
| Taper Length (ft)       | 25    |       | 25   | 25    |       | 25   | 25    |       | 25    | 25    |       | 25    |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |       | 0.989 |      |       | 0.980 |      |       |       | 0.850 |       |       | 0.906 |
| Flt Protected           |       | 0.995 |      | 0.950 |       |      |       | 0.994 |       | 0.950 |       |       |
| Satd. Flow (prot)       | 0     | 1833  | 0    | 1770  | 1825  | 0    | 0     | 1852  | 1583  | 1770  | 1688  | 0     |
| Flt Permitted           |       | 0.912 |      | 0.496 |       |      |       | 0.815 |       | 0.669 |       |       |
| Satd. Flow (perm)       | 0     | 1680  | 0    | 924   | 1825  | 0    | 0     | 1518  | 1583  | 1246  | 1688  | 0     |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes   |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 6     |      |       | 10    |      |       |       | 41    |       |       | 114   |
| Link Speed (mph)        |       | 30    |      |       | 30    |      |       | 30    |       |       |       | 30    |
| Link Distance (ft)      |       | 242   |      |       | 223   |      |       | 197   |       |       |       | 241   |
| Travel Time (s)         |       | 5.5   |      |       | 5.1   |      |       | 4.5   |       |       |       | 5.5   |
| 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)         | 46    | 373   | 36   | 82    | 537   | 82   | 16    | 114   | 41    | 133   | 137   | 230   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |       |       |       |       |
| Lane Group Flow (vph)   | 0     | 455   | 0    | 82    | 619   | 0    | 0     | 130   | 41    | 133   | 367   | 0     |
| Turn Type               | Perm  |       |      | Perm  |       |      | Perm  |       | Perm  | Perm  |       |       |
| Protected Phases        |       | 2     |      |       | 6     |      |       | 4     |       |       |       | 8     |
| Permitted Phases        | 2     |       |      | 6     |       |      | 4     |       | 4     | 8     |       |       |
| Detector Phase          | 2     | 2     |      | 6     | 6     |      | 4     | 4     | 4     | 8     | 8     |       |
| Switch Phase            |       |       |      |       |       |      |       |       |       |       |       |       |
| Minimum Initial (s)     | 4.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Minimum Split (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 14.0  | 14.0  | 14.0  | 14.0  | 14.0  | 14.0  |
| Total Split (s)         | 21.0  | 21.0  | 0.0  | 21.0  | 21.0  | 0.0  | 21.0  | 21.0  | 21.0  | 21.0  | 21.0  | 0.0   |
| Total Split (%)         | 30.0% | 30.0% | 0.0% | 30.0% | 30.0% | 0.0% | 30.0% | 30.0% | 30.0% | 30.0% | 30.0% | 0.0%  |
| Maximum Green (s)       | 17.0  | 17.0  |      | 17.0  | 17.0  |      | 17.0  | 17.0  | 17.0  | 17.0  | 17.0  | 17.0  |
| Yellow Time (s)         | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |       |       |      |       |       |      |       |       |       |       |       |       |
| Lead-Lag Optimize?      |       |       |      |       |       |      |       |       |       |       |       |       |
| Vehicle Extension (s)   | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Recall Mode             | C-Max | C-Max |      | C-Max | C-Max |      | Max   | Max   | Max   | Max   | Max   | Max   |
| Walk Time (s)           | 7.0   | 7.0   |      | 7.0   | 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  | 11.0  | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     | 0     |      | 0     | 0     |      | 0     | 0     | 0     | 0     | 0     | 0     |
| Act Effect Green (s)    |       | 45.0  |      | 45.0  | 45.0  |      |       | 17.0  | 17.0  | 17.0  | 17.0  | 17.0  |
| Actuated g/C Ratio      |       | 0.64  |      | 0.64  | 0.64  |      |       | 0.24  | 0.24  | 0.24  | 0.24  | 0.24  |
| v/c Ratio               |       | 0.42  |      | 0.14  | 0.53  |      |       | 0.35  | 0.10  | 0.44  | 0.74  |       |
| Control Delay           |       | 5.9   |      | 3.3   | 5.9   |      |       | 25.2  | 8.2   | 27.9  | 27.5  |       |
| Queue Delay             |       | 0.0   |      | 0.0   | 0.3   |      |       | 2.5   | 0.0   | 0.0   | 0.0   |       |
| Total Delay             |       | 5.9   |      | 3.3   | 6.2   |      |       | 27.7  | 8.2   | 27.9  | 27.5  |       |
| LOS                     |       | A     |      | A     | A     |      |       | C     | A     | C     | C     |       |

|                         |      |
|-------------------------|------|
| Lane Group              | ø9   |
| Lane Configurations     |      |
| Volume (vph)            |      |
| Ideal Flow (vphpl)      |      |
| Storage Length (ft)     |      |
| Storage Lanes           |      |
| Taper Length (ft)       |      |
| Lane Util. Factor       |      |
| Frt                     |      |
| Flt Protected           |      |
| Satd. Flow (prot)       |      |
| Flt Permitted           |      |
| Satd. Flow (perm)       |      |
| Right Turn on Red       |      |
| Satd. Flow (RTOR)       |      |
| Link Speed (mph)        |      |
| Link Distance (ft)      |      |
| Travel Time (s)         |      |
| Peak Hour Factor        |      |
| Adj. Flow (vph)         |      |
| Shared Lane Traffic (%) |      |
| Lane Group Flow (vph)   |      |
| Turn Type               |      |
| Protected Phases        | 9    |
| Permitted Phases        |      |
| Detector Phase          |      |
| Switch Phase            |      |
| Minimum Initial (s)     | 4.0  |
| Minimum Split (s)       | 8.0  |
| Total Split (s)         | 28.0 |
| Total Split (%)         | 40%  |
| Maximum Green (s)       | 24.0 |
| Yellow Time (s)         | 3.5  |
| All-Red Time (s)        | 0.5  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                |      |
| Lead-Lag Optimize?      |      |
| Vehicle Extension (s)   | 3.0  |
| Recall Mode             | None |
| Walk Time (s)           |      |
| Flash Dont Walk (s)     |      |
| Pedestrian Calls (#/hr) |      |
| Act Effct Green (s)     |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |

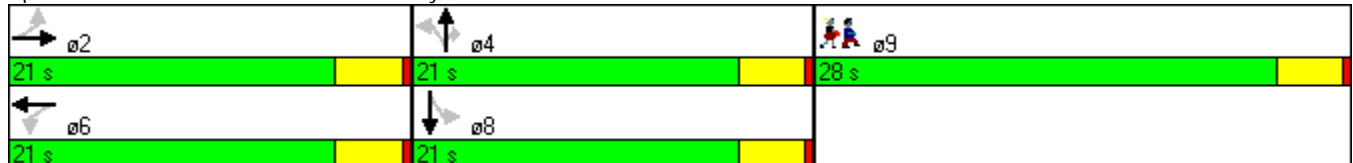


| Lane Group              | EBL | EBT  | EBR | WBL  | WBT  | WBR | NBL | NBT  | NBR  | SBL  | SBT | SBR  |
|-------------------------|-----|------|-----|------|------|-----|-----|------|------|------|-----|------|
| Approach Delay          |     | 5.9  |     |      | 5.8  |     |     | 23.0 |      |      |     | 27.6 |
| Approach LOS            |     | A    |     |      | A    |     |     | C    |      |      |     | C    |
| Queue Length 50th (ft)  |     | 85   |     | 9    | 111  |     |     | 46   | 0    | 49   |     | 99   |
| Queue Length 95th (ft)  |     | 88   |     | 18   | 171  |     |     | 93   | 22   | 98   |     | #221 |
| Internal Link Dist (ft) |     | 162  |     |      | 143  |     |     | 117  |      |      |     | 161  |
| Turn Bay Length (ft)    |     |      |     |      |      |     |     |      |      |      |     |      |
| Base Capacity (vph)     |     | 1082 |     | 594  | 1177 |     |     | 369  | 415  | 303  |     | 496  |
| Starvation Cap Reductn  |     | 0    |     | 0    | 148  |     |     | 145  | 0    | 0    |     | 0    |
| Spillback Cap Reductn   |     | 0    |     | 0    | 0    |     |     | 0    | 0    | 0    |     | 0    |
| Storage Cap Reductn     |     | 0    |     | 0    | 0    |     |     | 0    | 0    | 0    |     | 0    |
| Reduced v/c Ratio       |     | 0.42 |     | 0.14 | 0.60 |     |     | 0.58 | 0.10 | 0.44 |     | 0.74 |

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 13.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 81.8%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: W Main St & Colony St



---

|                         |    |
|-------------------------|----|
| Lane Group              | ø9 |
| Approach Delay          |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

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| Lane Group              | EBL  | EBT   | WBT   | WBR  | SBL   | SBR  |
|-------------------------|------|-------|-------|------|-------|------|
| Lane Configurations     |      | ↑↑    | ↑↑    |      | ↑↑    |      |
| Volume (vph)            | 0    | 503   | 624   | 0    | 0     | 20   |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 0.95  | 0.95  | 1.00 | 1.00  | 1.00 |
| Frt                     |      |       |       |      | 0.865 |      |
| Flt Protected           |      |       |       |      |       |      |
| Satd. Flow (prot)       | 0    | 3539  | 3539  | 0    | 1611  | 0    |
| Flt Permitted           |      |       |       |      |       |      |
| Satd. Flow (perm)       | 0    | 3539  | 3539  | 0    | 1611  | 0    |
| Right Turn on Red       |      |       |       | Yes  |       | Yes  |
| Satd. Flow (RTOR)       |      |       |       |      | 364   |      |
| Link Speed (mph)        |      | 30    | 30    |      | 30    |      |
| Link Distance (ft)      |      | 223   | 327   |      | 217   |      |
| Travel Time (s)         |      | 5.1   | 7.4   |      | 4.9   |      |
| Peak Hour Factor        | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)         | 0    | 547   | 678   | 0    | 0     | 22   |
| Shared Lane Traffic (%) |      |       |       |      |       |      |
| Lane Group Flow (vph)   | 0    | 547   | 678   | 0    | 22    | 0    |
| Turn Type               |      |       |       |      |       |      |
| Protected Phases        |      | 2     | 6     |      |       |      |
| Permitted Phases        |      |       |       |      | 4     |      |
| Detector Phase          |      | 2     | 6     |      | 4     |      |
| Switch Phase            |      |       |       |      |       |      |
| Minimum Initial (s)     |      | 4.0   | 4.0   |      | 4.0   |      |
| Minimum Split (s)       |      | 22.0  | 12.0  |      | 12.0  |      |
| Total Split (s)         | 0.0  | 60.0  | 60.0  | 0.0  | 10.0  | 0.0  |
| Total Split (%)         | 0.0% | 85.7% | 85.7% | 0.0% | 14.3% | 0.0% |
| Maximum Green (s)       |      | 56.0  | 56.0  |      | 6.0   |      |
| Yellow Time (s)         |      | 3.5   | 3.5   |      | 3.5   |      |
| All-Red Time (s)        |      | 0.5   | 0.5   |      | 0.5   |      |
| Lost Time Adjust (s)    | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Lead/Lag                |      |       |       |      |       |      |
| Lead-Lag Optimize?      |      |       |       |      |       |      |
| Vehicle Extension (s)   |      | 3.0   | 3.0   |      | 3.0   |      |
| Recall Mode             |      | C-Max | Max   |      | Max   |      |
| Walk Time (s)           |      | 7.0   | 7.0   |      | 7.0   |      |
| Flash Dont Walk (s)     |      | 11.0  | 11.0  |      | 11.0  |      |
| Pedestrian Calls (#/hr) |      | 0     | 0     |      | 0     |      |
| Act Effct Green (s)     |      | 56.0  | 56.0  |      | 6.0   |      |
| Actuated g/C Ratio      |      | 0.80  | 0.80  |      | 0.09  |      |
| v/c Ratio               |      | 0.19  | 0.24  |      | 0.05  |      |
| Control Delay           |      | 0.9   | 1.7   |      | 0.2   |      |
| Queue Delay             |      | 0.3   | 0.2   |      | 0.0   |      |
| Total Delay             |      | 1.2   | 1.8   |      | 0.2   |      |
| LOS                     |      | A     | A     |      | A     |      |
| Approach Delay          |      | 1.2   | 1.8   |      | 0.2   |      |
| Approach LOS            |      | A     | A     |      | A     |      |
| Queue Length 50th (ft)  |      | 3     | 15    |      | 0     |      |





| Lane Group              | EBL | EBT  | WBT  | WBR | SBL  | SBR |
|-------------------------|-----|------|------|-----|------|-----|
| Queue Length 95th (ft)  |     | 3    | 15   |     | 0    |     |
| Internal Link Dist (ft) |     | 143  | 247  |     | 137  |     |
| Turn Bay Length (ft)    |     |      |      |     |      |     |
| Base Capacity (vph)     |     | 2831 | 2831 |     | 471  |     |
| Starvation Cap Reductn  |     | 1620 | 1190 |     | 0    |     |
| Spillback Cap Reductn   |     | 0    | 78   |     | 8    |     |
| Storage Cap Reductn     |     | 0    | 0    |     | 0    |     |
| Reduced v/c Ratio       |     | 0.45 | 0.41 |     | 0.05 |     |

**Intersection Summary**

|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 70  |
| Actuated Cycle Length:            | 70  |
| Offset:                           | 30 (43%), Referenced to phase 2:EBT, Start of Green |
| Natural Cycle:                    | 40  |
| Control Type:                     | Actuated-Coordinated                                |
| Maximum v/c Ratio:                | 0.24  |
| Intersection Signal Delay:        | 1.5   |
| Intersection LOS:                 | A   |
| Intersection Capacity Utilization | 27.2%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 2: E Main St & State St

|      |      |
|------|------|
| → ø2 | ← ø4 |
| 60 s | 10 s |
| ← ø6 |      |
| 60 s |      |



| Lane Group              | EBL  | EBT   | WBT   | WBR  | SBL   | SBR  |
|-------------------------|------|-------|-------|------|-------|------|
| Lane Configurations     |      |       |       |      |       |      |
| Volume (vph)            | 25   | 418   | 685   | 36   | 0     | 15   |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                     |      |       | 0.993 |      | 0.865 |      |
| Flt Protected           |      | 0.997 |       |      |       |      |
| Satd. Flow (prot)       | 0    | 1857  | 1850  | 0    | 1611  | 0    |
| Flt Permitted           |      | 0.997 |       |      |       |      |
| Satd. Flow (perm)       | 0    | 1857  | 1850  | 0    | 1611  | 0    |
| Link Speed (mph)        |      | 30    | 30    |      | 30    |      |
| Link Distance (ft)      |      | 377   | 242   |      | 181   |      |
| Travel Time (s)         |      | 8.6   | 5.5   |      | 4.1   |      |
| Peak Hour Factor        | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)         | 27   | 454   | 745   | 39   | 0     | 16   |
| Shared Lane Traffic (%) |      |       |       |      |       |      |
| Lane Group Flow (vph)   | 0    | 481   | 784   | 0    | 16    | 0    |
| Sign Control            |      | Free  | Free  |      | Stop  |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 52.5%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Lane Group              | WBL   | WBR   | SBL   | SBR  | NEL   | NER   |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations     |       |       |       |      |       |       |
| Volume (vph)            | 108   | 72    | 136   | 98   | 86    | 256   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900 | 1900  | 1900  |
| Storage Length (ft)     | 0     | 0     | 0     | 0    | 200   | 0     |
| Storage Lanes           | 1     | 1     | 1     | 0    | 1     | 1     |
| Taper Length (ft)       | 25    | 25    | 25    | 25   | 25    | 25    |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Frt                     |       | 0.850 | 0.943 |      |       | 0.850 |
| Flt Protected           | 0.950 |       | 0.972 |      | 0.950 |       |
| Satd. Flow (prot)       | 1770  | 1583  | 1707  | 0    | 1770  | 1583  |
| Flt Permitted           | 0.950 |       | 0.972 |      | 0.950 |       |
| Satd. Flow (perm)       | 1770  | 1583  | 1707  | 0    | 1770  | 1583  |
| Right Turn on Red       |       | Yes   |       | Yes  |       | Yes   |
| Satd. Flow (RTOR)       |       | 78    | 57    |      |       | 278   |
| Link Speed (mph)        | 30    |       | 30    |      | 30    |       |
| Link Distance (ft)      | 127   |       | 197   |      | 291   |       |
| Travel Time (s)         | 2.9   |       | 4.5   |      | 6.6   |       |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 117   | 78    | 148   | 107  | 93    | 278   |
| Shared Lane Traffic (%) |       |       |       |      |       |       |
| Lane Group Flow (vph)   | 117   | 78    | 255   | 0    | 93    | 278   |
| Turn Type               |       | Perm  |       |      |       | Perm  |
| Protected Phases        | 8!    |       | 6     |      | 4!    |       |
| Permitted Phases        |       | 8     |       |      |       | 4     |
| Detector Phase          | 8     | 8     | 6     |      | 4     | 4     |
| Switch Phase            |       |       |       |      |       |       |
| Minimum Initial (s)     | 4.0   | 4.0   | 4.0   |      | 4.0   | 4.0   |
| Minimum Split (s)       | 22.0  | 22.0  | 22.0  |      | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 22.0  | 28.0  | 0.0  | 42.0  | 42.0  |
| Total Split (%)         | 31.4% | 31.4% | 40.0% | 0.0% | 60.0% | 60.0% |
| Maximum Green (s)       | 18.0  | 18.0  | 24.0  |      | 38.0  | 38.0  |
| Yellow Time (s)         | 3.5   | 3.5   | 3.5   |      | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   | 0.5   | 0.5   |      | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   |
| Lead/Lag                |       |       |       |      |       |       |
| Lead-Lag Optimize?      |       |       |       |      |       |       |
| Vehicle Extension (s)   | 3.0   | 3.0   | 3.0   |      | 3.0   | 3.0   |
| Recall Mode             | None  | None  | None  |      | None  | None  |
| Walk Time (s)           | 7.0   | 7.0   | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  | 11.0  | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     | 0     | 0     |      | 0     | 0     |
| Act Effct Green (s)     | 7.6   | 7.6   | 8.7   |      | 7.5   | 7.5   |
| Actuated g/C Ratio      | 0.34  | 0.34  | 0.39  |      | 0.34  | 0.34  |
| v/c Ratio               | 0.20  | 0.13  | 0.36  |      | 0.16  | 0.39  |
| Control Delay           | 7.6   | 2.9   | 6.2   |      | 7.3   | 3.1   |
| Queue Delay             | 0.0   | 0.0   | 0.0   |      | 0.0   | 0.0   |
| Total Delay             | 7.6   | 2.9   | 6.2   |      | 7.3   | 3.1   |
| LOS                     | A     | A     | A     |      | A     | A     |

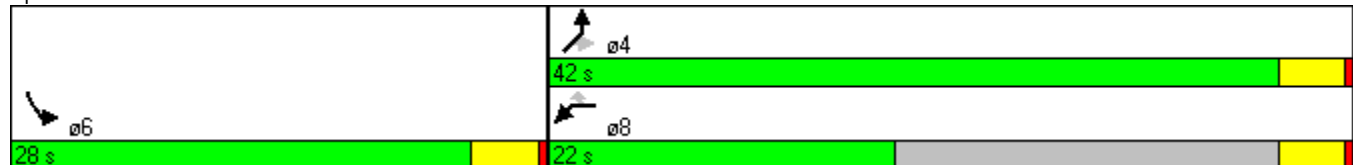


| Lane Group              | WBL  | WBR  | SBL  | SBR | NEL  | NER  |
|-------------------------|------|------|------|-----|------|------|
| Approach Delay          | 5.7  |      | 6.2  |     | 4.1  |      |
| Approach LOS            | A    |      | A    |     | A    |      |
| Queue Length 50th (ft)  | 9    | 0    | 14   |     | 7    | 0    |
| Queue Length 95th (ft)  | 29   | 12   | 42   |     | 24   | 23   |
| Internal Link Dist (ft) | 47   |      | 117  |     | 211  |      |
| Turn Bay Length (ft)    |      |      |      |     | 200  |      |
| Base Capacity (vph)     | 1770 | 1583 | 1631 |     | 1770 | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 47   |     | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |     | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |     | 0    | 0    |
| Reduced v/c Ratio       | 0.07 | 0.05 | 0.16 |     | 0.05 | 0.18 |

**Intersection Summary**

|                                       |                        |
|---------------------------------------|------------------------|
| Area Type:                            | Other                  |
| Cycle Length:                         | 70                     |
| Actuated Cycle Length:                | 22.3                   |
| Natural Cycle:                        | 45                     |
| Control Type:                         | Actuated-Uncoordinated |
| Maximum v/c Ratio:                    | 0.39                   |
| Intersection Signal Delay:            | 5.2                    |
| Intersection LOS:                     | A                      |
| Intersection Capacity Utilization:    | 34.3%                  |
| ICU Level of Service:                 | A                      |
| Analysis Period (min):                | 15                     |
| ! Phase conflict between lane groups. |                        |

Splits and Phases: 4: Pratt St & Hanover St



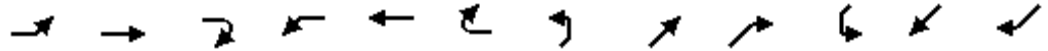
City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
5: E Main St & Pratt St



| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NEL   | NET   | NER   | SWL   | SWT   | SWR  |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations     |       | ↕     | ↕     |       | ↕↕    |      | ↕     | ↕     | ↕     | ↕     | ↕     | ↕    |
| Volume (vph)            | 140   | 323   | 40    | 128   | 382   | 180  | 130   | 160   | 277   | 176   | 32    | 112  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 0     |       | 0     | 0     |       | 0    | 0     |       | 100   | 200   |       | 0    |
| Storage Lanes           | 0     |       | 1     | 0     |       | 0    | 1     |       | 1     | 1     |       | 0    |
| Taper Length (ft)       | 25    |       | 25    | 25    |       | 25   | 25    |       | 25    | 25    |       | 25   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 0.95 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| Frt                     |       |       | 0.850 |       | 0.961 |      |       |       | 0.850 |       | 0.883 |      |
| Flt Protected           |       | 0.985 |       |       | 0.991 |      | 0.950 |       |       | 0.950 |       |      |
| Satd. Flow (prot)       | 0     | 1651  | 1425  | 0     | 3034  | 0    | 1593  | 1676  | 1425  | 1593  | 1480  | 0    |
| Flt Permitted           |       | 0.642 |       |       | 0.732 |      | 0.637 |       |       | 0.457 |       |      |
| Satd. Flow (perm)       | 0     | 1076  | 1425  | 0     | 2241  | 0    | 1068  | 1676  | 1425  | 766   | 1480  | 0    |
| Right Turn on Red       |       |       | Yes   |       |       | Yes  |       |       | Yes   |       |       | Yes  |
| Satd. Flow (RTOR)       |       |       | 43    |       | 63    |      |       |       | 301   |       | 122   |      |
| Link Speed (mph)        |       | 30    |       |       | 30    |      |       | 30    |       |       | 30    |      |
| Link Distance (ft)      |       | 327   |       |       | 526   |      |       | 169   |       |       | 538   |      |
| Travel Time (s)         |       | 7.4   |       |       | 12.0  |      |       | 3.8   |       |       | 12.2  |      |
| 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)         | 152   | 351   | 43    | 139   | 415   | 196  | 141   | 174   | 301   | 191   | 35    | 122  |
| Shared Lane Traffic (%) |       |       |       |       |       |      |       |       |       |       |       |      |
| Lane Group Flow (vph)   | 0     | 503   | 43    | 0     | 750   | 0    | 141   | 174   | 301   | 191   | 157   | 0    |
| Turn Type               | Perm  |       | Perm  | Perm  |       |      | pm+pt |       | Perm  | pm+pt |       |      |
| Protected Phases        |       | 2     |       |       | 6     |      | 7     | 4     |       | 3     | 8     |      |
| Permitted Phases        | 2     |       | 2     | 6     |       |      | 4     |       | 4     | 8     |       |      |
| Detector Phase          | 2     | 2     | 2     | 6     | 6     |      | 7     | 4     | 4     | 3     | 8     |      |
| Switch Phase            |       |       |       |       |       |      |       |       |       |       |       |      |
| Minimum Initial (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |      |
| Minimum Split (s)       | 22.0  | 22.0  | 22.0  | 22.0  | 22.0  |      | 8.0   | 22.0  | 22.0  | 8.0   | 22.0  |      |
| Total Split (s)         | 18.0  | 18.0  | 18.0  | 18.0  | 18.0  | 0.0  | 10.0  | 14.0  | 14.0  | 10.0  | 14.0  | 0.0  |
| Total Split (%)         | 25.7% | 25.7% | 25.7% | 25.7% | 25.7% | 0.0% | 14.3% | 20.0% | 20.0% | 14.3% | 20.0% | 0.0% |
| Maximum Green (s)       | 14.0  | 14.0  | 14.0  | 14.0  | 14.0  |      | 6.0   | 10.0  | 10.0  | 6.0   | 10.0  |      |
| Yellow Time (s)         | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   |      | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |       |       |       |       |      | Lead  | Lag   | Lag   | Lead  | Lag   |      |
| Lead-Lag Optimize?      |       |       |       |       |       |      | Yes   | 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   | 3.0   |      |
| Recall Mode             | C-Max | C-Max | C-Max | C-Max | C-Max |      | None  | Max   | Max   | None  | Max   |      |
| Walk Time (s)           | 7.0   | 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  |       | 11.0  |      |
| Pedestrian Calls (#/hr) | 0     | 0     | 0     | 0     | 0     |      |       | 0     | 0     |       | 0     |      |
| Act Effect Green (s)    |       | 42.0  | 42.0  |       | 42.0  |      | 16.0  | 10.0  | 10.0  | 16.8  | 12.0  |      |
| Actuated g/C Ratio      |       | 0.60  | 0.60  |       | 0.60  |      | 0.23  | 0.14  | 0.14  | 0.24  | 0.17  |      |
| v/c Ratio               |       | 0.78  | 0.05  |       | 0.55  |      | 0.49  | 0.73  | 0.65  | 0.75  | 0.44  |      |
| Control Delay           |       | 17.3  | 0.8   |       | 9.4   |      | 26.8  | 48.6  | 11.3  | 42.9  | 13.5  |      |
| Queue Delay             |       | 0.0   | 0.0   |       | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Delay             |       | 17.3  | 0.8   |       | 9.4   |      | 26.8  | 48.6  | 11.3  | 42.9  | 13.5  |      |
| LOS                     |       | B     | A     |       | A     |      | C     | D     | B     | D     | B     |      |

|                         |      |
|-------------------------|------|
| Lane Group              | ø9   |
| Lane Configurations     |      |
| Volume (vph)            |      |
| Ideal Flow (vphpl)      |      |
| Storage Length (ft)     |      |
| Storage Lanes           |      |
| Taper Length (ft)       |      |
| Lane Util. Factor       |      |
| Frt                     |      |
| Flt Protected           |      |
| Satd. Flow (prot)       |      |
| Flt Permitted           |      |
| Satd. Flow (perm)       |      |
| Right Turn on Red       |      |
| Satd. Flow (RTOR)       |      |
| Link Speed (mph)        |      |
| Link Distance (ft)      |      |
| Travel Time (s)         |      |
| Peak Hour Factor        |      |
| Adj. Flow (vph)         |      |
| Shared Lane Traffic (%) |      |
| Lane Group Flow (vph)   |      |
| Turn Type               |      |
| Protected Phases        | 9    |
| Permitted Phases        |      |
| Detector Phase          |      |
| Switch Phase            |      |
| Minimum Initial (s)     | 4.0  |
| Minimum Split (s)       | 24.0 |
| Total Split (s)         | 28.0 |
| Total Split (%)         | 40%  |
| Maximum Green (s)       | 24.0 |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 0.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                |      |
| Lead-Lag Optimize?      |      |
| Vehicle Extension (s)   | 3.0  |
| Recall Mode             | None |
| Walk Time (s)           | 7.0  |
| Flash Dont Walk (s)     | 21.0 |
| Pedestrian Calls (#/hr) | 0    |
| Act Effct Green (s)     |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |



| Lane Group              | EBL | EBT  | EBR  | WBL | WBT  | WBR | NEL  | NET  | NER  | SWL  | SWT  | SWR |
|-------------------------|-----|------|------|-----|------|-----|------|------|------|------|------|-----|
| Approach Delay          |     | 16.0 |      |     | 9.4  |     |      | 25.4 |      |      | 29.7 |     |
| Approach LOS            |     | B    |      |     | A    |     |      | C    |      |      | C    |     |
| Queue Length 50th (ft)  |     | 105  | 0    |     | 81   |     | 47   | 73   | 0    | 66   | 13   |     |
| Queue Length 95th (ft)  |     | #329 | 1    |     | 125  |     | 92   | #163 | 67   | #128 | 64   |     |
| Internal Link Dist (ft) |     | 247  |      |     | 446  |     |      | 89   |      |      | 458  |     |
| Turn Bay Length (ft)    |     |      |      |     |      |     |      |      | 100  | 200  |      |     |
| Base Capacity (vph)     |     | 646  | 872  |     | 1370 |     | 289  | 239  | 462  | 255  | 355  |     |
| Starvation Cap Reductn  |     | 0    | 0    |     | 0    |     | 0    | 0    | 0    | 0    | 0    |     |
| Spillback Cap Reductn   |     | 0    | 0    |     | 0    |     | 0    | 0    | 0    | 0    | 0    |     |
| Storage Cap Reductn     |     | 0    | 0    |     | 0    |     | 0    | 0    | 0    | 0    | 0    |     |
| Reduced v/c Ratio       |     | 0.78 | 0.05 |     | 0.55 |     | 0.49 | 0.73 | 0.65 | 0.75 | 0.44 |     |

Intersection Summary

Area Type: CBD  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 69 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 18.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 83.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: E Main St & Pratt St

|      |      |      |      |
|------|------|------|------|
| ø2   | ø3   | ø4   | ø9   |
| 18 s | 10 s | 14 s | 28 s |
| ø6   | ø7   | ø8   |      |
| 18 s | 10 s | 14 s |      |

---

|                         |    |
|-------------------------|----|
| Lane Group              | ø9 |
| Approach Delay          |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

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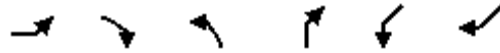




| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL  | NBR   |
|-------------------------|-------|------|------|-------|------|-------|
| Lane Configurations     | ↑↑    |      |      | ↑↑    |      | ↑     |
| Volume (vph)            | 314   | 78   | 20   | 180   | 0    | 150   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  |
| Lane Util. Factor       | 0.95  | 0.95 | 0.95 | 0.95  | 1.00 | 1.00  |
| Frt                     | 0.970 |      |      |       |      | 0.865 |
| Flt Protected           |       |      |      | 0.995 |      |       |
| Satd. Flow (prot)       | 3433  | 0    | 0    | 3522  | 0    | 1611  |
| Flt Permitted           |       |      |      | 0.995 |      |       |
| Satd. Flow (perm)       | 3433  | 0    | 0    | 3522  | 0    | 1611  |
| Link Speed (mph)        | 30    |      |      | 30    | 30   |       |
| Link Distance (ft)      | 118   |      |      | 165   | 468  |       |
| Travel Time (s)         | 2.7   |      |      | 3.8   | 10.6 |       |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  |
| Adj. Flow (vph)         | 341   | 85   | 22   | 196   | 0    | 163   |
| Shared Lane Traffic (%) |       |      |      |       |      |       |
| Lane Group Flow (vph)   | 426   | 0    | 0    | 218   | 0    | 163   |
| Sign Control            | Free  |      |      | Free  | Stop |       |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 27.1% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | EBL   | EBR  | NBL   | NBR   | SWL  | SWR   |
|-------------------------|-------|------|-------|-------|------|-------|
| Lane Configurations     |       |      |       |       |      |       |
| Volume (vph)            | 417   | 47   | 30    | 150   | 0    | 200   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  |
| Lane Util. Factor       | 0.97  | 0.95 | 1.00  | 1.00  | 1.00 | 0.88  |
| Frt                     | 0.985 |      |       | 0.850 |      | 0.850 |
| Flt Protected           | 0.957 |      | 0.950 |       |      |       |
| Satd. Flow (prot)       | 3406  | 0    | 1770  | 1583  | 0    | 2787  |
| Flt Permitted           | 0.957 |      | 0.950 |       |      |       |
| Satd. Flow (perm)       | 3406  | 0    | 1770  | 1583  | 0    | 2787  |
| Link Speed (mph)        | 30    |      | 30    |       | 30   |       |
| Link Distance (ft)      | 165   |      | 529   |       | 169  |       |
| Travel Time (s)         | 3.8   |      | 12.0  |       | 3.8  |       |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  |
| Adj. Flow (vph)         | 453   | 51   | 33    | 163   | 0    | 217   |
| Shared Lane Traffic (%) |       |      |       |       |      |       |
| Lane Group Flow (vph)   | 504   | 0    | 33    | 163   | 0    | 217   |
| Sign Control            | Free  |      | Stop  |       | Free |       |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 23.4%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |



| Lane Group              | SBL  | SBR  | NEL    | NET    | SWT   | SWR  |
|-------------------------|------|------|--------|--------|-------|------|
| Lane Configurations     |      |      |        | ↕      | ↕     |      |
| Volume (vph)            | 0    | 0    | 86     | 342    | 185   | 21   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900   | 1900   | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00   | 1.00   | 1.00  | 1.00 |
| Frt                     |      |      |        |        | 0.986 |      |
| Flt Protected           |      |      |        | 0.990  |       |      |
| Satd. Flow (prot)       | 0    | 0    | 0      | 1844   | 1837  | 0    |
| Flt Permitted           |      |      |        | 0.904  |       |      |
| Satd. Flow (perm)       | 0    | 0    | 0      | 1684   | 1837  | 0    |
| Right Turn on Red       |      | Yes  |        |        |       | Yes  |
| Satd. Flow (RTOR)       |      |      |        |        |       |      |
| Link Speed (mph)        | 30   |      |        | 30     | 30    |      |
| Link Distance (ft)      | 461  |      |        | 369    | 332   |      |
| Travel Time (s)         | 10.5 |      |        | 8.4    | 7.5   |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92   | 0.92   | 0.92  | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 93     | 372    | 201   | 23   |
| Shared Lane Traffic (%) |      |      |        |        |       |      |
| Lane Group Flow (vph)   | 0    | 0    | 0      | 465    | 224   | 0    |
| Turn Type               |      |      | Perm   |        |       |      |
| Protected Phases        |      |      |        | 2      | 6     |      |
| Permitted Phases        |      |      | 2      |        |       |      |
| Detector Phase          |      |      | 2      | 2      | 6     |      |
| Switch Phase            |      |      |        |        |       |      |
| Minimum Initial (s)     |      |      | 4.0    | 4.0    | 4.0   |      |
| Minimum Split (s)       |      |      | 22.0   | 22.0   | 22.0  |      |
| Total Split (s)         | 0.0  | 0.0  | 60.0   | 60.0   | 22.0  | 0.0  |
| Total Split (%)         | 0.0% | 0.0% | 100.0% | 100.0% | 36.7% | 0.0% |
| Maximum Green (s)       |      |      | 56.0   | 56.0   | 18.0  |      |
| Yellow Time (s)         |      |      | 3.5    | 3.5    | 3.5   |      |
| All-Red Time (s)        |      |      | 0.5    | 0.5    | 0.5   |      |
| Lost Time Adjust (s)    | 0.0  | 0.0  | 0.0    | 0.0    | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0  | 4.0  | 4.0    | 4.0    | 4.0   | 4.0  |
| Lead/Lag                |      |      |        |        |       |      |
| Lead-Lag Optimize?      |      |      |        |        |       |      |
| Vehicle Extension (s)   |      |      | 3.0    | 3.0    | 3.0   |      |
| Recall Mode             |      |      | C-Max  | C-Max  | C-Max |      |
| Walk Time (s)           |      |      | 7.0    | 7.0    | 7.0   |      |
| Flash Dont Walk (s)     |      |      | 11.0   | 11.0   | 11.0  |      |
| Pedestrian Calls (#/hr) |      |      | 0      | 0      | 0     |      |
| Act Effct Green (s)     |      |      |        | 60.0   | 60.0  |      |
| Actuated g/C Ratio      |      |      |        | 1.00   | 1.00  |      |
| v/c Ratio               |      |      |        | 0.28   | 0.12  |      |
| Control Delay           |      |      |        | 0.4    | 0.1   |      |
| Queue Delay             |      |      |        | 0.0    | 0.0   |      |
| Total Delay             |      |      |        | 0.4    | 0.1   |      |
| LOS                     |      |      |        | A      | A     |      |
| Approach Delay          |      |      |        | 0.4    | 0.1   |      |
| Approach LOS            |      |      |        | A      | A     |      |
| Queue Length 50th (ft)  |      |      |        | 0      | 0     |      |

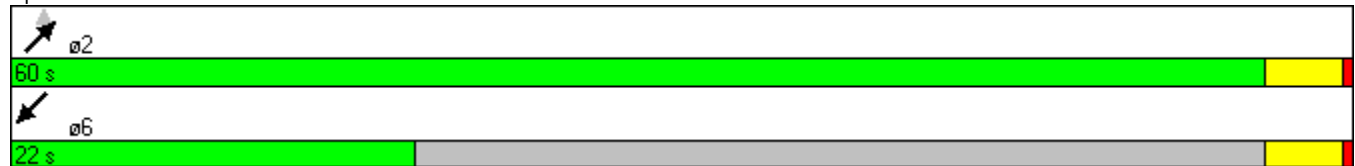


| Lane Group              | SBL | SBR | NEL | NET  | SWT  | SWR |
|-------------------------|-----|-----|-----|------|------|-----|
| Queue Length 95th (ft)  |     |     |     | 0    | 0    |     |
| Internal Link Dist (ft) | 381 |     |     | 289  | 252  |     |
| Turn Bay Length (ft)    |     |     |     |      |      |     |
| Base Capacity (vph)     |     |     |     | 1684 | 1837 |     |
| Starvation Cap Reductn  |     |     |     | 0    | 0    |     |
| Spillback Cap Reductn   |     |     |     | 0    | 0    |     |
| Storage Cap Reductn     |     |     |     | 0    | 0    |     |
| Reduced v/c Ratio       |     |     |     | 0.28 | 0.12 |     |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 60   |
| Actuated Cycle Length:            | 60   |
| Offset:                           | 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green |
| Natural Cycle:                    | 40   |
| Control Type:                     | Actuated-Coordinated   |
| Maximum v/c Ratio:                | 0.28   |
| Intersection Signal Delay:        | 0.3  |
| Intersection Capacity Utilization | 40.4%  |
| Analysis Period (min)             | 15   |
| Intersection LOS:                 | A  |
| ICU Level of Service              | A  |

Splits and Phases: 9: S Grove St & Hanover St



City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
10: W Main St &



| Lane Group              | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations     |       | ↕     |      |      | ↕     |      | ↕     | ↕     |      |       | ↕     |      |
| Volume (vph)            | 20    | 358   | 0    | 0    | 679   | 42   | 94    | 26    | 40   | 20    | 0     | 20   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |       |       |      |      | 0.992 |      |       | 0.909 |      |       | 0.932 |      |
| Flt Protected           |       | 0.997 |      |      |       |      | 0.950 |       |      |       | 0.976 |      |
| Satd. Flow (prot)       | 0     | 1857  | 0    | 0    | 1848  | 0    | 1770  | 1693  | 0    | 0     | 1694  | 0    |
| Flt Permitted           |       | 0.953 |      |      |       |      | 0.728 |       |      |       | 0.852 |      |
| Satd. Flow (perm)       | 0     | 1775  | 0    | 0    | 1848  | 0    | 1356  | 1693  | 0    | 0     | 1479  | 0    |
| Right Turn on Red       |       |       | Yes  |      |       | Yes  |       |       | Yes  |       |       | Yes  |
| Satd. Flow (RTOR)       |       |       |      |      | 5     |      |       | 43    |      |       | 22    |      |
| Link Speed (mph)        |       | 30    |      |      | 30    |      |       | 30    |      |       | 30    |      |
| Link Distance (ft)      |       | 276   |      |      | 377   |      |       | 461   |      |       | 215   |      |
| Travel Time (s)         |       | 6.3   |      |      | 8.6   |      |       | 10.5  |      |       | 4.9   |      |
| 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)         | 22    | 389   | 0    | 0    | 738   | 46   | 102   | 28    | 43   | 22    | 0     | 22   |
| Shared Lane Traffic (%) |       |       |      |      |       |      |       |       |      |       |       |      |
| Lane Group Flow (vph)   | 0     | 411   | 0    | 0    | 784   | 0    | 102   | 71    | 0    | 0     | 44    | 0    |
| Turn Type               | Perm  |       |      |      |       |      | Perm  |       |      | Perm  |       |      |
| Protected Phases        |       | 2     |      |      | 6     |      |       | 4     |      |       | 8     |      |
| Permitted Phases        | 2     |       |      |      |       |      | 4     |       |      | 8     |       |      |
| Detector Phase          | 2     | 2     |      |      | 6     |      | 4     | 4     |      | 8     | 8     |      |
| Switch Phase            |       |       |      |      |       |      |       |       |      |       |       |      |
| Minimum Initial (s)     | 4.0   | 4.0   |      |      | 4.0   |      | 4.0   | 4.0   |      | 4.0   | 4.0   |      |
| Minimum Split (s)       | 22.0  | 22.0  |      |      | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      |
| Total Split (s)         | 27.0  | 27.0  | 0.0  | 0.0  | 27.0  | 0.0  | 15.0  | 15.0  | 0.0  | 15.0  | 15.0  | 0.0  |
| Total Split (%)         | 38.6% | 38.6% | 0.0% | 0.0% | 38.6% | 0.0% | 21.4% | 21.4% | 0.0% | 21.4% | 21.4% | 0.0% |
| Maximum Green (s)       | 23.0  | 23.0  |      |      | 23.0  |      | 11.0  | 11.0  |      | 11.0  | 11.0  |      |
| Yellow Time (s)         | 3.5   | 3.5   |      |      | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   | 0.5   |      |      | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |       |      |      |       |      |       |       |      |       |       |      |
| Lead-Lag Optimize?      |       |       |      |      |       |      |       |       |      |       |       |      |
| Vehicle Extension (s)   | 3.0   | 3.0   |      |      | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   |      |
| Recall Mode             | C-Max | C-Max |      |      | Max   |      | Max   | Max   |      | Max   | 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 Effct Green (s)     |       | 51.0  |      |      | 51.0  |      | 11.0  | 11.0  |      |       | 11.0  |      |
| Actuated g/C Ratio      |       | 0.73  |      |      | 0.73  |      | 0.16  | 0.16  |      |       | 0.16  |      |
| v/c Ratio               |       | 0.32  |      |      | 0.58  |      | 0.48  | 0.24  |      |       | 0.18  |      |
| Control Delay           |       | 5.0   |      |      | 4.7   |      | 35.3  | 15.8  |      |       | 18.2  |      |
| Queue Delay             |       | 0.5   |      |      | 0.0   |      | 0.0   | 0.0   |      |       | 0.0   |      |
| Total Delay             |       | 5.5   |      |      | 4.7   |      | 35.3  | 15.8  |      |       | 18.2  |      |
| LOS                     |       | A     |      |      | A     |      | D     | B     |      |       | B     |      |
| Approach Delay          |       | 5.5   |      |      | 4.7   |      |       | 27.3  |      |       | 18.2  |      |
| Approach LOS            |       | A     |      |      | A     |      |       | C     |      |       | B     |      |
| Queue Length 50th (ft)  |       | 49    |      |      | 103   |      | 41    | 11    |      |       | 8     |      |

|                         |      |
|-------------------------|------|
| Lane Group              | ø9   |
| Lane Configurations     |      |
| Volume (vph)            |      |
| Ideal Flow (vphpl)      |      |
| Lane Util. Factor       |      |
| Frt                     |      |
| Flt Protected           |      |
| Satd. Flow (prot)       |      |
| Flt Permitted           |      |
| Satd. Flow (perm)       |      |
| Right Turn on Red       |      |
| Satd. Flow (RTOR)       |      |
| Link Speed (mph)        |      |
| Link Distance (ft)      |      |
| Travel Time (s)         |      |
| Peak Hour Factor        |      |
| Adj. Flow (vph)         |      |
| Shared Lane Traffic (%) |      |
| Lane Group Flow (vph)   |      |
| Turn Type               |      |
| Protected Phases        | 9    |
| Permitted Phases        |      |
| Detector Phase          |      |
| Switch Phase            |      |
| Minimum Initial (s)     | 4.0  |
| Minimum Split (s)       | 8.0  |
| Total Split (s)         | 28.0 |
| Total Split (%)         | 40%  |
| Maximum Green (s)       | 24.0 |
| Yellow Time (s)         | 3.5  |
| All-Red Time (s)        | 0.5  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                |      |
| Lead-Lag Optimize?      |      |
| Vehicle Extension (s)   | 3.0  |
| Recall Mode             | None |
| Walk Time (s)           |      |
| Flash Dont Walk (s)     |      |
| Pedestrian Calls (#/hr) |      |
| Act Effct Green (s)     |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |
| Approach Delay          |      |
| Approach LOS            |      |
| Queue Length 50th (ft)  |      |



| Lane Group              | EBL | EBT  | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT | SBR  |
|-------------------------|-----|------|-----|-----|------|-----|------|------|-----|-----|-----|------|
| Queue Length 95th (ft)  |     | 124  |     |     | 141  |     | 86   | 43   |     |     |     | 34   |
| Internal Link Dist (ft) |     | 196  |     |     | 297  |     |      | 381  |     |     |     | 135  |
| Turn Bay Length (ft)    |     |      |     |     |      |     |      |      |     |     |     |      |
| Base Capacity (vph)     |     | 1293 |     |     | 1348 |     | 213  | 302  |     |     |     | 251  |
| Starvation Cap Reductn  |     | 499  |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Spillback Cap Reductn   |     | 0    |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Storage Cap Reductn     |     | 0    |     |     | 0    |     | 0    | 0    |     |     |     | 0    |
| Reduced v/c Ratio       |     | 0.52 |     |     | 0.58 |     | 0.48 | 0.24 |     |     |     | 0.18 |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 70   |
| Actuated Cycle Length:            | 70   |
| Offset:                           | 4 (6%), Referenced to phase 2:EBTL, Start of Green |
| Natural Cycle:                    | 60   |
| Control Type:                     | Actuated-Coordinated                               |
| Maximum v/c Ratio:                | 0.58   |
| Intersection Signal Delay:        | 8.1  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 54.1%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 10: W Main St &

|            |            |            |
|------------|------------|------------|
| ø2<br>27 s | ø4<br>15 s | ø9<br>28 s |
| ø6<br>27 s | ø8<br>15 s |            |

---

|                         |    |
|-------------------------|----|
| Lane Group              | ø9 |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

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| Lane Group              | EBT   | EBR  | WBL   | WBT   | NBL  | NBR  | ø9   |
|-------------------------|-------|------|-------|-------|------|------|------|
| Lane Configurations     | ↔     |      |       | ↔     |      |      |      |
| Volume (vph)            | 378   | 20   | 39    | 754   | 0    | 0    |      |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 |      |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 |      |
| Frt                     | 0.993 |      |       |       |      |      |      |
| Flt Protected           |       |      |       | 0.998 |      |      |      |
| Satd. Flow (prot)       | 1850  | 0    | 0     | 1859  | 0    | 0    |      |
| Flt Permitted           |       |      |       | 0.969 |      |      |      |
| Satd. Flow (perm)       | 1850  | 0    | 0     | 1805  | 0    | 0    |      |
| Right Turn on Red       |       | Yes  |       |       |      | Yes  |      |
| Satd. Flow (RTOR)       | 5     |      |       |       |      |      |      |
| Link Speed (mph)        | 30    |      |       | 30    | 30   |      |      |
| Link Distance (ft)      | 409   |      |       | 276   | 611  |      |      |
| Travel Time (s)         | 9.3   |      |       | 6.3   | 13.9 |      |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 |      |
| Adj. Flow (vph)         | 411   | 22   | 42    | 820   | 0    | 0    |      |
| Shared Lane Traffic (%) |       |      |       |       |      |      |      |
| Lane Group Flow (vph)   | 433   | 0    | 0     | 862   | 0    | 0    |      |
| Turn Type               |       |      | pm+pt |       |      |      |      |
| Protected Phases        | 2     |      | 1     | 6     |      |      | 9    |
| Permitted Phases        |       |      | 6     |       |      |      |      |
| Detector Phase          | 2     |      | 1     | 6     |      |      |      |
| Switch Phase            |       |      |       |       |      |      |      |
| Minimum Initial (s)     | 4.0   |      | 4.0   | 4.0   |      |      | 4.0  |
| Minimum Split (s)       | 22.0  |      | 8.0   | 22.0  |      |      | 8.0  |
| Total Split (s)         | 32.0  | 0.0  | 10.0  | 42.0  | 0.0  | 0.0  | 28.0 |
| Total Split (%)         | 45.7% | 0.0% | 14.3% | 60.0% | 0.0% | 0.0% | 40%  |
| Maximum Green (s)       | 28.0  |      | 6.0   | 38.0  |      |      | 24.0 |
| Yellow Time (s)         | 3.5   |      | 3.5   | 3.5   |      |      | 3.5  |
| All-Red Time (s)        | 0.5   |      | 0.5   | 0.5   |      |      | 0.5  |
| Lost Time Adjust (s)    | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  |      |
| Total Lost Time (s)     | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0  |      |
| Lead/Lag                | Lag   |      | Lead  |       |      |      |      |
| Lead-Lag Optimize?      | Yes   |      | Yes   |       |      |      |      |
| Vehicle Extension (s)   | 3.0   |      | 3.0   | 3.0   |      |      | 3.0  |
| Recall Mode             | C-Max |      | None  | C-Max |      |      | None |
| Walk Time (s)           | 7.0   |      |       | 7.0   |      |      |      |
| Flash Dont Walk (s)     | 11.0  |      |       | 11.0  |      |      |      |
| Pedestrian Calls (#/hr) | 0     |      |       | 0     |      |      |      |
| Act Effect Green (s)    | 70.0  |      |       | 70.0  |      |      |      |
| Actuated g/C Ratio      | 1.00  |      |       | 1.00  |      |      |      |
| v/c Ratio               | 0.23  |      |       | 0.48  |      |      |      |
| Control Delay           | 0.3   |      |       | 0.8   |      |      |      |
| Queue Delay             | 0.0   |      |       | 0.0   |      |      |      |
| Total Delay             | 0.3   |      |       | 0.8   |      |      |      |
| LOS                     | A     |      |       | A     |      |      |      |
| Approach Delay          | 0.3   |      |       | 0.8   |      |      |      |
| Approach LOS            | A     |      |       | A     |      |      |      |
| Queue Length 50th (ft)  | 1     |      |       | 0     |      |      |      |



| Lane Group              | EBT  | EBR | WBL | WBT  | NBL | NBR | ø9 |
|-------------------------|------|-----|-----|------|-----|-----|----|
| Queue Length 95th (ft)  | 0    |     |     | 0    |     |     |    |
| Internal Link Dist (ft) | 329  |     |     | 196  | 531 |     |    |
| Turn Bay Length (ft)    |      |     |     |      |     |     |    |
| Base Capacity (vph)     | 1850 |     |     | 1805 |     |     |    |
| Starvation Cap Reductn  | 0    |     |     | 0    |     |     |    |
| Spillback Cap Reductn   | 0    |     |     | 0    |     |     |    |
| Storage Cap Reductn     | 0    |     |     | 0    |     |     |    |
| Reduced v/c Ratio       | 0.23 |     |     | 0.48 |     |     |    |

**Intersection Summary**

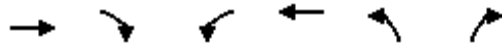
|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 70   |
| Actuated Cycle Length:            | 70   |
| Offset:                           | 46 (66%), Referenced to phase 2:EBT and 6:WBTL, Start of Green |
| Natural Cycle:                    | 40   |
| Control Type:                     | Actuated-Coordinated   |
| Maximum v/c Ratio:                | 0.48   |
| Intersection Signal Delay:        | 0.6  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 69.6%  |
| ICU Level of Service              | C  |
| Analysis Period (min)             | 15   |

Splits and Phases: 11: W Main St & Butler St

|      |      |      |
|------|------|------|
| ø1   | ø2   | ø9   |
| 10 s | 32 s | 28 s |
| ø6   |      |      |
| 42 s |      |      |



| Lane Group              | EBT   | EBR   | WBL    | WBT    | NBL  | NBR  | ø6    |
|-------------------------|-------|-------|--------|--------|------|------|-------|
| Lane Configurations     | ↑     | ↑     |        | ↑      |      |      |       |
| Volume (vph)            | 398   | 137   | 387    | 367    | 0    | 0    |       |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900   | 1900   | 1900 | 1900 |       |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00   | 1.00   | 1.00 | 1.00 |       |
| Frt                     |       | 0.850 |        |        |      |      |       |
| Flt Protected           |       |       |        | 0.975  |      |      |       |
| Satd. Flow (prot)       | 1863  | 1583  | 0      | 1816   | 0    | 0    |       |
| Flt Permitted           |       |       |        | 0.568  |      |      |       |
| Satd. Flow (perm)       | 1863  | 1583  | 0      | 1058   | 0    | 0    |       |
| Right Turn on Red       |       | Yes   |        |        |      | Yes  |       |
| Satd. Flow (RTOR)       |       | 149   |        |        |      |      |       |
| Link Speed (mph)        | 30    |       |        | 30     | 30   |      |       |
| Link Distance (ft)      | 491   |       |        | 409    | 819  |      |       |
| Travel Time (s)         | 11.2  |       |        | 9.3    | 18.6 |      |       |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92   | 0.92   | 0.92 | 0.92 |       |
| Adj. Flow (vph)         | 433   | 149   | 421    | 399    | 0    | 0    |       |
| Shared Lane Traffic (%) |       |       |        |        |      |      |       |
| Lane Group Flow (vph)   | 433   | 149   | 0      | 820    | 0    | 0    |       |
| Turn Type               |       | Perm  | custom |        |      |      |       |
| Protected Phases        | 2     |       | 1      | 1      | 6    |      | 6     |
| Permitted Phases        |       | 2     | 6      |        |      |      |       |
| Detector Phase          | 2     | 2     | 1      | 1      | 6    |      |       |
| Switch Phase            |       |       |        |        |      |      |       |
| Minimum Initial (s)     | 4.0   | 4.0   | 4.0    |        |      |      | 4.0   |
| Minimum Split (s)       | 22.0  | 22.0  | 8.0    |        |      |      | 22.0  |
| Total Split (s)         | 52.0  | 52.0  | 18.0   | 88.0   | 0.0  | 0.0  | 70.0  |
| Total Split (%)         | 74.3% | 74.3% | 25.7%  | 125.7% | 0.0% | 0.0% | 100%  |
| Maximum Green (s)       | 48.0  | 48.0  | 14.0   |        |      |      | 66.0  |
| Yellow Time (s)         | 3.5   | 3.5   | 3.5    |        |      |      | 3.5   |
| All-Red Time (s)        | 0.5   | 0.5   | 0.5    |        |      |      | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0    | 0.0    | 0.0  | 0.0  |       |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0    | 4.0    | 4.0  | 4.0  |       |
| Lead/Lag                | Lag   | Lag   | Lead   |        |      |      |       |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes    |        |      |      |       |
| Vehicle Extension (s)   | 3.0   | 3.0   | 3.0    |        |      |      | 3.0   |
| Recall Mode             | C-Max | C-Max | None   |        |      |      | C-Max |
| Walk Time (s)           | 7.0   | 7.0   |        |        |      |      | 7.0   |
| Flash Dont Walk (s)     | 11.0  | 11.0  |        |        |      |      | 11.0  |
| Pedestrian Calls (#/hr) | 0     | 0     |        |        |      |      | 0     |
| Act Effct Green (s)     | 52.8  | 52.8  |        | 66.0   |      |      |       |
| Actuated g/C Ratio      | 0.75  | 0.75  |        | 0.94   |      |      |       |
| v/c Ratio               | 0.31  | 0.12  |        | 0.75   |      |      |       |
| Control Delay           | 3.8   | 0.9   |        | 7.5    |      |      |       |
| Queue Delay             | 0.0   | 0.0   |        | 0.0    |      |      |       |
| Total Delay             | 3.8   | 0.9   |        | 7.5    |      |      |       |
| LOS                     | A     | A     |        | A      |      |      |       |
| Approach Delay          | 3.1   |       |        | 7.5    |      |      |       |
| Approach LOS            | A     |       |        | A      |      |      |       |
| Queue Length 50th (ft)  | 41    | 0     |        | 43     |      |      |       |



| Lane Group              | EBT  | EBR  | WBL | WBT  | NBL | NBR | ø6 |
|-------------------------|------|------|-----|------|-----|-----|----|
| Queue Length 95th (ft)  | 101  | 14   |     | 70   |     |     |    |
| Internal Link Dist (ft) | 411  |      |     | 329  | 739 |     |    |
| Turn Bay Length (ft)    |      |      |     |      |     |     |    |
| Base Capacity (vph)     | 1405 | 1231 |     | 1149 |     |     |    |
| Starvation Cap Reductn  | 0    | 0    |     | 0    |     |     |    |
| Spillback Cap Reductn   | 0    | 0    |     | 0    |     |     |    |
| Storage Cap Reductn     | 0    | 0    |     | 0    |     |     |    |
| Reduced v/c Ratio       | 0.31 | 0.12 |     | 0.71 |     |     |    |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 4 (6%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 5.6  
 Intersection Capacity Utilization 68.3%  
 Analysis Period (min) 15























Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 12: W Main St & Cook St



City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
13: Cook St & Hanover St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |  |   |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 242   | 0   | 134   | 124   | 232   | 124   | 0  | 149   | 42  | 59  | 148   | 0   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 200   | 0   |   | 0   |  | 0   | 0   |   | 0   | 0   |
| Storage Lanes           | 1   |   | 1   | 1   |   | 1   | 0  |   | 1   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   |   | 0.850   |   |   | 0.850   |  |   | 0.850   |   |   |   |
| Flt Protected           | 0.950   |   |   | 0.950   |   |   |  |   |   | 0.950   |   |   |
| Satd. Flow (prot)       | 1770  | 0   | 1583  | 1770  | 1863  | 1583  | 0  | 1863  | 1583  | 1770  | 1863  | 0   |
| Flt Permitted           | 0.603   |   |   | 0.950   |   |   |  |   |   | 0.582   |   |   |
| Satd. Flow (perm)       | 1123  | 0   | 1583  | 1770  | 1863  | 1583  | 0  | 1863  | 1583  | 1084  | 1863  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 146   |   |   | 135   |  |   | 46  |   |   |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 25  |   |   |   | 30  |
| Link Distance (ft)      |   | 367   |   |   | 819   |   |  | 340   |   |   |   | 505   |
| Travel Time (s)         |   | 8.3   |   |   | 18.6  |   |  | 9.3   |   |   |   | 11.5  |
| 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)         | 263   | 0   | 146   | 135   | 252   | 135   | 0  | 162   | 46  | 64  | 161   | 0   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 263   | 0   | 146   | 135   | 252   | 135   | 0  | 162   | 46  | 64  | 161   | 0   |
| Turn Type               | custom  |   | custom  | Perm  |   | Perm  |  |   | Perm  | Perm  |   |   |
| Protected Phases        |   |   |   |   | 6   |   |  | 4   |   |   |   | 8   |
| Permitted Phases        | 2   |   | 2   | 6   |   | 6   |  |   | 4   | 8   |   |   |
| Detector Phase          | 2   |   | 2   | 6   | 6   | 6   |  | 4   | 4   | 8   | 8   |   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)     | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   |  | 4.0   | 4.0   | 4.0   | 4.0   |   |
| Minimum Split (s)       | 22.0  |   | 22.0  | 22.0  | 22.0  | 22.0  |  | 22.0  | 22.0  | 22.0  | 22.0  |   |
| Total Split (s)         | 36.0  | 0.0   | 36.0  | 36.0  | 36.0  | 36.0  | 0.0  | 24.0  | 24.0  | 22.0  | 22.0  | 0.0   |
| Total Split (%)         | 60.0%   | 0.0%  | 60.0%   | 60.0%   | 60.0%   | 60.0%   | 0.0%   | 40.0%   | 40.0%   | 36.7%   | 36.7%   | 0.0%  |
| Maximum Green (s)       | 32.0  |   | 32.0  | 32.0  | 32.0  | 32.0  |  | 20.0  | 20.0  | 18.0  | 18.0  |   |
| Yellow Time (s)         | 3.5   |   | 3.5   | 3.5   | 3.5   | 3.5   |  | 3.5   | 3.5   | 3.5   | 3.5   |   |
| All-Red Time (s)        | 0.5   |   | 0.5   | 0.5   | 0.5   | 0.5   |  | 0.5   | 0.5   | 0.5   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Vehicle Extension (s)   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   |  | 3.0   | 3.0   | 3.0   | 3.0   |   |
| Recall Mode             | C-Max   |   | C-Max   | C-Max   | C-Max   | C-Max   |  | None  | None  | None  | None  |   |
| Walk Time (s)           | 7.0   |   | 7.0   | 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  | 11.0  | 11.0  |   |
| Pedestrian Calls (#/hr) | 0   |   | 0   | 0   | 0   | 0   |  | 0   | 0   | 0   | 0   |   |
| Act Effect Green (s)    | 44.4  |   | 44.4  | 44.4  | 44.4  | 44.4  |  | 10.5  | 10.5  | 10.5  | 10.5  |   |
| Actuated g/C Ratio      | 0.74  |   | 0.74  | 0.74  | 0.74  | 0.74  |  | 0.18  | 0.18  | 0.18  | 0.18  |   |
| v/c Ratio               | 0.32  |   | 0.12  | 0.10  | 0.18  | 0.11  |  | 0.50  | 0.15  | 0.34  | 0.50  |   |
| Control Delay           | 5.5   |   | 1.2   | 3.9   | 4.1   | 1.2   |  | 27.0  | 8.0   | 17.6  | 18.0  |   |
| Queue Delay             | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   |  | 0.0   | 0.0   | 0.0   | 0.0   |   |
| Total Delay             | 5.5   |   | 1.2   | 3.9   | 4.1   | 1.2   |  | 27.0  | 8.0   | 17.6  | 18.0  |   |
| LOS                     | A   |   | A   | A   | A   | A   |  | C   | A   | B   | B   |   |

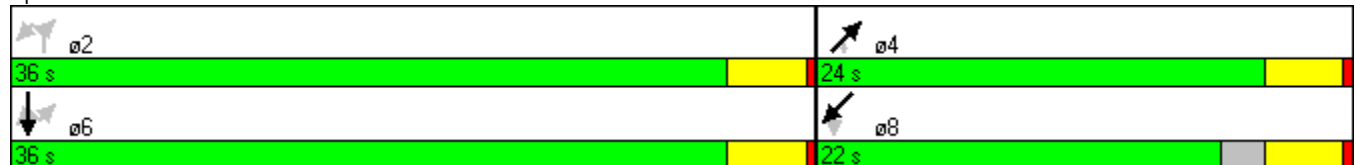


| Lane Group              | NBL  | NBT | NBR  | SBL  | SBT  | SBR  | NEL | NET  | NER  | SWL  | SWT  | SWR  |
|-------------------------|------|-----|------|------|------|------|-----|------|------|------|------|------|
| Approach Delay          |      |     |      |      | 3.3  |      |     | 22.8 |      |      |      | 17.9 |
| Approach LOS            |      |     |      |      | A    |      |     | C    |      |      |      | B    |
| Queue Length 50th (ft)  | 30   |     | 0    | 13   | 25   | 0    |     | 54   | 0    | 9    | 22   |      |
| Queue Length 95th (ft)  | 77   |     | 15   | 34   | 60   | 15   |     | 95   | 21   | 26   | 51   |      |
| Internal Link Dist (ft) |      | 287 |      |      | 739  |      |     | 260  |      |      | 425  |      |
| Turn Bay Length (ft)    |      |     | 200  |      |      |      |     |      |      |      |      |      |
| Base Capacity (vph)     | 832  |     | 1210 | 1310 | 1379 | 1207 |     | 621  | 558  | 361  | 621  |      |
| 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       | 0.32 |     | 0.12 | 0.10 | 0.18 | 0.11 |     | 0.26 | 0.08 | 0.18 | 0.26 |      |

Intersection Summary

















|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 60   |
| Actuated Cycle Length:            | 60   |
| Offset:                           | 47 (78%), Referenced to phase 2:NBL and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Actuated-Coordinated   |
| Maximum v/c Ratio:                | 0.50   |
| Intersection Signal Delay:        | 8.9  |
| Intersection LOS:                 | A  |
| Intersection Capacity Utilization | 50.1%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |













Splits and Phases: 13: Cook St & Hanover St



City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
14: Butler St & Hanover St

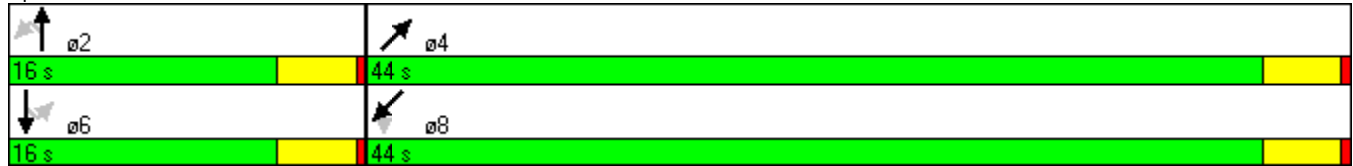
|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |   |  |   |   |  |   |  |  |   |   |  |   |
| Volume (vph)            | 10  | 0   | 45  | 87  | 18  | 18  | 0  | 383   | 24  | 6   | 179   | 0   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   | 0.890   |   |   | 0.980   |   |  | 0.992   |   |   |   |   |
| Flt Protected           |   | 0.991   |   |   | 0.966   |   |  |   |   |   | 0.998   |   |
| Satd. Flow (prot)       | 0   | 1643  | 0   | 0   | 1763  | 0   | 0  | 1848  | 0   | 0   | 1859  | 0   |
| Flt Permitted           |   | 0.962   |   |   | 0.799   |   |  |   |   |   | 0.985   |   |
| Satd. Flow (perm)       | 0   | 1595  | 0   | 0   | 1459  | 0   | 0  | 1848  | 0   | 0   | 1835  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 49  |   |   | 13  |   |  | 11  |   |   |   |   |
| Link Speed (mph)        |   | 25  |   |   | 30  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 180   |   |   | 611   |   |  | 505   |   |   | 369   |   |
| Travel Time (s)         |   | 4.9   |   |   | 13.9  |   |  | 11.5  |   |   | 8.4   |   |
| 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)         | 11  | 0   | 49  | 95  | 20  | 20  | 0  | 416   | 26  | 7   | 195   | 0   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 60  | 0   | 0   | 135   | 0   | 0  | 442   | 0   | 0   | 202   | 0   |
| Turn Type               | Perm  |   |   | Perm  |   |   |  |   |   | Perm  |   |   |
| Protected Phases        |   | 2   |   |   | 6   |   |  | 4   |   |   | 8   |   |
| Permitted Phases        | 2   |   |   | 6   |   |   |  |   |   | 8   |   |   |
| Detector Phase          | 2   | 2   |   | 6   | 6   |   |  | 4   |   | 8   | 8   |   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   |   |  | 4.0   |   | 4.0   | 4.0   |   |
| Minimum Split (s)       | 22.0  | 22.0  |   | 22.0  | 22.0  |   |  | 22.0  |   | 22.0  | 22.0  |   |
| Total Split (s)         | 16.0  | 16.0  | 0.0   | 16.0  | 16.0  | 0.0   | 0.0  | 44.0  | 0.0   | 44.0  | 44.0  | 0.0   |
| Total Split (%)         | 26.7%   | 26.7%   | 0.0%  | 26.7%   | 26.7%   | 0.0%  | 0.0%   | 73.3%   | 0.0%  | 73.3%   | 73.3%   | 0.0%  |
| Maximum Green (s)       | 12.0  | 12.0  |   | 12.0  | 12.0  |   |  | 40.0  |   | 40.0  | 40.0  |   |
| Yellow Time (s)         | 3.5   | 3.5   |   | 3.5   | 3.5   |   |  | 3.5   |   | 3.5   | 3.5   |   |
| All-Red Time (s)        | 0.5   | 0.5   |   | 0.5   | 0.5   |   |  | 0.5   |   | 0.5   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Vehicle Extension (s)   | 3.0   | 3.0   |   | 3.0   | 3.0   |   |  | 3.0   |   | 3.0   | 3.0   |   |
| Recall Mode             | C-Max   | C-Max   |   | C-Max   | C-Max   |   |  | None  |   | None  | None  |   |
| 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 Effct Green (s)     |   | 30.7  |   |   | 30.7  |   |  | 21.3  |   |   | 21.3  |   |
| Actuated g/C Ratio      |   | 0.51  |   |   | 0.51  |   |  | 0.36  |   |   | 0.36  |   |
| v/c Ratio               |   | 0.07  |   |   | 0.18  |   |  | 0.67  |   |   | 0.31  |   |
| Control Delay           |   | 5.3   |   |   | 10.3  |   |  | 22.2  |   |   | 13.7  |   |
| Queue Delay             |   | 0.0   |   |   | 0.0   |   |  | 0.0   |   |   | 0.0   |   |
| Total Delay             |   | 5.3   |   |   | 10.3  |   |  | 22.2  |   |   | 13.7  |   |
| LOS                     |   | A   |   |   | B   |   |  | C   |   |   | B   |   |
| Approach Delay          |   | 5.3   |   |   | 10.3  |   |  | 22.2  |   |   | 13.7  |   |
| Approach LOS            |   | A   |   |   | B   |   |  | C   |   |   | B   |   |
| Queue Length 50th (ft)  |   | 2   |   |   | 21  |   |  | 127   |   |   | 52  |   |

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Queue Length 95th (ft)  |   | 23  |   |   | 65  |   |  | 129   |   |   | 70  |   |
| Internal Link Dist (ft) |   | 100   |   |   | 531   |   |  | 425   |   |   | 289   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     |   | 840   |   |   | 753   |   |  | 1236  |   |   | 1223  |   |
| Starvation Cap Reductn  |   | 0   |   |   | 0   |   |  | 0   |   |   | 0   |   |
| Spillback Cap Reductn   |   | 0   |   |   | 0   |   |  | 0   |   |   | 0   |   |
| Storage Cap Reductn     |   | 0   |   |   | 0   |   |  | 0   |   |   | 0   |   |
| Reduced v/c Ratio       |   | 0.07  |   |   | 0.18  |   |  | 0.36  |   |   | 0.17  |   |

**Intersection Summary**

|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 60  |
| Actuated Cycle Length:            | 60  |
| Offset:                           | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45  |
| Control Type:                     | Actuated-Coordinated  |
| Maximum v/c Ratio:                | 0.67  |
| Intersection Signal Delay:        | 17.0  |
| Intersection LOS:                 | B   |
| Intersection Capacity Utilization | 41.8%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 14: Butler St & Hanover St





City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
15: W Main St & Linsley Ave



| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations     |       |       |      |       |       |      |       |       |      |       |       |      |
| Volume (vph)            | 188   | 369   | 31   | 15    | 281   | 52   | 65    | 146   | 8    | 102   | 162   | 145  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 100   |       | 0    | 50    |       | 0    | 100   |       | 0    | 100   |       | 0    |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    |
| Taper Length (ft)       | 25    |       | 25   | 25    |       | 25   | 25    |       | 25   | 25    |       | 25   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |       | 0.988 |      |       | 0.976 |      |       | 0.992 |      |       | 0.929 |      |
| Flt Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      |
| Satd. Flow (prot)       | 1770  | 1840  | 0    | 1770  | 1818  | 0    | 1770  | 1848  | 0    | 1770  | 1730  | 0    |
| Flt Permitted           | 0.468 |       |      | 0.388 |       |      | 0.500 |       |      | 0.651 |       |      |
| Satd. Flow (perm)       | 872   | 1840  | 0    | 723   | 1818  | 0    | 931   | 1848  | 0    | 1213  | 1730  | 0    |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 12    |      |       | 26    |      |       | 8     |      |       | 124   |      |
| Link Speed (mph)        |       | 25    |      |       | 30    |      |       | 30    |      |       | 30    |      |
| Link Distance (ft)      |       | 343   |      |       | 491   |      |       | 383   |      |       | 555   |      |
| Travel Time (s)         |       | 9.4   |      |       | 11.2  |      |       | 8.7   |      |       | 12.6  |      |
| 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)         | 204   | 401   | 34   | 16    | 305   | 57   | 71    | 159   | 9    | 111   | 176   | 158  |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |      |
| Lane Group Flow (vph)   | 204   | 435   | 0    | 16    | 362   | 0    | 71    | 168   | 0    | 111   | 334   | 0    |
| Turn Type               | Perm  |       |      | Perm  |       |      | Perm  |       |      | Perm  |       |      |
| Protected Phases        |       | 4     |      |       | 8     |      |       | 2     |      |       | 6     |      |
| Permitted Phases        | 4     |       |      | 8     |       |      | 2     |       |      | 6     |       |      |
| Minimum Split (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      |
| Total Split (s)         | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  |
| Total Split (%)         | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% |
| Maximum Green (s)       | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |
| Yellow Time (s)         | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |       |      |       |       |      |       |       |      |       |       |      |
| Lead-Lag Optimize?      |       |       |      |       |       |      |       |       |      |       |       |      |
| Walk Time (s)           | 7.0   | 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  | 11.0  |      |
| Pedestrian Calls (#/hr) | 0     | 0     |      | 0     | 0     |      | 0     | 0     |      | 0     | 0     |      |
| Act Effect Green (s)    | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      |
| Actuated g/C Ratio      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |      |
| v/c Ratio               | 0.57  | 0.57  |      | 0.05  | 0.48  |      | 0.19  | 0.22  |      | 0.22  | 0.43  |      |
| Control Delay           | 18.3  | 13.4  |      | 8.5   | 11.4  |      | 9.9   | 9.0   |      | 10.0  | 7.7   |      |
| Queue Delay             | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      |
| Total Delay             | 18.3  | 13.4  |      | 8.5   | 11.4  |      | 9.9   | 9.0   |      | 10.0  | 7.7   |      |
| LOS                     | B     | B     |      | A     | B     |      | A     | A     |      | A     | A     |      |
| Approach Delay          |       | 15.0  |      |       | 11.3  |      |       | 9.3   |      |       | 8.3   |      |
| Approach LOS            |       | B     |      |       | B     |      |       | A     |      |       | A     |      |
| Queue Length 50th (ft)  | 37    | 77    |      | 2     | 57    |      | 11    | 24    |      | 17    | 33    |      |
| Queue Length 95th (ft)  | #109  | 143   |      | 10    | 112   |      | 30    | 53    |      | 42    | 78    |      |
| Internal Link Dist (ft) |       | 263   |      |       | 411   |      |       | 303   |      |       | 475   |      |

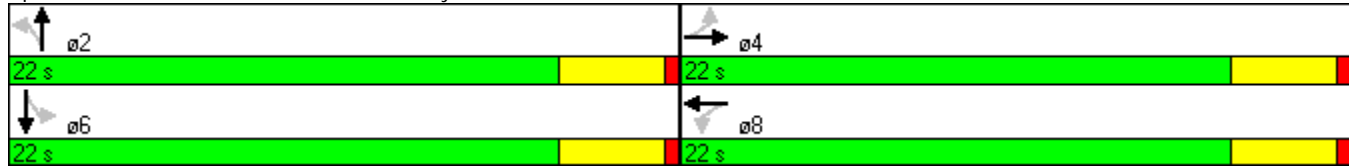


| Lane Group             | EBL  | EBT  | EBR | WBL  | WBT  | WBR | NBL  | NBT  | NBR | SBL  | SBT  | SBR |
|------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Turn Bay Length (ft)   | 100  |      |     | 50   |      |     | 100  |      |     | 100  |      |     |
| Base Capacity (vph)    | 357  | 760  |     | 296  | 759  |     | 381  | 761  |     | 496  | 781  |     |
| Starvation Cap Reductn | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Spillback Cap Reductn  | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Storage Cap Reductn    | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Reduced v/c Ratio      | 0.57 | 0.57 |     | 0.05 | 0.48 |     | 0.19 | 0.22 |     | 0.22 | 0.43 |     |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 11.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 62.7%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 15: W Main St & Linsley Ave























| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 699   | 77   | 25   | 670   | 20    | 50   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 0.95 | 0.95  | 1.00  | 1.00 |
| Frt                     | 0.987 |      |      |       | 0.904 |      |
| Flt Protected           |       |      |      | 0.998 | 0.986 |      |
| Satd. Flow (prot)       | 1839  | 0    | 0    | 3532  | 1660  | 0    |
| Flt Permitted           |       |      |      | 0.998 | 0.986 |      |
| Satd. Flow (perm)       | 1839  | 0    | 0    | 3532  | 1660  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 526   |      |      | 398   | 522   |      |
| Travel Time (s)         | 12.0  |      |      | 9.0   | 11.9  |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 760   | 84   | 27   | 728   | 22    | 54   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 844   | 0    | 0    | 755   | 76    | 0    |
| Sign Control            | Free  |      |      | Free  | Stop  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 52.3% ICU Level of Service A |
| Analysis Period (min)             | 15                           |

City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
20: E Main St & Catlin St

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |   |  |   |  |  |   |   |  |  |
| Volume (vph)            | 22  | 135   | 592   | 26  | 183   | 12  | 475  | 38  | 4   | 17  | 55  | 37  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 50  |   | 0   | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 0   | 0   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   | 0.878   |   |   | 0.993   |   |  | 0.999   |   |   | 0.954   |   |
| Flt Protected           | 0.950   |   |   |   | 0.994   |   |  | 0.956   |   |   | 0.992   |   |
| Satd. Flow (prot)       | 1770  | 1635  | 0   | 0   | 1839  | 0   | 0  | 1779  | 0   | 0   | 1763  | 0   |
| Flt Permitted           | 0.950   |   |   |   | 0.994   |   |  | 0.956   |   |   | 0.992   |   |
| Satd. Flow (perm)       | 1770  | 1635  | 0   | 0   | 1839  | 0   | 0  | 1779  | 0   | 0   | 1763  | 0   |
| Link Speed (mph)        |   | 30  |   |   | 25  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 398   |   |   | 284   |   |  | 209   |   |   | 363   |   |
| Travel Time (s)         |   | 9.0   |   |   | 7.7   |   |  | 4.8   |   |   | 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)         | 24  | 147   | 643   | 28  | 199   | 13  | 516  | 41  | 4   | 18  | 60  | 40  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 24  | 790   | 0   | 0   | 240   | 0   | 0  | 561   | 0   | 0   | 118   | 0   |
| Sign Control            |   | Free  |   |   | Stop  |   |  | Free  |   |   | Stop  |   |

Intersection Summary

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 85.5%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service E |



| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL  | SBT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 25    | 458  | 35    | 53   | 617  | 81    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Frt                     | 0.872 |      | 0.918 |      |      |       |
| Flt Protected           | 0.997 |      |       |      |      | 0.958 |
| Satd. Flow (prot)       | 1619  | 0    | 1710  | 0    | 0    | 1785  |
| Flt Permitted           | 0.997 |      |       |      |      | 0.958 |
| Satd. Flow (perm)       | 1619  | 0    | 1710  | 0    | 0    | 1785  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 467   |      | 516   |      |      | 209   |
| Travel Time (s)         | 10.6  |      | 11.7  |      |      | 4.8   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 27    | 498  | 38    | 58   | 671  | 88    |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 525   | 0    | 96    | 0    | 0    | 759   |
| Sign Control            | Free  |      | Stop  |      |      | Free  |

**Intersection Summary**

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 81.5%        |
| ICU Level of Service              | D            |
| Analysis Period (min)             | 15           |



| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 634   | 36   | 12   | 469   | 14    | 37   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.993 |      |      |       | 0.902 |      |
| Flt Protected           |       |      |      | 0.999 | 0.987 |      |
| Satd. Flow (prot)       | 1850  | 0    | 0    | 1861  | 1658  | 0    |
| Flt Permitted           |       |      |      | 0.999 | 0.987 |      |
| Satd. Flow (perm)       | 1850  | 0    | 0    | 1861  | 1658  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 467   |      |      | 360   | 419   |      |
| Travel Time (s)         | 10.6  |      |      | 8.2   | 9.5   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 689   | 39   | 13   | 510   | 15    | 40   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 728   | 0    | 0    | 523   | 55    | 0    |
| Sign Control            | Free  |      |      | Free  | Stop  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 45.5% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | NWL   | NWR  | NET   | NER  | SWL  | SWT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 10    | 20   | 442   | 38   | 15   | 310   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Frt                     | 0.910 |      | 0.989 |      |      |       |
| Flt Protected           | 0.984 |      |       |      |      | 0.998 |
| Satd. Flow (prot)       | 1668  | 0    | 1842  | 0    | 0    | 1859  |
| Flt Permitted           | 0.984 |      |       |      |      | 0.998 |
| Satd. Flow (perm)       | 1668  | 0    | 1842  | 0    | 0    | 1859  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 223   |      | 538   |      |      | 291   |
| Travel Time (s)         | 5.1   |      | 12.2  |      |      | 6.6   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 11    | 22   | 480   | 41   | 16   | 337   |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 33    | 0    | 521   | 0    | 0    | 353   |
| Sign Control            | Stop  |      | Free  |      |      | Free  |

**Intersection Summary**

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



| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 480  | 480  | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 216  |      |      | 775  | 426  |      |
| Travel Time (s)         | 4.9  |      |      | 17.6 | 9.7  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 522  | 522  | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 522  | 522  | 0    |
| Sign Control            | Stop |      |      | Free | Free |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 28.6%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |





| Lane Group              | EBL   | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|-------|------|------|------|------|------|
| Lane Configurations     |       |      |      |      |      |      |
| Volume (vph)            | 63    | 31   | 0    | 223  | 429  | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     | 0.955 |      |      |      |      |      |
| Flt Protected           | 0.968 |      |      |      |      |      |
| Satd. Flow (prot)       | 1722  | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           | 0.968 |      |      |      |      |      |
| Satd. Flow (perm)       | 1722  | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30    |      |      | 30   | 30   |      |
| Link Distance (ft)      | 287   |      |      | 241  | 561  |      |
| Travel Time (s)         | 6.5   |      |      | 5.5  | 12.8 |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 68    | 34   | 0    | 242  | 466  | 0    |
| Shared Lane Traffic (%) |       |      |      |      |      |      |
| Lane Group Flow (vph)   | 102   | 0    | 0    | 242  | 466  | 0    |
| Sign Control            | Stop  |      |      | Free | Free |      |

**Intersection Summary**

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



| Lane Group              | EBL  | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|------|------|------|-------|-------|------|
| Lane Configurations     |      |      |      | ↕     | ↕     |      |
| Volume (vph)            | 0    | 0    | 14   | 272   | 429   | 100  |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |      |      |      |       | 0.974 |      |
| Flt Protected           |      |      |      | 0.998 |       |      |
| Satd. Flow (prot)       | 0    | 0    | 0    | 1859  | 1814  | 0    |
| Flt Permitted           |      |      |      | 0.998 |       |      |
| Satd. Flow (perm)       | 0    | 0    | 0    | 1859  | 1814  | 0    |
| Link Speed (mph)        | 30   |      |      | 30    | 30    |      |
| Link Distance (ft)      | 268  |      |      | 561   | 152   |      |
| Travel Time (s)         | 6.1  |      |      | 12.8  | 3.5   |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 15   | 296   | 466   | 109  |
| Shared Lane Traffic (%) |      |      |      |       |       |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 311   | 575   | 0    |
| Sign Control            | Free |      |      | Free  | Free  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 32.0% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL  | SBT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 10    | 10   | 275   | 10   | 10   | 511   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Frt                     | 0.932 |      | 0.995 |      |      |       |
| Flt Protected           | 0.976 |      |       |      |      | 0.999 |
| Satd. Flow (prot)       | 1694  | 0    | 1853  | 0    | 0    | 1861  |
| Flt Permitted           | 0.976 |      |       |      |      | 0.999 |
| Satd. Flow (perm)       | 1694  | 0    | 1853  | 0    | 0    | 1861  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 402   |      | 246   |      |      | 308   |
| Travel Time (s)         | 9.1   |      | 5.6   |      |      | 7.0   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 11    | 11   | 299   | 11   | 11   | 555   |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 22    | 0    | 310   | 0    | 0    | 566   |
| Sign Control            | Stop  |      | Free  |      |      | Free  |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 44.9% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL   | SBT   |
|-------------------------|-------|------|-------|------|-------|-------|
| Lane Configurations     |       |      |       |      |       |       |
| Volume (vph)            | 231   | 190  | 228   | 57   | 32    | 290   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  |
| Frt                     | 0.939 |      | 0.973 |      |       |       |
| Flt Protected           | 0.973 |      |       |      |       | 0.995 |
| Satd. Flow (prot)       | 1702  | 0    | 1812  | 0    | 0     | 1853  |
| Flt Permitted           | 0.973 |      |       |      |       | 0.949 |
| Satd. Flow (perm)       | 1702  | 0    | 1812  | 0    | 0     | 1768  |
| Right Turn on Red       |       | Yes  |       | Yes  |       |       |
| Satd. Flow (RTOR)       | 114   |      | 35    |      |       |       |
| Link Speed (mph)        | 30    |      | 30    |      |       | 30    |
| Link Distance (ft)      | 320   |      | 176   |      |       | 220   |
| Travel Time (s)         | 7.3   |      | 4.0   |      |       | 5.0   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 251   | 207  | 248   | 62   | 35    | 315   |
| Shared Lane Traffic (%) |       |      |       |      |       |       |
| Lane Group Flow (vph)   | 458   | 0    | 310   | 0    | 0     | 350   |
| Turn Type               |       |      |       |      | Perm  |       |
| Protected Phases        | 8     |      | 2     |      |       | 6     |
| Permitted Phases        |       |      |       |      | 6     |       |
| Minimum Split (s)       | 22.0  |      | 22.0  |      | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0  | 22.0  | 0.0  | 22.0  | 22.0  |
| Total Split (%)         | 50.0% | 0.0% | 50.0% | 0.0% | 50.0% | 50.0% |
| Maximum Green (s)       | 18.0  |      | 18.0  |      | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |      | 3.5   |      | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |      | 0.5   |      | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   |
| Lead/Lag                |       |      |       |      |       |       |
| Lead-Lag Optimize?      |       |      |       |      |       |       |
| Walk Time (s)           | 7.0   |      | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     |      | 0     |      | 0     | 0     |
| Act Effct Green (s)     | 18.0  |      | 18.0  |      |       | 18.0  |
| Actuated g/C Ratio      | 0.41  |      | 0.41  |      |       | 0.41  |
| v/c Ratio               | 0.60  |      | 0.41  |      |       | 0.48  |
| Control Delay           | 11.5  |      | 15.8  |      |       | 12.4  |
| Queue Delay             | 0.0   |      | 0.0   |      |       | 0.0   |
| Total Delay             | 11.5  |      | 15.8  |      |       | 12.4  |
| LOS                     | B     |      | B     |      |       | B     |
| Approach Delay          | 11.5  |      | 15.8  |      |       | 12.4  |
| Approach LOS            | B     |      | B     |      |       | B     |
| Queue Length 50th (ft)  | 60    |      | 81    |      |       | 61    |
| Queue Length 95th (ft)  | 130   |      | 143   |      |       | 116   |
| Internal Link Dist (ft) | 240   |      | 96    |      |       | 140   |
| Turn Bay Length (ft)    |       |      |       |      |       |       |
| Base Capacity (vph)     | 764   |      | 762   |      |       | 723   |
| Starvation Cap Reductn  | 0     |      | 0     |      |       | 0     |

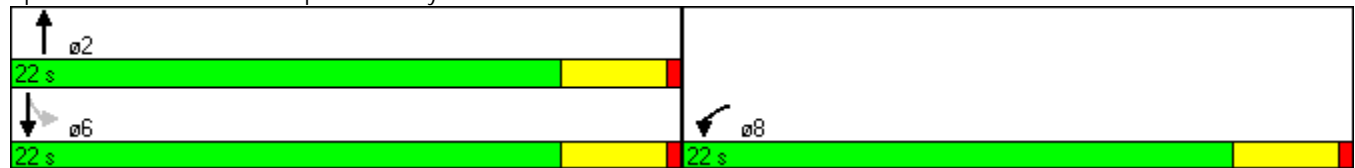


| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.60 |     | 0.41 |     |     | 0.48 |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 44   |
| Actuated Cycle Length:            | 44   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.60   |
| Intersection Signal Delay:        | 13.0   |
| Intersection LOS:                 | B  |
| Intersection Capacity Utilization | 66.9%  |
| ICU Level of Service              | C  |
| Analysis Period (min)             | 15   |

Splits and Phases: 46: Camp St & Colony St





| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL   | SBT   |
|-------------------------|-------|------|-------|------|-------|-------|
| Lane Configurations     |       |      |       |      |       |       |
| Volume (vph)            | 34    | 13   | 262   | 10   | 26    | 495   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  |
| Frt                     | 0.963 |      | 0.995 |      |       |       |
| Flt Protected           | 0.965 |      |       |      |       | 0.998 |
| Satd. Flow (prot)       | 1731  | 0    | 1853  | 0    | 0     | 1859  |
| Flt Permitted           | 0.965 |      |       |      |       | 0.976 |
| Satd. Flow (perm)       | 1731  | 0    | 1853  | 0    | 0     | 1818  |
| Right Turn on Red       |       | Yes  |       | Yes  |       |       |
| Satd. Flow (RTOR)       | 14    |      | 5     |      |       |       |
| Link Speed (mph)        | 30    |      | 30    |      |       | 30    |
| Link Distance (ft)      | 265   |      | 152   |      |       | 414   |
| Travel Time (s)         | 6.0   |      | 3.5   |      |       | 9.4   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 37    | 14   | 285   | 11   | 28    | 538   |
| Shared Lane Traffic (%) |       |      |       |      |       |       |
| Lane Group Flow (vph)   | 51    | 0    | 296   | 0    | 0     | 566   |
| Turn Type               |       |      |       |      | Perm  |       |
| Protected Phases        | 8     |      | 2     |      |       | 6     |
| Permitted Phases        |       |      |       |      | 6     |       |
| Minimum Split (s)       | 22.0  |      | 22.0  |      | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0  | 22.0  | 0.0  | 22.0  | 22.0  |
| Total Split (%)         | 50.0% | 0.0% | 50.0% | 0.0% | 50.0% | 50.0% |
| Maximum Green (s)       | 18.0  |      | 18.0  |      | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |      | 3.5   |      | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |      | 0.5   |      | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   |
| Lead/Lag                |       |      |       |      |       |       |
| Lead-Lag Optimize?      |       |      |       |      |       |       |
| Walk Time (s)           | 7.0   |      | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     |      | 0     |      | 0     | 0     |
| Act Effct Green (s)     | 18.0  |      | 18.0  |      |       | 18.0  |
| Actuated g/C Ratio      | 0.41  |      | 0.41  |      |       | 0.41  |
| v/c Ratio               | 0.07  |      | 0.39  |      |       | 0.76  |
| Control Delay           | 6.7   |      | 10.9  |      |       | 20.5  |
| Queue Delay             | 0.0   |      | 0.0   |      |       | 0.0   |
| Total Delay             | 6.7   |      | 10.9  |      |       | 20.5  |
| LOS                     | A     |      | B     |      |       | C     |
| Approach Delay          | 6.7   |      | 10.9  |      |       | 20.5  |
| Approach LOS            | A     |      | B     |      |       | C     |
| Queue Length 50th (ft)  | 5     |      | 48    |      |       | 114   |
| Queue Length 95th (ft)  | 19    |      | 93    |      |       | #254  |
| Internal Link Dist (ft) | 185   |      | 72    |      |       | 334   |
| Turn Bay Length (ft)    |       |      |       |      |       |       |
| Base Capacity (vph)     | 716   |      | 761   |      |       | 744   |
| Starvation Cap Reductn  | 0     |      | 0     |      |       | 0     |

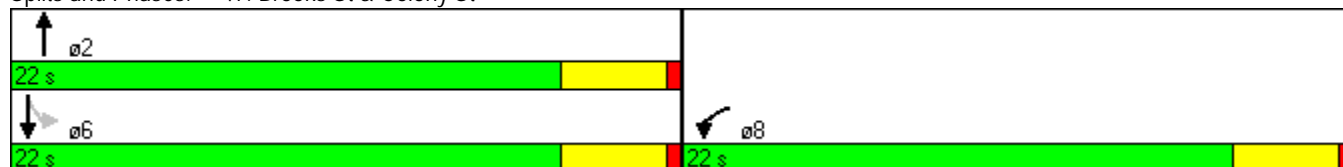


| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.07 |     | 0.39 |     |     | 0.76 |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 16.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 55.2%  
 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: 47: Brooks St & Colony St



City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
49: Camp St & State St Ext



| Lane Group              | EBL  | EBT   | EBR   | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|------|-------|-------|------|-------|------|------|-------|------|------|-------|------|
| Lane Configurations     |      |       |       |      |       |      |      |       |      |      |       |      |
| Volume (vph)            | 89   | 147   | 44    | 69   | 137   | 3    | 173  | 79    | 46   | 123  | 64    | 203  |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Storage Length (ft)     | 0    |       | 75    | 0    |       | 0    | 0    |       | 0    | 0    |       | 0    |
| Storage Lanes           | 0    |       | 1     | 0    |       | 0    | 0    |       | 0    | 0    |       | 0    |
| Taper Length (ft)       | 25   |       | 25    | 25   |       | 25   | 25   |       | 25   | 25   |       | 25   |
| Lane Util. Factor       | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                     |      |       | 0.850 |      | 0.998 |      |      | 0.979 |      |      | 0.930 |      |
| Flt Protected           |      | 0.981 |       |      | 0.984 |      |      | 0.972 |      |      | 0.984 |      |
| Satd. Flow (prot)       | 0    | 1827  | 1583  | 0    | 1829  | 0    | 0    | 1773  | 0    | 0    | 1705  | 0    |
| Flt Permitted           |      | 0.981 |       |      | 0.984 |      |      | 0.972 |      |      | 0.984 |      |
| Satd. Flow (perm)       | 0    | 1827  | 1583  | 0    | 1829  | 0    | 0    | 1773  | 0    | 0    | 1705  | 0    |
| Link Speed (mph)        |      | 30    |       |      | 30    |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |      | 406   |       |      | 514   |      |      | 452   |      |      | 325   |      |
| Travel Time (s)         |      | 9.2   |       |      | 11.7  |      |      | 10.3  |      |      | 7.4   |      |
| 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)         | 97   | 160   | 48    | 75   | 149   | 3    | 188  | 86    | 50   | 134  | 70    | 221  |
| Shared Lane Traffic (%) |      |       |       |      |       |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 0    | 257   | 48    | 0    | 227   | 0    | 0    | 324   | 0    | 0    | 425   | 0    |
| Sign Control            |      | Free  |       |      | Stop  |      |      | Stop  |      |      | Stop  |      |

Intersection Summary

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 63.3%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service B |





| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Volume (vph)            | 0    | 0    | 0    | 285  | 521  | 0    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt                     |      |      |      |      |      |      |
| Flt Protected           |      |      |      |      |      |      |
| Satd. Flow (prot)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Flt Permitted           |      |      |      |      |      |      |
| Satd. Flow (perm)       | 1863 | 0    | 0    | 1863 | 1863 | 0    |
| Link Speed (mph)        | 30   |      |      | 30   | 30   |      |
| Link Distance (ft)      | 281  |      |      | 414  | 246  |      |
| Travel Time (s)         | 6.4  |      |      | 9.4  | 5.6  |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)         | 0    | 0    | 0    | 310  | 566  | 0    |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 310  | 566  | 0    |
| Sign Control            | Stop |      |      | Free | Free |      |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 30.8%                  |
|                                   | ICU Level of Service A |
| Analysis Period (min)             | 15                     |

City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
53: Cross St & State St



| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL  | NBT   | NBR  | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|------|-------|------|-------|-------|------|
| Lane Configurations     |       | ↕     |      |       | ↕     |      |      | ↕     |      |       | ↕     |      |
| Volume (vph)            | 0     | 0     | 0    | 283   | 0     | 122  | 0    | 180   | 300  | 20    | 197   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     |       |       |      |       | 0.959 |      |      | 0.916 |      |       |       |      |
| Flt Protected           |       |       |      |       | 0.966 |      |      |       |      |       | 0.995 |      |
| Satd. Flow (prot)       | 0     | 1863  | 0    | 0     | 1726  | 0    | 0    | 1706  | 0    | 0     | 1853  | 0    |
| Flt Permitted           |       |       |      |       | 0.792 |      |      |       |      |       | 0.937 |      |
| Satd. Flow (perm)       | 0     | 1863  | 0    | 0     | 1415  | 0    | 0    | 1706  | 0    | 0     | 1745  | 0    |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |      |       | Yes  |       |       | Yes  |
| Satd. Flow (RTOR)       |       |       |      |       | 41    |      |      | 200   |      |       |       |      |
| Link Speed (mph)        |       | 30    |      |       | 25    |      |      | 30    |      |       | 30    |      |
| Link Distance (ft)      |       | 214   |      |       | 597   |      |      | 229   |      |       | 212   |      |
| Travel Time (s)         |       | 4.9   |      |       | 16.3  |      |      | 5.2   |      |       | 4.8   |      |
| 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)         | 0     | 0     | 0    | 308   | 0     | 133  | 0    | 196   | 326  | 22    | 214   | 0    |
| Shared Lane Traffic (%) |       |       |      |       |       |      |      |       |      |       |       |      |
| Lane Group Flow (vph)   | 0     | 0     | 0    | 0     | 441   | 0    | 0    | 522   | 0    | 0     | 236   | 0    |
| Turn Type               | Perm  |       |      | Perm  |       |      |      |       |      | Perm  |       |      |
| Protected Phases        |       | 4     |      |       | 8     |      |      | 2     |      |       | 6     |      |
| Permitted Phases        | 4     |       |      | 8     |       |      |      |       |      | 6     |       |      |
| Detector Phase          | 4     | 4     |      | 8     | 8     |      |      | 2     |      | 6     | 6     |      |
| Switch Phase            |       |       |      |       |       |      |      |       |      |       |       |      |
| Minimum Initial (s)     | 4.0   | 4.0   |      | 4.0   | 4.0   |      |      | 4.0   |      | 4.0   | 4.0   |      |
| Minimum Split (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      |      | 22.0  |      | 22.0  | 22.0  |      |
| Total Split (s)         | 26.0  | 26.0  | 0.0  | 26.0  | 26.0  | 0.0  | 0.0  | 34.0  | 0.0  | 34.0  | 34.0  | 0.0  |
| Total Split (%)         | 43.3% | 43.3% | 0.0% | 43.3% | 43.3% | 0.0% | 0.0% | 56.7% | 0.0% | 56.7% | 56.7% | 0.0% |
| Maximum Green (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      |      | 30.0  |      | 30.0  | 30.0  |      |
| Yellow Time (s)         | 3.5   | 3.5   |      | 3.5   | 3.5   |      |      | 3.5   |      | 3.5   | 3.5   |      |
| All-Red Time (s)        | 0.5   | 0.5   |      | 0.5   | 0.5   |      |      | 0.5   |      | 0.5   | 0.5   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  |
| Lead/Lag                |       |       |      |       |       |      |      |       |      |       |       |      |
| Lead-Lag Optimize?      |       |       |      |       |       |      |      |       |      |       |       |      |
| Vehicle Extension (s)   | 3.0   | 3.0   |      | 3.0   | 3.0   |      |      | 3.0   |      | 3.0   | 3.0   |      |
| Recall Mode             | None  | None  |      | None  | None  |      |      | Min   |      | Min   | Min   |      |
| 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 Effct Green (s)     |       |       |      |       | 17.2  |      |      | 15.0  |      |       | 15.0  |      |
| Actuated g/C Ratio      |       |       |      |       | 0.42  |      |      | 0.37  |      |       | 0.37  |      |
| v/c Ratio               |       |       |      |       | 0.71  |      |      | 0.69  |      |       | 0.37  |      |
| Control Delay           |       |       |      |       | 18.9  |      |      | 12.3  |      |       | 11.6  |      |
| Queue Delay             |       |       |      |       | 0.0   |      |      | 0.0   |      |       | 0.1   |      |
| Total Delay             |       |       |      |       | 18.9  |      |      | 12.3  |      |       | 11.6  |      |
| LOS                     |       |       |      |       | B     |      |      | B     |      |       | B     |      |
| Approach Delay          |       |       |      |       | 18.9  |      |      | 12.3  |      |       | 11.6  |      |
| Approach LOS            |       |       |      |       | B     |      |      | B     |      |       | B     |      |
| Queue Length 50th (ft)  |       |       |      |       | 67    |      |      | 57    |      |       | 39    |      |

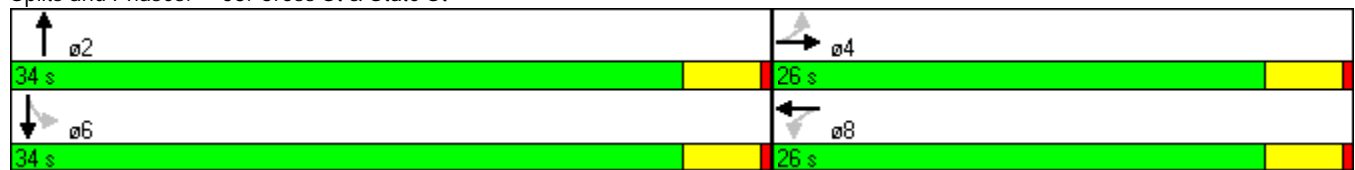


| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL | NBT  | NBR | SBL | SBT  | SBR |
|-------------------------|-----|-----|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Queue Length 95th (ft)  |     |     |     |     | #250 |     |     | 145  |     |     | 85   |     |
| Internal Link Dist (ft) |     | 134 |     |     | 517  |     |     | 149  |     |     | 132  |     |
| Turn Bay Length (ft)    |     |     |     |     |      |     |     |      |     |     |      |     |
| Base Capacity (vph)     |     |     |     |     | 846  |     |     | 1341 |     |     | 1322 |     |
| Starvation Cap Reductn  |     |     |     |     | 0    |     |     | 0    |     |     | 246  |     |
| Spillback Cap Reductn   |     |     |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Storage Cap Reductn     |     |     |     |     | 0    |     |     | 0    |     |     | 0    |     |
| Reduced v/c Ratio       |     |     |     |     | 0.52 |     |     | 0.39 |     |     | 0.22 |     |

**Intersection Summary**

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 40.9  
 Natural Cycle: 45  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 14.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 57.7%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 53: Cross St & State St





| Lane Group              | EBL   | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 10    | 10   | 10   | 275   | 511   | 10   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.932 |      |      |       | 0.997 |      |
| Flt Protected           | 0.976 |      |      | 0.998 |       |      |
| Satd. Flow (prot)       | 1694  | 0    | 0    | 1859  | 1857  | 0    |
| Flt Permitted           | 0.976 |      |      | 0.998 |       |      |
| Satd. Flow (perm)       | 1694  | 0    | 0    | 1859  | 1857  | 0    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 378   |      |      | 308   | 176   |      |
| Travel Time (s)         | 8.6   |      |      | 7.0   | 4.0   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 11    | 11   | 11   | 299   | 555   | 11   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 22    | 0    | 0    | 310   | 566   | 0    |
| Sign Control            | Stop  |      |      | Free  | Free  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 37.5% ICU Level of Service A |
| Analysis Period (min)             | 15                           |

City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
60: Cedar St & Pratt St



| Lane Group              | SEL   | SET   | SER  | NWL   | NWT   | NWR  | NEL   | NET   | NER  | SWL   | SWT   | SWR   |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations     |       |       |      |       |       |      |       |       |      |       |       |       |
| Volume (vph)            | 131   | 0     | 169  | 17    | 6     | 17   | 213   | 220   | 0    | 0     | 108   | 192   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 120   |       | 0    | 0     |       | 0    | 100   |       | 0    | 100   |       | 0     |
| Storage Lanes           | 1     |       | 0    | 0     |       | 0    | 1     |       | 0    | 1     |       | 0     |
| Taper Length (ft)       | 25    |       | 25   | 25    |       | 25   | 25    |       | 25   | 25    |       | 25    |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  |
| Frt                     |       | 0.850 |      |       | 0.943 |      |       |       |      |       |       | 0.904 |
| Flt Protected           | 0.950 |       |      |       | 0.979 |      | 0.950 |       |      |       |       |       |
| Satd. Flow (prot)       | 1770  | 1583  | 0    | 0     | 1720  | 0    | 1770  | 1863  | 0    | 1863  | 1684  | 0     |
| Flt Permitted           | 0.729 |       |      |       | 0.889 |      | 0.509 |       |      |       |       |       |
| Satd. Flow (perm)       | 1358  | 1583  | 0    | 0     | 1562  | 0    | 948   | 1863  | 0    | 1863  | 1684  | 0     |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 758   |      |       | 18    |      |       |       |      |       |       | 209   |
| Link Speed (mph)        |       | 30    |      |       | 30    |      |       | 30    |      |       |       | 30    |
| Link Distance (ft)      |       | 301   |      |       | 172   |      |       | 255   |      |       |       | 669   |
| Travel Time (s)         |       | 6.8   |      |       | 3.9   |      |       | 5.8   |      |       |       | 15.2  |
| 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)         | 142   | 0     | 184  | 18    | 7     | 18   | 232   | 239   | 0    | 0     | 117   | 209   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |       |
| Lane Group Flow (vph)   | 142   | 184   | 0    | 0     | 43    | 0    | 232   | 239   | 0    | 0     | 326   | 0     |
| Turn Type               | Perm  |       |      | Perm  |       |      | Perm  |       |      | Perm  |       |       |
| Protected Phases        |       | 6     |      |       | 2     |      |       | 4     |      |       |       | 8     |
| Permitted Phases        | 6     |       |      | 2     |       |      | 4     |       |      | 8     |       |       |
| Minimum Split (s)       | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |       |
| Total Split (s)         | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0  | 22.0  | 22.0  | 0.0   |
| Total Split (%)         | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0%  |
| Maximum Green (s)       | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |       |
| Yellow Time (s)         | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |      | 3.5   | 3.5   |       |
| All-Red Time (s)        | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |      | 0.5   | 0.5   |       |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |       |       |      |       |       |      |       |       |      |       |       |       |
| Lead-Lag Optimize?      |       |       |      |       |       |      |       |       |      |       |       |       |
| Walk Time (s)           | 7.0   | 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  | 11.0  |       |
| Pedestrian Calls (#/hr) | 0     | 0     |      | 0     | 0     |      | 0     | 0     |      | 0     | 0     |       |
| Act Effect Green (s)    | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |      | 18.0  | 18.0  |       |
| Actuated g/C Ratio      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |      | 0.41  | 0.41  |       |
| v/c Ratio               | 0.26  | 0.17  |      | 0.07  | 0.07  |      | 0.60  | 0.31  |      | 0.40  | 0.40  |       |
| Control Delay           | 10.2  | 0.3   |      | 6.1   | 6.1   |      | 18.7  | 10.3  |      | 6.5   | 6.5   |       |
| Queue Delay             | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |       |
| Total Delay             | 10.2  | 0.3   |      | 6.1   | 6.1   |      | 18.7  | 10.3  |      | 6.5   | 6.5   |       |
| LOS                     | B     | A     |      | A     | A     |      | B     | B     |      | A     | A     |       |
| Approach Delay          |       | 4.6   |      | 6.1   | 6.1   |      | 14.4  | 14.4  |      | 6.5   | 6.5   |       |
| Approach LOS            |       | A     |      | A     | A     |      | B     | B     |      | A     | A     |       |
| Queue Length 50th (ft)  | 22    | 0     |      | 4     | 4     |      | 43    | 38    |      | 8     | 8     |       |
| Queue Length 95th (ft)  | 51    | 0     |      | 16    | 16    |      | #122  | 76    |      | 76    | 76    |       |
| Internal Link Dist (ft) |       | 221   |      | 92    | 92    |      | 175   | 175   |      | 589   | 589   |       |

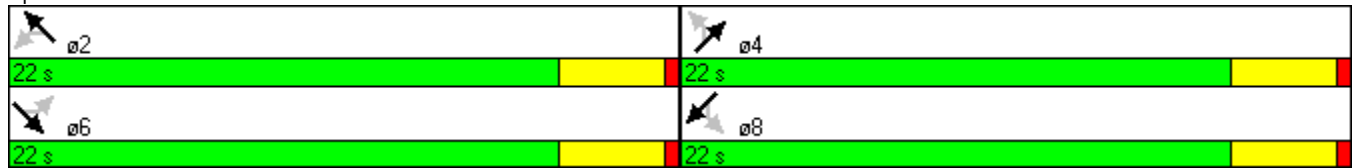


| Lane Group             | SEL  | SET  | SER | NWL | NWT  | NWR | NEL  | NET  | NER | SWL | SWT  | SWR |
|------------------------|------|------|-----|-----|------|-----|------|------|-----|-----|------|-----|
| Turn Bay Length (ft)   | 120  |      |     |     |      |     | 100  |      |     |     |      |     |
| Base Capacity (vph)    | 556  | 1096 |     |     | 650  |     | 388  | 762  |     |     | 812  |     |
| Starvation Cap Reductn | 0    | 0    |     |     | 0    |     | 0    | 0    |     |     | 0    |     |
| Spillback Cap Reductn  | 0    | 0    |     |     | 0    |     | 0    | 0    |     |     | 0    |     |
| Storage Cap Reductn    | 0    | 0    |     |     | 0    |     | 0    | 0    |     |     | 0    |     |
| Reduced v/c Ratio      | 0.26 | 0.17 |     |     | 0.07 |     | 0.60 | 0.31 |     |     | 0.40 |     |

**Intersection Summary**



















Area Type: Other  
 Cycle Length: 44  
 Actuated Cycle Length: 44  
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 9.2  
 Intersection Capacity Utilization 56.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 60: Cedar St & Pratt St



City Of Meriden  
2015 Proposed - PM Peak

Lanes, Volumes, Timings  
61: Center St & Pratt St

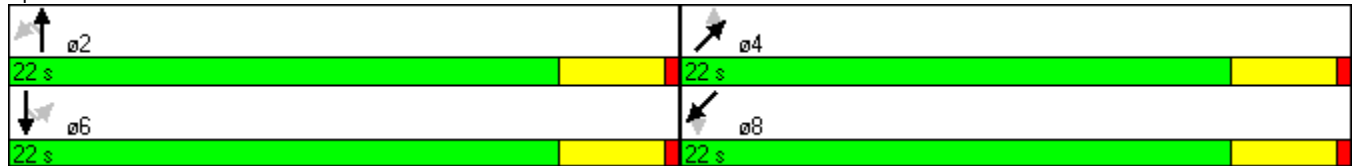
|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |   |  |   |   |  |   |  |  |   |  |  |   |
| Volume (vph)            | 34  | 211   | 62  | 28  | 115   | 79  | 121  | 210   | 37  | 44  | 187   | 36  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 0   | 0   |   | 0   | 100  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 0   |   | 0   | 0   |   | 0   | 1  |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   | 25  | 25  |   | 25  | 25   |   | 25  | 25  |   | 25  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     |   | 0.973   |   |   | 0.952   |   |  | 0.978   |   |   | 0.976   |   |
| Flt Protected           |   | 0.994   |   |   | 0.994   |   | 0.950  |   |   | 0.950   |   |   |
| Satd. Flow (prot)       | 0   | 1802  | 0   | 0   | 1763  | 0   | 1770   | 1822  | 0   | 1770  | 1818  | 0   |
| Flt Permitted           |   | 0.950   |   |   | 0.938   |   | 0.607  |   |   | 0.576   |   |   |
| Satd. Flow (perm)       | 0   | 1722  | 0   | 0   | 1663  | 0   | 1131   | 1822  | 0   | 1073  | 1818  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 35  |   |   | 77  |   |  | 24  |   |   | 27  |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 25  |   |
| Link Distance (ft)      |   | 393   |   |   | 533   |   |  | 669   |   |   | 338   |   |
| Travel Time (s)         |   | 8.9   |   |   | 12.1  |   |  | 15.2  |   |   | 9.2   |   |
| 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)         | 37  | 229   | 67  | 30  | 125   | 86  | 132  | 228   | 40  | 48  | 203   | 39  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 333   | 0   | 0   | 241   | 0   | 132  | 268   | 0   | 48  | 242   | 0   |
| Turn Type               | Perm  |   |   | Perm  |   |   | Perm   |   |   | Perm  |   |   |
| Protected Phases        |   | 2   |   |   | 6   |   |  | 4   |   |   | 8   |   |
| Permitted Phases        | 2   |   |   | 6   |   |   | 4  |   |   | 8   |   |   |
| Minimum Split (s)       | 22.0  | 22.0  |   | 22.0  | 22.0  |   | 22.0   | 22.0  |   | 22.0  | 22.0  |   |
| Total Split (s)         | 22.0  | 22.0  | 0.0   | 22.0  | 22.0  | 0.0   | 22.0   | 22.0  | 0.0   | 22.0  | 22.0  | 0.0   |
| Total Split (%)         | 50.0%   | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 0.0%  | 50.0%  | 50.0%   | 0.0%  | 50.0%   | 50.0%   | 0.0%  |
| Maximum Green (s)       | 18.0  | 18.0  |   | 18.0  | 18.0  |   | 18.0   | 18.0  |   | 18.0  | 18.0  |   |
| Yellow Time (s)         | 3.5   | 3.5   |   | 3.5   | 3.5   |   | 3.5  | 3.5   |   | 3.5   | 3.5   |   |
| All-Red Time (s)        | 0.5   | 0.5   |   | 0.5   | 0.5   |   | 0.5  | 0.5   |   | 0.5   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |  |   |   |   |   |   |
| Walk Time (s)           | 7.0   | 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  | 11.0  |   |
| Pedestrian Calls (#/hr) | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Act Effect Green (s)    |   | 18.0  |   |   | 18.0  |   | 18.0   | 18.0  |   | 18.0  | 18.0  |   |
| Actuated g/C Ratio      |   | 0.41  |   |   | 0.41  |   | 0.41   | 0.41  |   | 0.41  | 0.41  |   |
| v/c Ratio               |   | 0.46  |   |   | 0.33  |   | 0.29   | 0.35  |   | 0.11  | 0.32  |   |
| Control Delay           |   | 10.9  |   |   | 7.6   |   | 12.3   | 10.8  |   | 8.9   | 9.2   |   |
| Queue Delay             |   | 0.0   |   |   | 0.0   |   | 0.0  | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             |   | 10.9  |   |   | 7.6   |   | 12.3   | 10.8  |   | 8.9   | 9.2   |   |
| LOS                     |   | B   |   |   | A   |   | B  | B   |   | A   | A   |   |
| Approach Delay          |   | 10.9  |   |   | 7.6   |   |  | 11.3  |   |   | 9.2   |   |
| Approach LOS            |   | B   |   |   | A   |   |  | B   |   |   | A   |   |
| Queue Length 50th (ft)  |   | 50  |   |   | 25  |   | 23   | 43  |   | 7   | 34  |   |
| Queue Length 95th (ft)  |   | 102   |   |   | 61  |   | 62   | 100   |   | 22  | 71  |   |
| Internal Link Dist (ft) |   | 313   |   |   | 453   |   |  | 589   |   |   | 258   |   |

| Lane Group             | NBL | NBT  | NBR | SBL | SBT  | SBR | NEL  | NET  | NER | SWL  | SWT  | SWR |
|------------------------|-----|------|-----|-----|------|-----|------|------|-----|------|------|-----|
| Turn Bay Length (ft)   |     |      |     |     |      |     | 100  |      |     |      |      |     |
| Base Capacity (vph)    |     | 725  |     |     | 726  |     | 463  | 760  |     | 439  | 760  |     |
| Starvation Cap Reductn |     | 0    |     |     | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Spillback Cap Reductn  |     | 0    |     |     | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Storage Cap Reductn    |     | 0    |     |     | 0    |     | 0    | 0    |     | 0    | 0    |     |
| Reduced v/c Ratio      |     | 0.46 |     |     | 0.33 |     | 0.29 | 0.35 |     | 0.11 | 0.32 |     |

**Intersection Summary**

|                                   |   |
|-----------------------------------|---|
| Area Type:                        | Other   |
| Cycle Length:                     | 44  |
| Actuated Cycle Length:            | 44  |
| Offset:                           | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45  |
| Control Type:                     | Pretimed  |
| Maximum v/c Ratio:                | 0.46  |
| Intersection Signal Delay:        | 10.0  |
| Intersection LOS:                 | B   |
| Intersection Capacity Utilization | 50.3%   |
| ICU Level of Service              | A   |
| Analysis Period (min)             | 15  |

Splits and Phases: 61: Center St & Pratt St







| Lane Group              | WBL   | WBR  | NET   | NER  | SWL  | SWT   |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations     |       |      |       |      |      |       |
| Volume (vph)            | 31    | 8    | 425   | 37   | 15   | 294   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Frt                     | 0.972 |      | 0.989 |      |      |       |
| Flt Protected           | 0.962 |      |       |      |      | 0.998 |
| Satd. Flow (prot)       | 1742  | 0    | 1842  | 0    | 0    | 1859  |
| Flt Permitted           | 0.962 |      |       |      |      | 0.998 |
| Satd. Flow (perm)       | 1742  | 0    | 1842  | 0    | 0    | 1859  |
| Link Speed (mph)        | 30    |      | 30    |      |      | 30    |
| Link Distance (ft)      | 313   |      | 291   |      |      | 501   |
| Travel Time (s)         | 7.1   |      | 6.6   |      |      | 11.4  |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 34    | 9    | 462   | 40   | 16   | 320   |
| Shared Lane Traffic (%) |       |      |       |      |      |       |
| Lane Group Flow (vph)   | 43    | 0    | 502   | 0    | 0    | 336   |
| Sign Control            | Stop  |      | Free  |      |      | Free  |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 37.7% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | EBL   | EBR  | NBL  | NBT   | SBT   | SBR  |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations     |       |      |      |       |       |      |
| Volume (vph)            | 10    | 10   | 10   | 470   | 470   | 10   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                     | 0.932 |      |      |       | 0.997 |      |
| Flt Protected           | 0.976 |      |      | 0.999 |       |      |
| Satd. Flow (prot)       | 1694  | 0    | 0    | 1861  | 1857  | 0    |
| Flt Permitted           | 0.976 |      |      | 0.999 |       |      |
| Satd. Flow (perm)       | 1694  | 0    | 0    | 1861  | 1857  | 0    |
| Link Speed (mph)        | 25    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 121   |      |      | 426   | 229   |      |
| Travel Time (s)         | 3.3   |      |      | 9.7   | 5.2   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)         | 11    | 11   | 11   | 511   | 511   | 11   |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 22    | 0    | 0    | 522   | 522   | 0    |
| Sign Control            | Stop  |      |      | Free  | Free  |      |

**Intersection Summary**

|                                   |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 42.8% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



| Lane Group              | WBL   | WBR  | NBT   | NBR  | SBL   | SBT   |
|-------------------------|-------|------|-------|------|-------|-------|
| Lane Configurations     |       |      |       |      |       |       |
| Volume (vph)            | 19    | 20   | 272   | 30   | 19    | 178   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  |
| Frt                     | 0.931 |      | 0.986 |      |       |       |
| Flt Protected           | 0.976 |      |       |      |       | 0.995 |
| Satd. Flow (prot)       | 1693  | 0    | 1837  | 0    | 0     | 1853  |
| Flt Permitted           | 0.976 |      |       |      |       | 0.955 |
| Satd. Flow (perm)       | 1693  | 0    | 1837  | 0    | 0     | 1779  |
| Right Turn on Red       |       | Yes  |       | Yes  |       |       |
| Satd. Flow (RTOR)       | 22    |      | 15    |      |       |       |
| Link Speed (mph)        | 25    |      | 30    |      |       | 30    |
| Link Distance (ft)      | 433   |      | 212   |      |       | 452   |
| Travel Time (s)         | 11.8  |      | 4.8   |      |       | 10.3  |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 21    | 22   | 296   | 33   | 21    | 193   |
| Shared Lane Traffic (%) |       |      |       |      |       |       |
| Lane Group Flow (vph)   | 43    | 0    | 329   | 0    | 0     | 214   |
| Turn Type               |       |      |       |      | Perm  |       |
| Protected Phases        | 8     |      | 2     |      |       | 6     |
| Permitted Phases        |       |      |       |      | 6     |       |
| Minimum Split (s)       | 22.0  |      | 22.0  |      | 22.0  | 22.0  |
| Total Split (s)         | 22.0  | 0.0  | 22.0  | 0.0  | 22.0  | 22.0  |
| Total Split (%)         | 50.0% | 0.0% | 50.0% | 0.0% | 50.0% | 50.0% |
| Maximum Green (s)       | 18.0  |      | 18.0  |      | 18.0  | 18.0  |
| Yellow Time (s)         | 3.5   |      | 3.5   |      | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |      | 0.5   |      | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   |
| Lead/Lag                |       |      |       |      |       |       |
| Lead-Lag Optimize?      |       |      |       |      |       |       |
| Walk Time (s)           | 7.0   |      | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     |      | 0     |      | 0     | 0     |
| Act Effct Green (s)     | 18.0  |      | 18.0  |      |       | 18.0  |
| Actuated g/C Ratio      | 0.41  |      | 0.41  |      |       | 0.41  |
| v/c Ratio               | 0.06  |      | 0.43  |      |       | 0.29  |
| Control Delay           | 5.7   |      | 11.1  |      |       | 10.6  |
| Queue Delay             | 0.0   |      | 1.6   |      |       | 0.0   |
| Total Delay             | 5.7   |      | 12.8  |      |       | 10.6  |
| LOS                     | A     |      | B     |      |       | B     |
| Approach Delay          | 5.7   |      | 12.8  |      |       | 10.6  |
| Approach LOS            | A     |      | B     |      |       | B     |
| Queue Length 50th (ft)  | 3     |      | 53    |      |       | 36    |
| Queue Length 95th (ft)  | 16    |      | 102   |      |       | 73    |
| Internal Link Dist (ft) | 353   |      | 132   |      |       | 372   |
| Turn Bay Length (ft)    |       |      |       |      |       |       |
| Base Capacity (vph)     | 706   |      | 760   |      |       | 728   |
| Starvation Cap Reductn  | 0     |      | 268   |      |       | 0     |

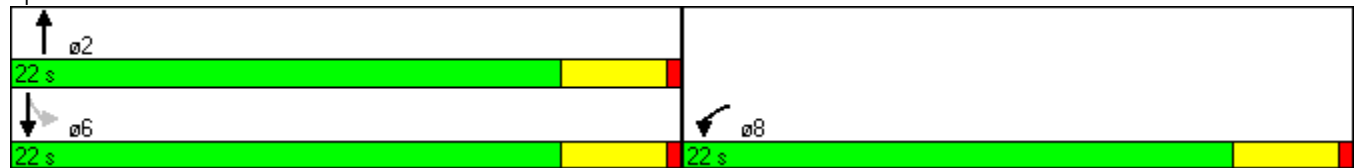


| Lane Group            | WBL  | WBR | NBT  | NBR | SBL | SBT  |
|-----------------------|------|-----|------|-----|-----|------|
| Spillback Cap Reductn | 0    |     | 0    |     |     | 0    |
| Storage Cap Reductn   | 0    |     | 0    |     |     | 0    |
| Reduced v/c Ratio     | 0.06 |     | 0.67 |     |     | 0.29 |

**Intersection Summary**

|                                   |  |
|-----------------------------------|--|
| Area Type:                        | Other  |
| Cycle Length:                     | 44   |
| Actuated Cycle Length:            | 44   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle:                    | 45   |
| Control Type:                     | Pretimed   |
| Maximum v/c Ratio:                | 0.43   |
| Intersection Signal Delay:        | 11.4   |
| Intersection LOS:                 | B  |
| Intersection Capacity Utilization | 35.2%  |
| ICU Level of Service              | A  |
| Analysis Period (min)             | 15   |

Splits and Phases: 79: Park St & State St

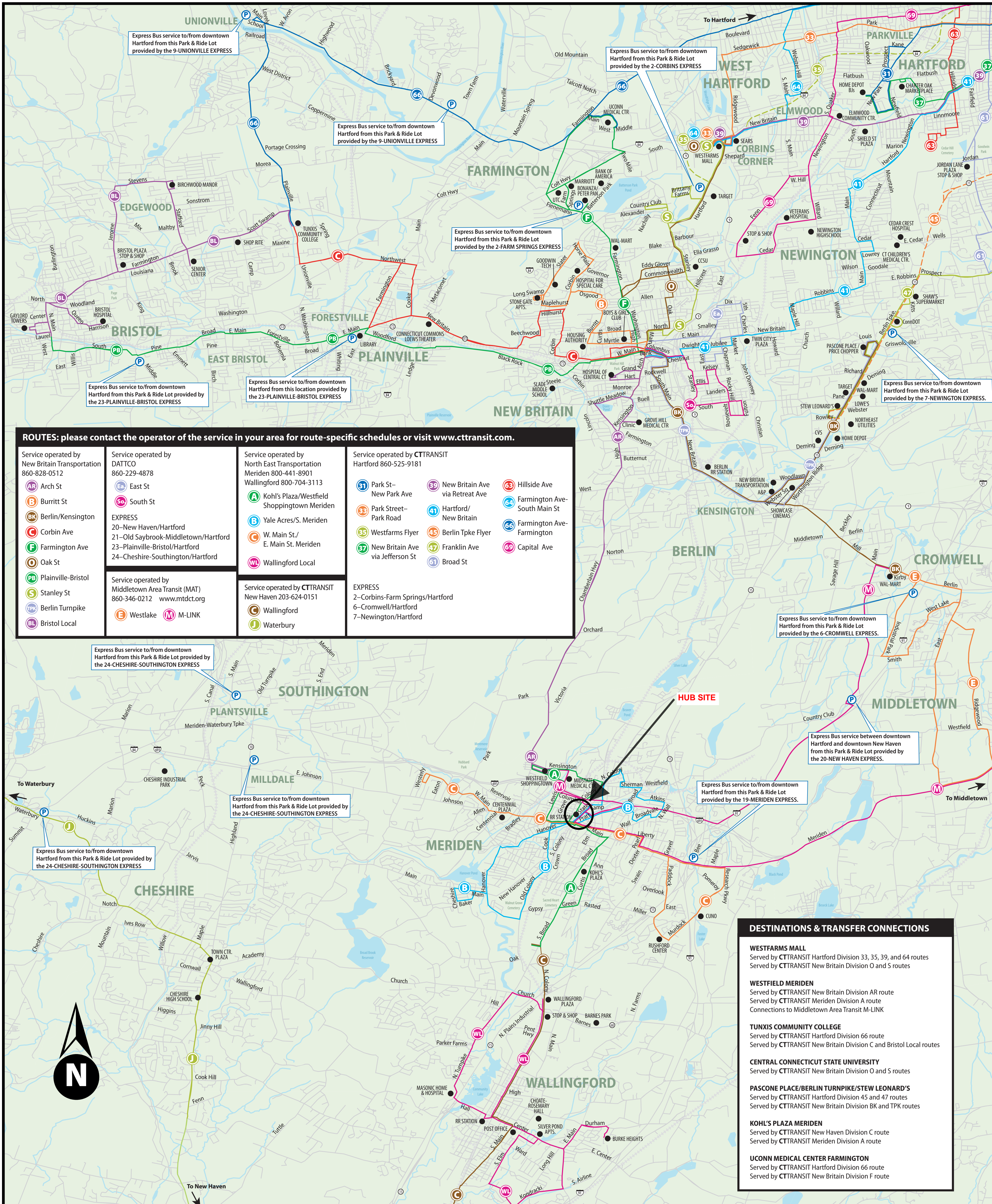


MERIDEN TOD  
APPENDIX B

Transit System



# CENTRAL CONNECTICUT BUS SYSTEM MAP



**ROUTES:** please contact the operator of the service in your area for route-specific schedules or visit [www.cttransit.com](http://www.cttransit.com).

|   |   |   |   |
|---|---|---|---|
| <p>Service operated by New Britain Transportation 860-828-0512</p> <ul style="list-style-type: none"> <li>AR Arch St</li> <li>B Burritt St</li> <li>BK Berlin/Kensington</li> <li>C Corbin Ave</li> <li>F Farmington Ave</li> <li>O Oak St</li> <li>PE Plainville-Bristol</li> <li>S Stanley St</li> <li>TPK Berlin Turnpike</li> <li>BL Bristol Local</li> </ul> | <p>Service operated by DATTCO 860-229-4878</p> <ul style="list-style-type: none"> <li>EA East St</li> <li>SA South St</li> </ul> <p><b>EXPRESS</b></p> <ul style="list-style-type: none"> <li>20-New Haven/Hartford</li> <li>21-Old Saybrook-Middletown/Hartford</li> <li>23-Plainville-Bristol/Hartford</li> <li>24-Cheshire-Southington/Hartford</li> </ul> <p>Service operated by Middletown Area Transit (MAT) 860-346-0212 <a href="http://www.mtdct.org">www.mtdct.org</a></p> <ul style="list-style-type: none"> <li>W Westlake</li> <li>M M-LINK</li> </ul> | <p>Service operated by North East Transportation Meriden 800-441-8901 Wallingford 800-704-3113</p> <ul style="list-style-type: none"> <li>A Kohl's Plaza/Westfield Shoppingtown Meriden</li> <li>B Yale Acres/S. Meriden</li> <li>C W. Main St./E. Main St. Meriden</li> <li>WL Wallingford Local</li> </ul> <p>Service operated by CTTRANSIT New Haven 203-624-0151</p> <ul style="list-style-type: none"> <li>W Wallingford</li> <li>J Waterbury</li> </ul> | <p>Service operated by CTTRANSIT Hartford 860-525-9181</p> <ul style="list-style-type: none"> <li>31 Park St-New Park Ave</li> <li>33 Park Street-Park Road</li> <li>35 Westfarms Flyer</li> <li>37 New Britain Ave via Jefferson St</li> <li>39 New Britain Ave via Retreat Ave</li> <li>41 Hartford/New Britain</li> <li>45 Berlin Tpk Flyer</li> <li>47 Franklin Ave</li> <li>51 Broad St</li> <li>53 Hillside Ave</li> <li>54 Farmington Ave-South Main St</li> <li>56 Farmington Ave-Farmington</li> <li>59 Capital Ave</li> </ul> <p><b>EXPRESS</b></p> <ul style="list-style-type: none"> <li>2-Corbin-Farm Springs/Hartford</li> <li>6-Cromwell/Hartford</li> <li>7-Newington/Hartford</li> </ul> |
|---|---|---|---|

**DESTINATIONS & TRANSFER CONNECTIONS**

**WESTFARMS MALL**  
Served by CTTRANSIT Hartford Division 33, 35, 39, and 64 routes  
Served by CTTRANSIT New Britain Division O and S routes

**WESTFIELD MERIDEN**  
Served by CTTRANSIT New Britain Division AR route  
Served by CTTRANSIT Meriden Division A route  
Connections to Middletown Area Transit M-LINK

**TUNXIS COMMUNITY COLLEGE**  
Served by CTTRANSIT Hartford Division 66 route  
Served by CTTRANSIT New Britain Division C and Bristol Local routes

**CENTRAL CONNECTICUT STATE UNIVERSITY**  
Served by CTTRANSIT New Britain Division O and S routes

**PASCOE PLACE/BERLIN TURNPIKE/STEW LEONARD'S**  
Served by CTTRANSIT Hartford Division 45 and 47 routes  
Served by CTTRANSIT New Britain Division BK and TPK routes

**KOHL'S PLAZA MERIDEN**  
Served by CTTRANSIT New Haven Division C route  
Served by CTTRANSIT Meriden Division A route

**UConn MEDICAL CENTER FARMINGTON**  
Served by CTTRANSIT Hartford Division 66 route  
Served by CTTRANSIT New Britain Division F route







# MERIDEN

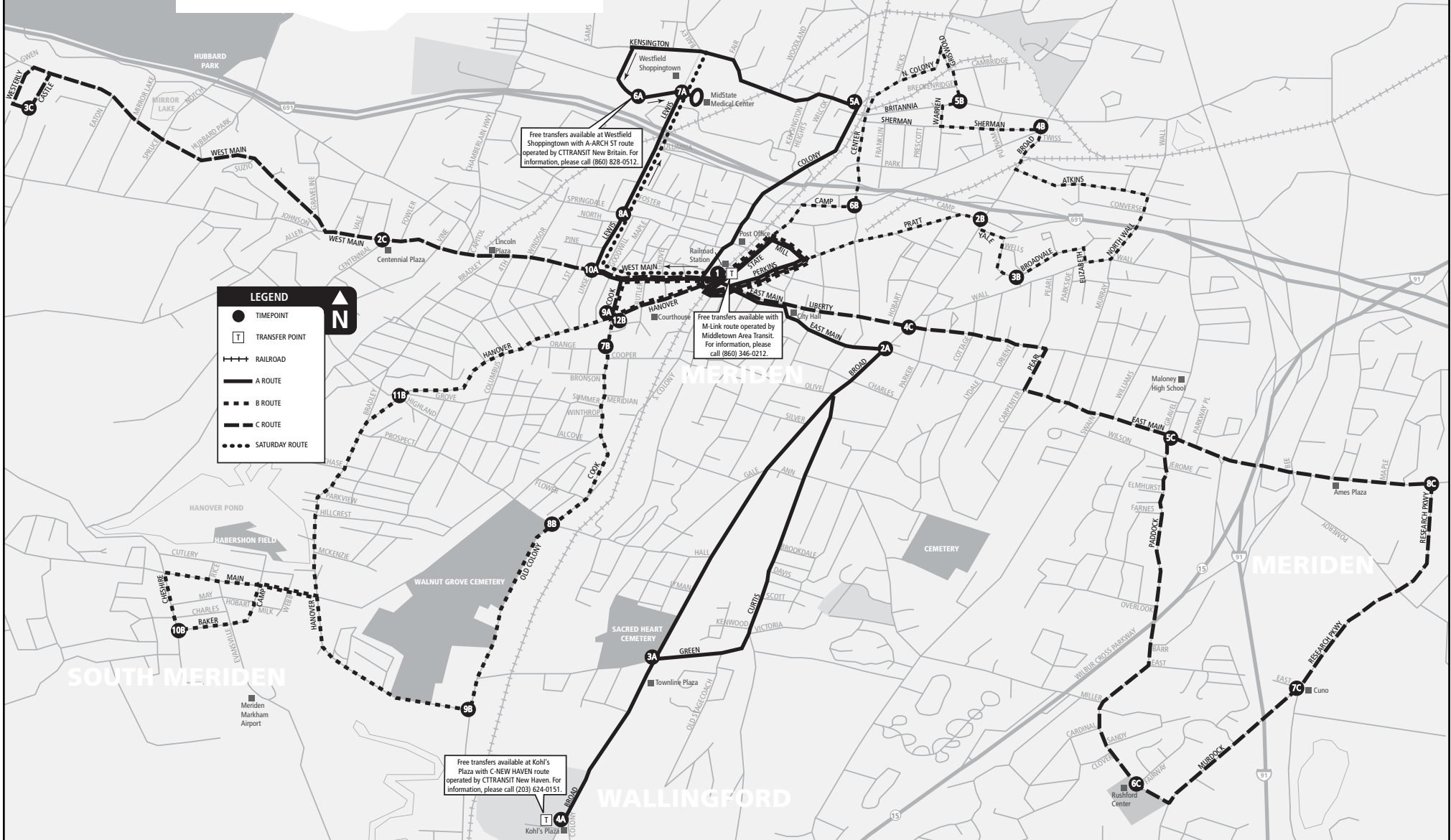
Effective: February 2009

## Routes:

**A** Kohl's Plaza–Westfield Shoppingtown

**B** Yale Acres–South Meriden

**C** West Main Street–East Main Street





Routes:

- A Kohl's Plaza–Westfield Shoppingtown
- B Yale Acres–South Meriden
- C West Main Street–East Main Street



KOHL'S PLAZA–WESTFIELD SHOPPINGTOWN

WEEKDAY SERVICE

RR Station > Kohl's Plaza > RR Station > Westfield Shoppingtown > RR Station

|                  | 1                 | 2                   | 3                        | 4                   | 3                 | 2                | 1                   | 5                      | 6                       | 7                  | 8              | 9                | 1 |
|------------------|-------------------|---------------------|--------------------------|---------------------|-------------------|------------------|---------------------|------------------------|-------------------------|--------------------|----------------|------------------|---|
| Railroad Station | East Main & Broad | South Broad & Green | Kohl's Plaza Wallingford | South Broad & Green | East Main & Broad | Railroad Station | Colony & Kensington | Westfield Shoppingtown | MidState Medical Center | Lewis & Springdale | Cook & Hanover | Railroad Station |   |
|                  | LV                | LV                  | LV                       | LV                  | LV                | AR               | LV                  | LV                     | LV                      | LV                 | LV             | AR               |   |
| 6:30             | 6:35              | 6:40                | 6:45                     | 6:50                | 6:55              | 7:00             | 7:05                | 7:10                   | 7:15                    | 7:20               | 7:25           | 7:30             |   |
| 7:30             | 7:35              | 7:40                | 7:45                     | 7:50                | 7:55              | 8:00             | 8:05                | 8:10                   | 8:15                    | 8:20               | 8:25           | 8:30             |   |
| 8:30             | 8:35              | 8:40                | 8:45                     | 8:50                | 8:55              | 9:00             | 9:05                | 9:10                   | 9:15                    | 9:20               | 9:25           | 9:30             |   |
| 9:30             | 9:35              | 9:40                | 9:45                     | 9:50                | 9:55              | 10:00            | 10:05               | 10:10                  | 10:15                   | 10:20              | 10:25          | 10:30            |   |
| 10:30            | 10:35             | 10:40               | 10:45                    | 10:50               | 10:55             | 11:00            | 11:05               | 11:10                  | 11:15                   | 11:20              | 11:25          | 11:30            |   |
| 11:30            | 11:35             | 11:40               | 11:45                    | 11:50               | 11:55             | 12:00            | 12:05               | 12:10                  | 12:15                   | 12:20              | 12:25          | 12:30            |   |
| 12:30            | 12:35             | 12:40               | 12:45                    | 12:50               | 12:55             | 1:00             | 1:05                | 1:10                   | 1:15                    | 1:20               | 1:25           | 1:30             |   |
| 1:30             | 1:35              | 1:40                | 1:45                     | 1:50                | 1:55              | 2:00             | 2:05                | 2:10                   | 2:15                    | 2:20               | 2:25           | 2:30             |   |
| 2:30             | 2:35              | 2:40                | 2:45                     | 2:50                | 2:55              | 3:00             | 3:05                | 3:10                   | 3:15                    | 3:20               | 3:25           | 3:30             |   |
| 3:30             | 3:35              | 3:40                | 3:45                     | 3:50                | 3:55              | 4:00             | 4:05                | 4:10                   | 4:15                    | 4:20               | 4:25           | 4:30             |   |
| 4:30             | 4:35              | 4:40                | 4:45                     | 4:50                | 4:55              | 5:00             | 5:05                | 5:10                   | 5:15                    | 5:20               | 5:25           | 5:30             |   |
| 5:30             | 5:35              | 5:40                | 5:45                     | 5:50                | 5:55              | 6:00             | ..                  | ..                     | ..                      | ..                 | ..             | ..               |   |

Route A–Kohl's Plaza: Leave Railroad Station via State Street, left on to Perkins Street, right on East Main Street, right on Broad Street, left into Kohl's Plaza, stop at curb in middle of plaza.

Return: Leave Kohl's Plaza, circle parking lot to left, right on Broad Street, enter Townline Plaza, right on Green Road, left on Curtis Street, right on Broad Street, left on to East Main Street, right on Pratt Street, left on Mill Street, left on State Street, stop at Railroad Station.

Route A–Westfield Shoppingtown: Leave Railroad Station via State Street, right on West Main Street, right on to Colony Street, left on Kensington Avenue, left into Westfield Shoppingtown, to a stop at Door #4 of Entrance #4.

Return: Leave Westfield Shoppingtown, cross Lewis Avenue, straight into Midstate Medical Center, left back on to Lewis Avenue, left on West Main Street, right on Cook Avenue, left on to Hanover Street, right on Perkins Street, continue on to Pratt Street, left on Mill Street, left on State Street, stop at Railroad Station.

Timetable notes:

■ =PM      .. = No service is provided to that timepoint.

Timepoints are shown on the map as ● and are listed at the top of the timetable.





Routes:

- A Kohl's Plaza–Westfield Shoppingtown
- B Yale Acres–South Meriden
- C West Main Street–East Main Street



KOHL'S PLAZA–WESTFIELD SHOPPINGTOWN

SATURDAY SERVICE

| RR Station > Kohl's Plaza > RR Station > Westfield Shoppingtown > RR Station |                   |                     |                          |                     |                   |                  |                      |                        |                         |                    |                |                  |
|--|-------------------|---------------------|--------------------------|---------------------|-------------------|------------------|----------------------|------------------------|-------------------------|--------------------|----------------|------------------|
| 1  | 2                 | 3                   | 4                        | 3                   | 2                 | 1                | 10                   | 6                      | 7                       | 8                  | 9              | 1                |
| Railroad Station   | East Main & Broad | South Broad & Green | Kohl's Plaza Wallingford | South Broad & Green | East Main & Broad | Railroad Station | West Main and Lewis* | Westfield Shoppingtown | MidState Medical Center | Lewis & Springdale | Cook & Hanover | Railroad Station |
| LV   | LV                | LV                  | LV                       | LV                  | LV                | AR               | LV                   | LV                     | LV                      | LV                 | LV             | AR               |
| 9:40   | 9:45              | 9:50                | 10:00                    | 10:05               | 10:10             | 10:20            | 10:25                | 10:35                  | 10:45                   | 10:50              | 11:00          | 11:10            |
| 11:10  | 11:15             | 11:20               | 11:30                    | 11:35               | 11:40             | 11:50            | 11:55                | 12:05                  | 12:15                   | 12:20              | 12:30          | 12:40            |
| 12:40  | 12:45             | 12:50               | 1:00                     | 1:05                | 1:10              | 1:20             | 1:25                 | 1:35                   | 1:45                    | 1:50               | 2:00           | 2:10             |
| 2:10   | 2:15              | 2:20                | 2:30                     | 2:35                | 2:40              | 2:50             | 2:55                 | 3:05                   | 3:10                    | 3:15               | 3:20           | 3:30             |
| 3:30   | 3:35              | 3:40                | 3:50                     | 3:55                | 4:00              | 4:10             | 4:15                 | 4:20                   | 4:30                    | 4:35               | 4:40           | 4:45             |
| 4:45   | 4:50              | 4:55                | 5:00                     | 5:05                | 5:10              | 5:20             | 5:25                 | 5:30                   | R                       | ..                 | ..             | ..               |

\*NOTE: On Saturday only, bus travels from Railroad Station via State Street, right on West Main, right on Lewis Avenue, to Westfield Shoppingtown.

Timetable notes:

- =PM
- .. = No service is provided to that timepoint.
- Timepoints are shown on the map as ● and are listed at the top of the timetable.
- R On request only.



Routes:

- A Kohl's Plaza–Westfield Shoppingtown
- B Yale Acres–South Meriden
- C West Main Street–East Main Street



YALE ACRES–SOUTH MERIDEN

WEEKDAY SERVICE

| RR Station > Yale Acres > RR Station > South Meriden > RR Station |              |                        |                 |                      |               |                  |               |                   |                           |                  |                        |                    |                  |
|---|--------------|------------------------|-----------------|----------------------|---------------|------------------|---------------|-------------------|---------------------------|------------------|------------------------|--------------------|------------------|
| 1   | 2            | 3                      | 4               | 5                    | 6             | 1                | 7             | 8                 | 9                         | 10               | 11                     | 12                 | 1                |
| Railroad Station  | Broad & Camp | Yale Acres & Broadvale | Broad & Sherman | Britannia & Griswold | Center & Camp | Railroad Station | Cook & Orange | Old Colony & Hall | Old Colony & Hanover Ave. | Baker & Cheshire | Highland & Hanover Rd. | Hanover Rd. & Cook | Railroad Station |
| LV  | LV           | LV                     | LV              | LV                   | LV            | AR               | LV            | LV                | LV                        | LV               | LV                     | LV                 | AR               |
| 6:30  | 6:35         | 6:40                   | 6:45            | 6:50                 | 6:55          | 7:00             | 7:05          | 7:07              | 7:10                      | 7:15             | 7:20                   | 7:25               | 7:30             |
| 7:30  | 7:35         | 7:40                   | 7:45            | 7:50                 | 7:55          | 8:00             | 8:05          | 8:07              | 8:10                      | 8:15             | 8:20                   | 8:25               | 8:30             |
| 8:30  | 8:35         | 8:40                   | 8:45            | 8:50                 | 8:55          | 9:00             | 9:05          | 9:07              | 9:10                      | 9:15             | 9:20                   | 9:25               | 9:30             |
| 9:30  | 9:35         | 9:40                   | 9:45            | 9:50                 | 9:55          | 10:00            | 10:05         | 10:07             | 10:10                     | 10:15            | 10:20                  | 10:25              | 10:30            |
| 10:30   | 10:35        | 10:40                  | 10:45           | 10:50                | 10:55         | 11:00            | 11:05         | 11:07             | 11:10                     | 11:15            | 11:20                  | 11:25              | 11:30            |
| 11:30   | 11:35        | 11:40                  | 11:45           | 11:50                | 11:55         | 12:00            | 12:05         | 12:07             | 12:10                     | 12:15            | 12:20                  | 12:25              | 12:30            |
| 12:30   | 12:35        | 12:40                  | 12:45           | 12:50                | 12:55         | 1:00             | 1:05          | 1:07              | 1:10                      | 1:15             | 1:20                   | 1:25               | 1:30             |
| 1:30  | 1:35         | 1:40                   | 1:45            | 1:50                 | 1:55          | 2:00             | 2:05          | 2:07              | 2:10                      | 2:15             | 2:20                   | 2:25               | 2:30             |
| 2:30  | 2:35         | 2:40                   | 2:45            | 2:50                 | 2:55          | 3:00             | 3:05          | 3:07              | 3:10                      | 3:15             | 3:20                   | 3:25               | 3:30             |
| 3:30  | 3:35         | 3:40                   | 3:45            | 3:50                 | 3:55          | 4:00             | 4:05          | 4:07              | 4:10                      | 4:15             | 4:20                   | 4:25               | 4:30             |
| 4:30  | 4:35         | 4:40                   | 4:45            | 4:50                 | 4:55          | 5:00             | 5:05          | 5:07              | 5:10                      | 5:15             | 5:20                   | 5:25               | 5:30             |

**Route B–Yale Acres:** Leave Railroad Station via State Street, left on to Perkins Street, continue on to Pratt Street, right on Camp Street, right on Broad Street, left on to Yale Acres Road, left on Broadvale Road, right on Elizabeth, left on to Wall Street, left on North Wall Street, left on Atkins Street, right on Broad Street, left on Sherman Avenue.

**Return:** Leave Sherman Avenue, right on to Warren Street, right on Britannia Street, left on Griswold Street, left on North Colony Street, left on to Center Street, right on Camp Street, left on State Street, stop at Railroad Station.

**Route B–South Meriden:** Leave Railroad Station via State Street, right on West Main Street, left on to Cook Avenue, continue to Old Colony Road, right on Hanover Avenue, left on Main Street, left on to Camp Street.

**Return:** Leave Camp Street, right on to Baker Avenue, right on Cheshire Road, right on Main Street, left on Hanover Road, right on Perkins Street, continue on Pratt Street, left on Mill Street, left on State Street, stop at Railroad Station.

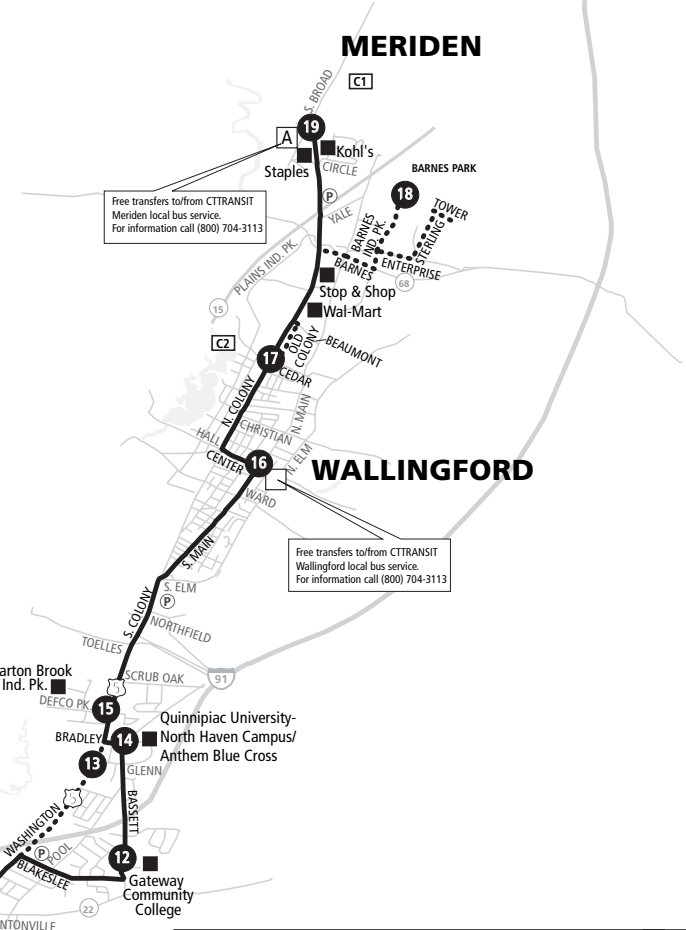
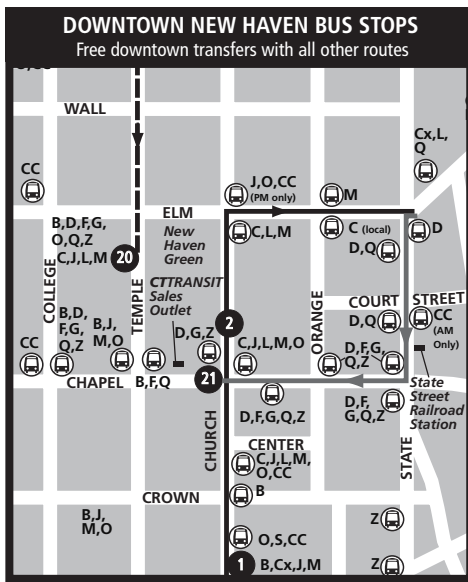


# NORTH HAVEN

Effective: March 21, 2010

## Routes

- C1 Meriden
- C2 Wallingford Center
- C3 North Haven Center
- C4 Universal Drive



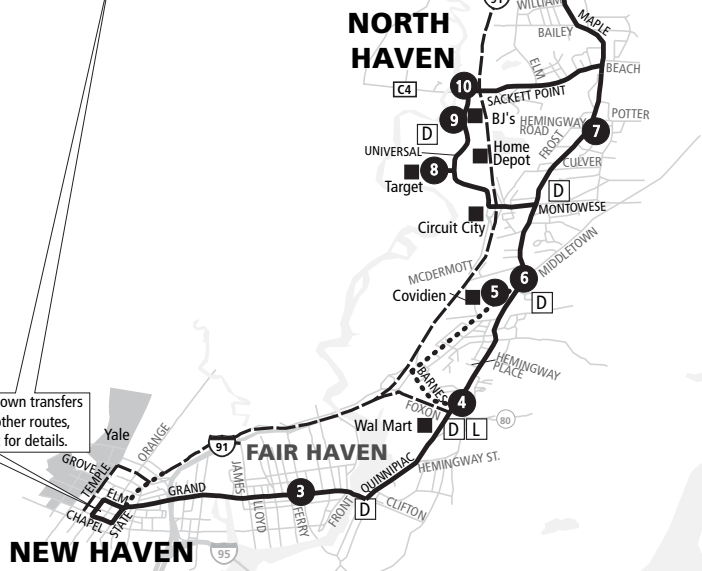
Free downtown transfers with all other routes, see inset for details.

Free transfers to/from CTRANSIT Meriden local bus service. For information call (800) 704-3113

Free transfers to/from CTRANSIT Wallingford local bus service. For information call (800) 704-3113

**WHAT THE SYMBOLS ON THE MAP MEAN**

- 1** Timepoints are places the bus is scheduled to reach at a specific time (listed on the schedule). The timepoints are not the only places the bus will stop along the route.
- D** Transfer Points show connections with other bus routes. The connecting route letter is in the box. This is an example of where to transfer to the "D" route.
- Part-time routing is shown for areas where the bus does not always travel. Refer to the schedule for trips that take the part-time route.
- P** Park & Ride Lots offer free parking.
- Operates express via I-91.





Routes:

- A Kohl's Plaza–Westfield Shoppingtown
- B Yale Acres–South Meriden
- C West Main Street–East Main Street



WEST MAIN STREET–EAST MAIN STREET

WEEKDAY SERVICE

| RR Station > West Main > RR Station > East Main > RR Station |                  |              |                  |                  |                 |                     |                 |            |                  |                     |                 |                  |
|--|------------------|--------------|------------------|------------------|-----------------|---------------------|-----------------|------------|------------------|---------------------|-----------------|------------------|
| 1  | 2                | 3            | 2                | 1                | 4               | 5                   | 6               | 7          | 8                | 5                   | 4               | 1                |
| Railroad Station   | Centennial Plaza | Castle Drive | Centennial Plaza | Railroad Station | Liberty & Broad | East Main & Paddock | Rushford Center | Cuno Plant | Research Parkway | East Main & Paddock | Liberty & Broad | Railroad Station |
| LV   | LV               | LV           | LV               | LV               | LV              | AR                  | LV              | LV         | LV               | LV                  | LV              | AR               |
| ..   | ..               | 6:15         | 6:18             | 6:30             | ..              | 6:38                | 6:42            | 6:45       | 6:50             | 6:55                | *6:57           | *7:15            |
| ..   | ..               | ..           | ..               | •7:15            | •7:20           | •7:25               | 7:35            | 7:40       | 7:45             | 7:50                | 7:53            | 8:00             |
| 8:00   | 8:10             | 8:15         | 8:18             | 8:30             | 8:35            | 8:38                | 8:42            | ..         | 8:45             | 8:50                | 8:55            | 9:00             |
| 9:00   | 9:10             | 9:15         | 9:18             | 9:30             | 9:35            | 9:38                | 9:42            | ..         | 9:45             | 9:50                | 9:55            | 10:00            |
| ..   | ..               | ..           | ..               | 10:00            | 10:05           | 10:08               | 10:12           | ..         | 10:15            | 10:20               | 10:25           | 10:30            |
| 10:30  | 10:40            | 10:45        | 10:48            | 11:00            | 11:05           | 11:08               | 11:12           | ..         | 11:15            | 11:20               | 11:25           | 11:30            |
| 11:30  | 11:40            | 11:45        | 11:48            | 12:00            | 12:05           | 12:08               | 12:12           | ..         | 12:15            | 12:20               | 12:25           | 12:30            |
| 12:30  | 12:40            | 12:45        | 12:48            | 1:00             | 1:05            | 1:08                | 1:12            | ..         | 1:15             | 1:20                | 1:25            | 1:30             |
| 1:30   | 1:40             | 1:45         | 1:48             | 2:00             | 2:05            | 2:08                | 2:12            | ..         | 2:15             | †2:20               | †2:25           | 2:30             |
| 2:30   | 2:40             | 2:45         | 2:48             | 3:00             | 3:05            | 3:08                | 3:15            | 3:30       | 3:35             | 3:40                | 3:45            | 3:50             |
| 3:50   | 4:00             | 4:05         | 4:10             | 4:15             | 4:20            | 4:25                | 4:30            | 4:35       | 4:40             | 4:45                | 4:50            | 4:55             |
| 5:00   | 5:10             | 5:15         | 5:18             | 5:30             | 5:35            | 5:39                | 5:42            | ..         | 5:45             | 5:50                | 5:55            | 6:00             |

**Route C–West Main Street:** Leave Railroad Station via State Street, right on West Main Street, continue on West Main past Hubbard Park, left on Westerly Terrace, left on Castle Drive.

**Return:** Leave Castle Drive, right on to West Main Street, right on Cook Avenue, left on Hanover Street, right on Perkins Street, continue to Pratt Street, left on to Mill Street, left on State Street, stop at Railroad Station.

**Route C–East Main Street:** Leave Railroad Station via State Street, left on to Perkins Street, right on East Main Street, bear left at Liberty Street, right on Pearl Street, left on to East Main Street, right on Paddock Avenue, enter Rushford Center, right on Murdock Avenue, left on Research Parkway.

**Return:** Leave Research Parkway, left on East Main Street, right on Pearl Street, left on Liberty Street, continue on to East Main Street, right on Pratt Street, left on Mill Street, left on State Street, stop at Railroad Station.

**Route C Alternate Routes:**

\* Route C makes a side trip from Liberty & Broad Street at 6:57AM via right on Broad Street to Sherman, to Center, to Pratt, to Mill, to State, to Railroad Station.

• Route C leaves Railroad Station at 7:15AM for Gravel Street via Liberty Street, arriving at Gravel Street at 7:25AM.

† Route C leaves Gravel Street at 2:20PM for the Railroad Station via Liberty Street, and arrives at Railroad Station at 2:30PM.



# NORTH HAVEN

Effective: March 21, 2010

## Routes

- C1 Meriden
- C2 Wallingford Center
- C3 North Haven Center
- C4 Universal Drive

## WEEKDAY SERVICE

| Downtown New Haven > North Haven > Wallingford/Meriden |                                       |                                       |               |                     |                            |                                       |                                 |   |                                       |  |   |  |                                  |                                 |                                 |  |                               |                                 |                             |
|--|---------------------------------------|---------------------------------------|---------------|---------------------|----------------------------|---------------------------------------|---------------------------------|---|---------------------------------------|--|---|--|----------------------------------|---------------------------------|---------------------------------|--|-------------------------------|---------------------------------|-----------------------------|
| Route  | 1                                     | 2                                     | 3             | 4                   | 5                          | 6                                     | 8                               | 9   | 10                                    | 7  | 11  | 12   | 13                               | 14                              | 15                              | 16   | 17                            | 18                              | 19                          |
|  | Downtown New Haven<br>Church & George | Downtown New Haven<br>Church & Chapel | Grand & Ferry | Barnes & Quinnipiac | Covidien<br>Middletown Ave | Quinnipiac &<br>Middletown C1, C2, C3 | Target Plaza<br>Universal Drive | BJ's Wholesale<br>Universal Drive<br>C1, C2, C3 | Universal & Sackett Pt.<br>C1, C2, C3 | Quinnipiac & Hemingway<br>North Haven C1, C2, C3 | Washington &<br>Clintonville (Rt. 22)<br>C1, C2, C3 | Gateway Com. College<br>Bassett Rd. C1, C2, C3 | Washington<br>& Glenn C1, C2, C3 | Bassett & Bradley<br>C1, C2, C3 | Wharton Brook Ind Ctr<br>C1, C2 | Wallingford Center<br>Main & Center C1, C2 | Route 5 &<br>Cedar Lane<br>C1 | Barnes Industrial<br>Park North | Kohl's (Route 5)<br>Meriden |
| <b>C2X</b>   | 5:20                                  | 5:25                                  | ..            | 5:32                | ..                         | 5:35                                  | 5:38                            | •5:39   | 5:40                                  | ..   | 5:46  | ..   | 5:49                             | ..                              | ..                              | 5:55                                       | 5:58                          | ..                              | ..                          |
| <b>C1X</b>   | 5:55                                  | 6:00                                  | ..            | 6:08                | ..                         | 6:11                                  | ..                              | ..  | ..                                    | 6:15   | 6:20  | ..   | 6:24                             | ..                              | ..                              | 6:30                                       | 6:33                          | ..                              | 6:42                        |
| <b>C2X</b>   | 6:15                                  | 6:20                                  | ..            | ..                  | 6:30                       | 6:31                                  | 6:37                            | •6:39   | 6:41                                  | ..   | 6:48  | ..   | 6:52                             | ..                              | 6:55                            | 7:02                                       | 7:07                          | X7:15                           | ..                          |
| <b>C4X</b>   | 6:25                                  | 6:30                                  | ..            | 6:40                | ..                         | 6:45                                  | U6:50                           | •6:52   | F6:53                                 | ..   | ..  | ..   | ..                               | ..                              | ..                              | ..   | ..                            | ..                              | ..                          |
| <b>C1X</b>   | B6:35                                 | B6:40                                 | ..            | 6:50                | ..                         | 6:55                                  | ..                              | ..  | ..                                    | 6:59   | 7:04  | ..   | 7:08                             | B7:10                           | 7:13                            | 7:21                                       | 7:25                          | ..                              | 7:35                        |
| <b>C3X</b>   | B7:20                                 | B7:25                                 | ..            | ..                  | ..                         | ..                                    | ..                              | ..  | ..                                    | ..   | 7:40  | 7:45   | ..                               | B7:48                           | ..                              | ..   | ..                            | ..                              | ..                          |
| <b>C1X</b>   | 7:20                                  | 7:25                                  | ..            | 7:39                | ..                         | 7:44                                  | 7:49                            | •7:51   | 7:52                                  | ..   | 8:00  | ..   | 8:04                             | ..                              | ..                              | 8:12                                       | 8:16                          | ..                              | 8:26                        |
| <b>C1</b>  | ..                                    | 8:15                                  | 8:26          | 8:34                | ..                         | 8:39                                  | 8:45                            | •8:47   | 8:48                                  | ..   | 8:56  | 9:01   | ..                               | 9:03                            | ..                              | 9:11                                       | 9:15                          | ..                              | 9:25                        |
| <b>C1</b>  | ..                                    | 9:25                                  | 9:36          | 9:44                | ..                         | 9:49                                  | 9:55                            | •9:57   | 9:58                                  | ..   | 10:06   | 10:11  | ..                               | 10:13                           | ..                              | 10:21                                      | 10:25                         | ..                              | 10:35                       |
| <b>C1</b>  | ..                                    | 10:25                                 | 10:36         | 10:44               | ..                         | 10:49                                 | 10:55                           | •10:57  | 10:58                                 | ..   | 11:06   | 11:11  | ..                               | 11:13                           | ..                              | 11:21                                      | 11:25                         | ..                              | 11:35                       |
| <b>C1</b>  | ..                                    | 11:25                                 | 11:36         | 11:44               | ..                         | 11:49                                 | 11:55                           | •11:57  | 11:58                                 | ..   | 12:06   | 12:11  | ..                               | 12:13                           | ..                              | 12:21                                      | 12:25                         | ..                              | 12:35                       |
| <b>C1</b>  | ..                                    | 12:25                                 | 12:36         | 12:44               | ..                         | 12:49                                 | 12:55                           | •12:57  | 12:58                                 | ..   | 1:06  | 1:11   | ..                               | 1:13                            | ..                              | 1:21                                       | 1:25                          | ..                              | 1:35                        |
| <b>C1</b>  | ..                                    | 1:25                                  | 1:36          | 1:44                | ..                         | 1:49                                  | 1:55                            | •1:57   | 1:58                                  | ..   | 2:06  | 2:11   | ..                               | 2:13                            | ..                              | 2:21                                       | 2:25                          | ..                              | 2:35                        |
| <b>C1</b>  | ..                                    | 2:25                                  | 2:36          | 2:46                | ..                         | 2:51                                  | 2:57                            | •2:59   | 3:00                                  | ..   | 3:08  | 3:13   | ..                               | 3:15                            | ..                              | 3:23                                       | 3:27                          | ..                              | 3:37                        |
| <b>C3</b>  | ..                                    | 2:45                                  | 2:56          | 3:06                | ..                         | 3:11                                  | 3:17                            | •3:19   | 3:20                                  | ..   | 3:28  | ..   | 3:32                             | ..                              | 3:35                            | ..   | ..                            | ..                              | ..                          |
| <b>C3</b>  | ..                                    | 3:05                                  | 3:16          | 3:26                | ..                         | 3:31                                  | 3:37                            | •3:39   | 3:40                                  | ..   | 3:48  | ..   | 3:52                             | ..                              | 3:55                            | ..   | ..                            | ..                              | ..                          |
| <b>C2</b>  | ..                                    | 3:25                                  | 3:36          | 3:46                | ..                         | 3:51                                  | 3:57                            | •3:59   | 4:00                                  | ..   | 4:08  | ..   | 4:12                             | ..                              | ..                              | 4:20                                       | 4:24                          | 4:34                            | ..                          |
| <b>C1X</b>   | 3:35                                  | 3:40                                  | ..            | 3:52                | ..                         | 3:57                                  | ..                              | ..  | ..                                    | 4:01   | 4:07  | 4:12   | ..                               | 4:14                            | ..                              | 4:22                                       | 4:26                          | ..                              | 4:36                        |
| <b>C3X</b>   | 3:55                                  | 4:00                                  | ..            | 4:12                | ..                         | 4:17                                  | 4:23                            | •4:25   | 4:26                                  | ..   | S4:34   | ..   | ..                               | ..                              | ..                              | ..   | ..                            | ..                              | ..                          |
| <b>C2X</b>   | 4:15                                  | 4:20                                  | ..            | 4:32                | ..                         | 4:37                                  | ..                              | ..  | ..                                    | 4:41   | 4:47  | 4:52   | ..                               | 4:54                            | ..                              | 5:02                                       | 5:06                          | ..                              | ..                          |
| <b>C1X</b>   | 4:35                                  | 4:40                                  | ..            | 4:52                | ..                         | 4:57                                  | ..                              | ..  | ..                                    | 5:01   | 5:06  | 5:11   | ..                               | 5:13                            | ..                              | 5:21                                       | 5:25                          | ..                              | 5:35                        |
| <b>C2X</b>   | 5:10                                  | 5:15                                  | ..            | 5:27                | ..                         | 5:32                                  | 5:38                            | •5:40   | 5:41                                  | ..   | 5:49  | 5:54   | ..                               | 5:56                            | ..                              | 6:04                                       | 6:08                          | ..                              | ..                          |
| <b>C2X</b>   | 6:20                                  | 6:25                                  | ..            | 6:33                | ..                         | 6:38                                  | 6:43                            | •6:45   | 6:46                                  | ..   | 6:52  | 6:56   | ..                               | 6:58                            | ..                              | 7:06                                       | ..                            | ..                              | ..                          |
| <b>J1</b>  | J9:07                                 | J9:15                                 | ..            | ..                  | ..                         | ..                                    | ..                              | ..  | 9:43                                  | ..   | 9:51  | ..   | 9:54                             | ..                              | ..                              | ..   | ..                            | ..                              | ..                          |



# NORTH HAVEN

Effective: March 21, 2010

## Routes

- C1 Meriden
- C2 Wallingford Center
- C3 North Haven Center
- C4 Universal Drive

## WEEKDAY SERVICE

| Meriden/Wallingford > North Haven > Downtown New Haven |                             |                                 |                         |                                     |                       |                   |                                     |                    |                                       |                         |                                   |                                 |                                       |                            |                            |                       |               |                                       |  |                                       |  |
|--|-----------------------------|---------------------------------|-------------------------|-------------------------------------|-----------------------|-------------------|-------------------------------------|--------------------|---------------------------------------|-------------------------|-----------------------------------|---------------------------------|---------------------------------------|----------------------------|----------------------------|-----------------------|---------------|---------------------------------------|--|---------------------------------------|--|
| Route  | 19                          | 18                              | 17                      | 16                                  | 15                    | 14                | 12                                  | 13                 | 11                                    | 10                      | 9                                 | 8                               | 7                                     | 6                          | 5                          | 4                     | 3             | 21                                    | 20   | 1                                     |  |
| Route  | Kohl's (Route 5)<br>Meriden | Barnes Industrial<br>Park North | Route 5 &<br>Cedar Lane | Wallingford Center<br>Main & Prince | Wharton Brook Ind Ctr | Bassett & Bradley | Gateway Com. College<br>Bassett Rd. | Washington & Glenn | Washington &<br>Clintonville (Rt. 22) | Universal & Sackett Pt. | BJ's Wholesale<br>Universal Drive | Target Plaza<br>Universal Drive | Quinnipiac & Hemingway<br>North Haven | Quinnipiac &<br>Middletown | Covidien<br>Middletown Ave | Quinnipiac & Route 80 | Grand & Ferry | Downtown New Haven<br>Chapel & Church | Downtown New Haven<br>Temple at Center Green | Downtown New Haven<br>Church & George |  |
|  | LV                          | LV                              | LV                      | LV                                  | LV                    | LV                | LV                                  | LV                 | LV                                    | LV                      | LV                                | LV                              | LV                                    | LV                         | LV                         | LV                    | LV            | AR                                    | AR   | AR                                    |  |
| C  | ..                          | ..                              | ..                      | ..                                  | ..                    | ..                | ..                                  | ..                 | 5:48                                  | ..                      | ..                                | ..                              | 5:51                                  | 5:54                       | ..                         | 5:59                  | 6:08          | 6:21                                  | ..   | ..                                    |  |
| C  | ..                          | ..                              | ..                      | ..                                  | ..                    | ..                | ..                                  | ..                 | 5:58                                  | ..                      | ..                                | ..                              | 6:18                                  | 6:21                       | ..                         | 6:26                  | 6:35          | 6:48                                  | ..   | ..                                    |  |
| Cx   | ..                          | ..                              | 6:23                    | 6:29                                | ..                    | 6:38              | 6:41                                | ..                 | 6:46                                  | 6:53                    | 6:55                              | 6:58                            | ..                                    | 6:46                       | ..                         | 6:51                  | 7:00          | 7:13                                  | ..   | ..                                    |  |
| Cx   | 6:48                        | ..                              | 6:55                    | 7:01                                | ..                    | 7:10              | 7:13                                | ..                 | 7:18                                  | ..                      | ..                                | ..                              | 7:21                                  | 7:24                       | ..                         | 7:29                  | ..            | ..                                    | 7:48   | 7:53                                  |  |
| Cx   | ..                          | 7:18                            | 7:25                    | 7:31                                | ..                    | ..                | ..                                  | 7:40               | 7:46                                  | ..                      | ..                                | ..                              | 7:50                                  | 7:53                       | ..                         | 7:58                  | ..            | ..                                    | 8:13   | 8:18                                  |  |
| Cx   | ..                          | ..                              | ..                      | ..                                  | ..                    | B7:50             | 7:54                                | ..                 | 7:59                                  | ..                      | ..                                | ..                              | 8:03                                  | 8:06                       | ..                         | 8:11                  | ..            | ..                                    | 8:26   | 8:31                                  |  |
| Cx   | 7:43                        | 7:53                            | 8:00                    | 8:06                                | ..                    | 8:15              | 8:18                                | ..                 | 8:23                                  | ..                      | ..                                | ..                              | 8:27                                  | 8:30                       | ..                         | 8:35                  | ..            | ..                                    | 8:50   | 8:54                                  |  |
| C  | 8:52                        | ..                              | 9:00                    | 9:06                                | ..                    | 9:15              | 9:18                                | ..                 | 9:23                                  | 9:30                    | 9:32                              | 9:36                            | ..                                    | 9:41                       | ..                         | 9:46                  | 9:55          | 10:08                                 | ..   | ..                                    |  |
| C  | 9:52                        | ..                              | 10:00                   | 10:06                               | ..                    | 10:15             | 10:18                               | ..                 | 10:23                                 | 10:30                   | 10:31                             | 10:36                           | ..                                    | 10:41                      | ..                         | 10:46                 | 10:55         | 11:08                                 | ..   | ..                                    |  |
| C  | 10:52                       | ..                              | 11:00                   | 11:06                               | ..                    | 11:15             | 11:18                               | ..                 | 11:23                                 | 11:30                   | 11:31                             | 11:35                           | ..                                    | 11:40                      | ..                         | 11:45                 | 11:53         | 12:07                                 | ..   | ..                                    |  |
| C  | 11:52                       | ..                              | 12:00                   | 12:06                               | ..                    | 12:15             | 12:18                               | ..                 | 12:23                                 | 12:30                   | 12:31                             | 12:35                           | ..                                    | 12:40                      | ..                         | 12:45                 | 12:53         | 1:07                                  | ..   | ..                                    |  |
| C  | 12:52                       | ..                              | 1:00                    | 1:06                                | ..                    | 1:15              | 1:18                                | ..                 | 1:23                                  | 1:30                    | 1:31                              | 1:35                            | ..                                    | 1:40                       | ..                         | 1:45                  | 1:53          | 2:07                                  | ..   | ..                                    |  |
| C  | 1:52                        | ..                              | 2:00                    | 2:06                                | ..                    | 2:15              | 2:18                                | ..                 | 2:23                                  | 2:30                    | 2:31                              | 2:35                            | ..                                    | 2:40                       | ..                         | 2:45                  | 2:53          | 3:07                                  | ..   | ..                                    |  |
| Cx   | ..                          | ..                              | ..                      | ..                                  | ..                    | ..                | ..                                  | ..                 | S2:55                                 | 3:02                    | 3:04                              | 3:08                            | ..                                    | 3:13                       | T3:15                      | ..                    | ..            | ..                                    | 3:30   | ..                                    |  |
| Cx   | 2:52                        | ..                              | 3:00                    | 3:06                                | ..                    | 3:15              | 3:18                                | ..                 | 3:23                                  | 3:33                    | 3:35                              | 3:39                            | ..                                    | 3:44                       | ..                         | T3:49                 | ..            | ..                                    | 4:04   | ..                                    |  |
| Cx   | ..                          | ..                              | ..                      | ..                                  | 3:36                  | ..                | ..                                  | 3:38               | 3:44                                  | ..                      | ..                                | ..                              | 3:48                                  | 3:51                       | ..                         | T3:56                 | ..            | ..                                    | 4:11   | ..                                    |  |
| Cx   | ..                          | ..                              | ..                      | ..                                  | 4:05                  | ..                | ..                                  | 4:07               | 4:13                                  | 4:19                    | 4:21                              | 4:24                            | ..                                    | 4:30                       | ..                         | T4:35                 | ..            | ..                                    | 4:50   | ..                                    |  |
| Cx   | 3:56                        | ..                              | 4:04                    | 4:10                                | ..                    | B4:21             | 4:25                                | ..                 | 4:30                                  | 4:37                    | 4:39                              | 4:42                            | ..                                    | 4:47                       | ..                         | T4:52                 | ..            | ..                                    | 5:07   | ..                                    |  |
| Cx   | ..                          | 4:35                            | 4:42                    | 4:48                                | ..                    | B5:03             | ..                                  | 5:04               | 5:10                                  | ..                      | ..                                | ..                              | 5:14                                  | 5:17                       | ..                         | T5:22                 | ..            | ..                                    | 5:37   | ..                                    |  |
| Cx   | 5:09                        | ..                              | 5:17                    | 5:22                                | ..                    | ..                | ..                                  | 5:31               | 5:37                                  | 5:44                    | 5:46                              | 5:49                            | ..                                    | 5:54                       | ..                         | T5:59                 | ..            | ..                                    | 6:15   | ..                                    |  |
| Cx   | 5:52                        | ..                              | 6:00                    | 6:05                                | ..                    | ..                | ..                                  | 6:12               | 6:16                                  | 6:23                    | 6:25                              | 6:28                            | ..                                    | 6:33                       | ..                         | T6:38                 | ..            | ..                                    | 6:50   | ..                                    |  |
| Cx   | ..                          | ..                              | 6:27                    | 6:32                                | ..                    | ..                | ..                                  | 6:39               | 6:45                                  | 6:52                    | 6:54                              | 6:58                            | ..                                    | 7:03                       | ..                         | T7:08                 | ..            | ..                                    | 7:20   | ..                                    |  |
| Cx   | ..                          | ..                              | ..                      | N7:07                               | ..                    | ..                | ..                                  | 7:14               | 7:20                                  | 7:27                    | 7:29                              | 7:33                            | ..                                    | 7:38                       | ..                         | T7:43                 | ..            | ..                                    | 7:55   | ..                                    |  |
| D5   | ..                          | ..                              | ..                      | ..                                  | ..                    | ..                | ..                                  | 9:55               | 9:58                                  | 10:06                   | 10:07                             | 10:09                           | ..                                    | 10:13                      | ..                         | 10:21                 | 10:30         | 10:40                                 | ..   | ..                                    |  |
| Cx   | ..                          | ..                              | ..                      | ..                                  | ..                    | ..                | ..                                  | ..                 | ..                                    | ..                      | 11:18                             | 11:22                           | ..                                    | 11:27                      | ..                         | T11:31                | ..            | ..                                    | 11:40  | ..                                    |  |



# NORTH HAVEN

Effective: March 21, 2010

## Routes

- C1** Meriden
- C2** Wallingford Center
- C3** North Haven Center
- C4** Universal Drive

### DESTINATION SIGN Route Letter/Number

- C1** NORTH HAVEN - Grand Av - Quinnipiac Av - Universal Dr - Wallingford Ctr - Meriden - Kohl's
- C1x** NORTH HAVEN - I-91 Express - Wallingford Ctr - Meriden - Kohl's
- C1x** NORTH HAVEN - I-91 Express - Universal Dr - Wallingford Ctr - Meriden - Kohl's
- C1x** NORTH HAVEN - I-91 Express - Universal Dr - Wallingford Ctr - Barnes Ind Pk - Meriden - Kohl's
- C2x** NORTH HAVEN - I-91 Express - Universal Dr - Wallingford Ctr - Barnes Ind Pk
- C2x** NORTH HAVEN - I-91 Express - Wallingford Ctr - Cedar Ln
- C2x** NORTH HAVEN - I-91 Express - Universal Dr - Wallingford Ctr
- C2x** NORTH HAVEN - I-91 Express - Universal Dr - Wallingford Ctr - Cedar Ln
- C3** NORTH HAVEN - Grand Av - Quinnipiac Av - Universal Dr - North Haven Ctr

- C3** NORTH HAVEN - Quinnipiac Av - North Haven Ctr
- C3x** NORTH HAVEN - I-91 Express - North Haven Ctr
- C3x** NORTH HAVEN - I-91 Express - North Haven Ctr - Blue Cross
- C4x** UNIVERSAL DR - I-91 Express
- J1** WHITNEY AV - Centerville

Additional Weekday service to Middletown Avenue and Universal Drive available on the D-Grand Ave route.

### DESTINATION SIGN Route Letter/Number

- C** NEW HAVEN - Quinnipiac Av - Grand Av
- Cx** NEW HAVEN - I-91 Express
- D5** DIXWELL AV - Hamden Plz



## NORTH HAVEN

Effective: March 21, 2010

### Routes

- C1 Meriden
- C2 Wallingford Center
- C3 North Haven Center
- C4 Universal Drive

### Timetable notes:

■ = PM      .. = No Service

Timepoints are shown on the route map as ● and are listed at the top of the timetable.

- Trip operates past, but not into timepoint.
- B** Operates into Quinnipiac University-North Haven Campus/Anthem Blue Cross.
- F** Trip operates via Sackett Point to State Street, Dixwell Avenue to Centerville. Continues inbound via the "J" route.
- J** Trip operates via the "J" route to Centerville then continues via Dixwell, State, Sackett Point, Maple, Washington, Glen Rd North Haven.
- N** Trip leaves from Center St. and North Main (Hudson United Bank) and returns to New Haven via Center and Route 5.
- S** Trip operates into the Stop & Shop Shopping Center and stops in the parking lot near Walgreens.
- T** Trip via I-91 to Trumbull Street, Temple Street to the New Haven Green at Temple & Center Green.
- U** Board this trip inside Target Plaza and at the outbound bus stops on Universal Drive (on the side of the street going towards North Haven). This trip operates to downtown New Haven via Universal Drive, Sackett Pt. Rd., State St, Dixwell Ave, Centerville and Whitney Ave.
- X** Trip operates via Barnes Industrial Road North, Enterprise, Sterling to Tower before arriving at terminus.





# NORTH HAVEN

Effective: March 21, 2010

## Routes

- C1 Meriden
- C2 Wallingford Center
- C3 North Haven Center
- C4 Universal Drive

## SATURDAY SERVICE

| Downtown New Haven > North Haven > Wallingford |                                       |               |                     |                         |                                 |                                   |                           |                                       |                    |                                     |                      |                             |
|--|---------------------------------------|---------------|---------------------|-------------------------|---------------------------------|-----------------------------------|---------------------------|---------------------------------------|--------------------|-------------------------------------|----------------------|-----------------------------|
| Route  | 2                                     | 3             | 4                   | 6                       | 8                               | 9                                 | 10                        | 11                                    | 13                 | 16                                  | 17                   | 19                          |
|  | Downtown New Haven<br>Church & Chapel | Grand & Ferry | Quinnipiac & Barnes | Quinnipiac & Middletown | Target Plaza<br>Universal Drive | BI's Wholesale<br>Universal Drive | Universal & Sackett Point | Washington &<br>Clintonville (Rt. 22) | Washington & Glenn | Wallingford Center<br>Main & Center | Route 5 & Cedar Lane | Kohl's (Route 5)<br>Meriden |
|  | LV                                    | LV            | LV                  | LV                      | LV                              | LV                                | LV                        | LV                                    | LV                 | LV                                  | LV                   | AR                          |
| <b>C4</b>                                      | 5:20                                  | 5:30          | 5:35                | 5:39                    | 5:45                            | 5:48                              | ..                        | ..                                    | ..                 | ..                                  | ..                   | ..                          |
| <b>C3x</b>                                     | 7:30                                  | ..            | 7:38                | 7:43                    | 7:49                            | ●7:51                             | 7:52                      | 57:59                                 | ..                 | ..                                  | ..                   | ..                          |
| <b>C3</b>                                      | 8:00                                  | 8:10          | 8:17                | 8:21                    | 8:27                            | ●8:30                             | 8:31                      | 8:38                                  | 8:41               | ..                                  | ..                   | ..                          |
| <b>C1</b>                                      | 8:45                                  | 8:55          | 9:02                | 9:06                    | 9:12                            | ●9:15                             | 9:16                      | 9:23                                  | 9:26               | 9:34                                | 9:39                 | 9:49                        |
| <b>C3x</b>                                     | 9:30                                  | ..            | 9:38                | 9:43                    | 9:49                            | ●9:51                             | 9:52                      | 59:59                                 | ..                 | ..                                  | ..                   | ..                          |
| <b>C1</b>                                      | 10:12                                 | 10:22         | 10:28               | 10:33                   | 10:39                           | ●10:42                            | 10:43                     | 10:50                                 | 10:53              | 11:01                               | 11:06                | 11:16                       |
| <b>C1</b>                                      | 11:48                                 | 11:59         | 12:06               | 12:12                   | 12:18                           | ●12:21                            | 12:22                     | 12:29                                 | 12:32              | 12:40                               | 12:45                | 12:55                       |
| <b>C1</b>                                      | 1:12                                  | 1:23          | 1:30                | 1:36                    | 1:42                            | ●1:45                             | 1:46                      | 1:53                                  | 1:56               | 2:04                                | 2:09                 | 2:19                        |
| <b>C1</b>                                      | 2:36                                  | 2:47          | 2:54                | 3:00                    | 3:06                            | ●3:09                             | 3:10                      | 3:17                                  | 3:20               | 3:28                                | 3:33                 | 3:43                        |
| <b>C1</b>                                      | 3:48                                  | 3:59          | 4:06                | 4:12                    | 4:18                            | ●4:21                             | 4:22                      | 4:29                                  | 4:32               | 4:40                                | 4:45                 | 4:55                        |
| <b>C3</b>                                      | 5:24                                  | 5:35          | 5:42                | 5:48                    | 5:54                            | ●5:57                             | 5:58                      | 56:05                                 | ..                 | ..                                  | ..                   | ..                          |

### DESTINATION SIGN Route Letter/Number

- C1** NORTH HAVEN - Grand Av - Quinnipiac Av - Universal Dr - Wallingford Ctr - Meriden - Kohl's
- C3** NORTH HAVEN - Grand Av - Quinnipiac Av - Universal Dr - North Haven Ctr
- C3** NORTH HAVEN - Grand Av - Quinnipiac Av - Universal Dr - North Haven Ctr - Glenn Rd
- C3x** NORTH HAVEN - I-91 Express - Universal Dr - North Haven Ctr
- C4** UNIVERSAL DR - Grand Av - Quinnipiac Av



# NORTH HAVEN

Effective: March 21, 2010

## Routes

- C1 Meriden
- C2 Wallingford Center
- C3 North Haven Center
- C4 Universal Drive

## SATURDAY SERVICE

| Wallingford > North Haven > Downtown New Haven |                                   |                            |   |                          |   |                               |                                      |                                       |                                  |                             |                     |   |  |
|--|-----------------------------------|----------------------------|---|--------------------------|---|-------------------------------|--------------------------------------|---------------------------------------|----------------------------------|-----------------------------|---------------------|---|--|
|  | 19                                | 17                         | 16  | 13                       | 11  | 10                            | 9                                    | 8                                     | 6                                | 4                           | 3                   | 21  | 20   |
| Route  | Kohl's (Route 5)<br>Meriden<br>LV | Route 5 & Cedar Lane<br>LV | Wallingford Center<br>Main & Center<br>LV | Washington & Glenn<br>LV | Washington &<br>Clintonville (Rt. 22)<br>LV | Universal & Sackett Pt.<br>LV | BJ's Wholesale<br>Universal Dr<br>LV | Target Plaza<br>Universal Drive<br>LV | Quinnipiac &<br>Middletown<br>LV | Route 80 & Quinnipiac<br>LV | Grand & Ferry<br>LV | Downtown New Haven<br>Chapel & Church<br>AR | Downtown New Haven<br>Temple at Center Green<br>AR |
| D5   | :                                 | :                          | :   | :                        | :   | :                             | 5:52                                 | 5:56                                  | 6:01                             | 6:06                        | 6:12                | 6:25  | :  |
| D5   | :                                 | :                          | :   | 8:48                     | 8:51  | 8:58                          | •9:00                                | 9:04                                  | 9:10                             | 9:15                        | 9:21                | 9:34  | :  |
| D5   | 10:04                             | 10:12                      | 10:16                                     | 10:24                    | 10:27                                       | 10:34                         | •10:36                               | 10:40                                 | 10:46                            | 10:51                       | 10:57               | 11:10                                       | :  |
| D5   | 11:52                             | 12:00                      | 12:04                                     | 12:12                    | 12:15                                       | 12:22                         | •12:24                               | 12:28                                 | 12:34                            | 12:39                       | 12:45               | 12:58                                       | :  |
| D5   | 1:04                              | 1:12                       | 1:16                                      | 1:24                     | 1:27  | 1:34                          | •1:36                                | 1:40                                  | 1:46                             | 1:51                        | 1:57                | 2:10  | :  |
| D5   | 2:40                              | 2:48                       | 2:52                                      | 3:00                     | 3:03  | 3:10                          | •3:12                                | 3:16                                  | 3:22                             | 3:27                        | 3:33                | 3:46  | :  |
| D5   | 3:52                              | 4:00                       | 4:04                                      | 4:12                     | 4:15  | 4:22                          | •4:24                                | 4:28                                  | 4:34                             | 4:39                        | 4:45                | 4:58  | :  |
| D5   | 5:06                              | 5:15                       | 5:19                                      | 5:27                     | 5:30  | 5:37                          | •5:39                                | 5:43                                  | 5:49                             | 5:54                        | 6:00                | 6:13  | :  |
| Cx   | :                                 | :                          | :   | :                        | :   | :                             | 10:21                                | 10:23                                 | 10:29                            | T10:33                      | :                   | :   | 10:40  |
| Cx   | :                                 | :                          | :   | :                        | :   | :                             | 11:21                                | 11:23                                 | 11:29                            | T11:33                      | :                   | :   | 11:40  |

### DESTINATION SIGN Route Letter/Number

- Cx NEW HAVEN - I-91 Express
- D5 DIXWELL AV - Hamden Plz



# NORTH HAVEN

Effective: March 21, 2010

## Routes

- C1 Meriden
- C2 Wallingford Center
- C3 North Haven Center
- C4 Universal Drive

## SUNDAY SERVICE

### Downtown New Haven > North Haven

| Route      | 1                                  | 2                                  | 4                   | 6                       | 8                            | 9                                     | 10                        | 11                                 |
|------------|------------------------------------|------------------------------------|---------------------|-------------------------|------------------------------|---------------------------------------|---------------------------|------------------------------------|
|            | Downtown New Haven Church & George | Downtown New Haven Church & Chapel | Quinnipiac & Barnes | Quinnipiac & Middletown | Target Plaza Universal Drive | B.J.'s Wholesale Club Universal Drive | Universal & Sackett Point | Washington & Clintonville (Rt. 22) |
|            | LV                                 | LV                                 | LV                  | LV                      | LV                           | LV                                    | LV                        | AR                                 |
| <b>C3x</b> | 7:24                               | 7:30                               | 7:38                | 7:41                    | 7:46                         | •7:48                                 | 7:50                      | S7:57                              |
| <b>C3x</b> | 9:24                               | 9:30                               | 9:38                | 9:41                    | 9:46                         | •9:48                                 | 9:50                      | S9:57                              |
| <b>C3x</b> | 2:54                               | 3:00                               | 3:08                | 3:11                    | 3:16                         | •3:18                                 | 3:20                      | S3:27                              |
| <b>C3x</b> | 5:28                               | 5:30                               | 5:38                | 5:41                    | 5:46                         | •5:48                                 | 5:50                      | S5:57                              |
| <b>C3x</b> | 6:28                               | 6:30                               | 6:38                | 6:41                    | 6:46                         | •6:48                                 | 6:50                      | S6:57                              |

#### DESTINATION SIGN Route Letter/Number

**C3x** UNIVERSAL DR - I-91 Express - Universal Dr - North Haven Center

### North Haven > Downtown New Haven

| Route     | 11                                 | 10                        | 9                                     | 8                            | 6                       | 4                   | 20  |
|-----------|------------------------------------|---------------------------|---------------------------------------|------------------------------|-------------------------|---------------------|---|
|           | Washington & Clintonville (Rt. 22) | Universal & Sackett Point | B.J.'s Wholesale Club Universal Drive | Target Plaza Universal Drive | Quinnipiac & Middletown | Quinnipiac & Barnes | Downtown New Haven Temple at Center Green |
|           | LV                                 | LV                        | LV                                    | LV                           | LV                      | LV                  | AR  |
| <b>Cx</b> | S7:57                              | 8:04                      | •8:07                                 | 8:10                         | 8:16                    | T8:19               | 8:28                                      |
| <b>Cx</b> | S10:09                             | 10:16                     | •10:19                                | 10:22                        | 10:28                   | T10:31              | 10:40                                     |
| <b>Cx</b> | S3:37                              | 3:44                      | •3:47                                 | 3:50                         | 3:56                    | T3:59               | 4:08                                      |
| <b>Cx</b> | S5:57                              | 6:04                      | •6:07                                 | 6:10                         | 6:16                    | T6:19               | 6:28                                      |
| <b>Cx</b> | S6:57                              | 7:04                      | •7:07                                 | 7:10                         | 7:16                    | T7:19               | 7:28                                      |

#### DESTINATION SIGN Route Letter/Number

**Cx** NEW HAVEN - I-91 Express

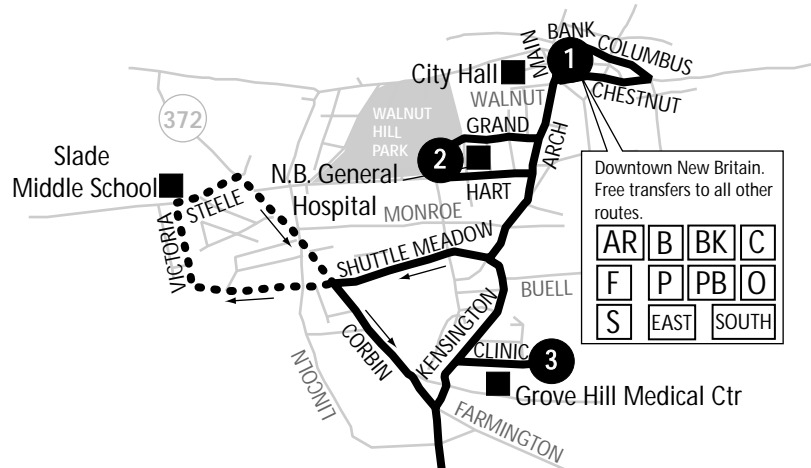
#### Timetable notes:

■ = PM      .. = No Service

Timepoints are shown on the route map as ● and are listed at the top of the timetable.

- Operates past but not into this timepoint.
- S Trip operates into the Stop & Shop Shopping Center and stops in the parking lot near Walgreens.
- T Trip operates via I-91 to Trumbull Street to the New Haven Green at Temple & Center Green.

Additional service to Middletown Avenue and Universal Drive on Saturday available on the D-Grand Ave route.



**WHAT THE SYMBOLS ON THE MAP MEAN**

**1** Timepoints are places the bus is scheduled to reach at a specific time (listed on the schedule). The timepoints are not the only places the bus will stop along the route.

**B** Transfer Points show connections with other bus routes. The connecting route letter is in the box. This is an example of where to transfer to the "B" route.

••• Part-time routing is shown for areas where the bus does not always travel. Refer to the schedule for trips that take the part-time route.



# NEW BRITAIN

# BERLIN

71A

Gnazzo Market

CHAMBERLAIN HWY

# MERIDEN

Connections with CTRANSIT  
 Meriden (800) 441-8901  
 and  
 Middletown Area Transit  
 (MAT) (860) 346-0212

**4** **A** **M Link**  
 Westfield Shoppingtown

**WEEKDAY SERVICE**
**Bank St > NBGH > Grove Hill Med Ctr >  
Westfield Shoppingtown > Bank St**

|           | 1                                   | 2                               | 3                            | 4                                 | 3                            | 2                               | 1                                   |
|-----------|-------------------------------------|---------------------------------|------------------------------|-----------------------------------|------------------------------|---------------------------------|-------------------------------------|
|           | Bank Street<br>Downtown New Britain | New Britain<br>General Hospital | Grove Hill Medical<br>Center | Westfield Shoppingtown<br>Meriden | Grove Hill Medical<br>Center | New Britain<br>General Hospital | Bank Street<br>Downtown New Britain |
|           | LV                                  | LV                              | LV                           | LV                                | LV                           | LV                              | AR                                  |
| <b>AR</b> | ..                                  | ..                              | ..                           | ..                                | 5:45                         | ..                              | 6:00                                |
| <b>AR</b> | 6:00                                | 6:05                            | 6:15                         | ..                                | 6:15                         | 6:19                            | 6:30                                |
| <b>AR</b> | 6:30                                | 6:35                            | 6:45                         | ..                                | 6:45                         | 6:49                            | 7:00                                |
| <b>AR</b> | A7:30                               | 7:35                            | 7:45                         | ..                                | 7:45                         | 7:49                            | 8:00                                |
| <b>AR</b> | 8:30                                | 8:35                            | 8:45                         | 9:00                              | 9:15                         | 9:19                            | 9:30                                |
| <b>AR</b> | 9:30                                | 9:35                            | 9:45                         | 10:00                             | 10:15                        | 10:19                           | 10:30                               |
| <b>AR</b> | 10:30                               | 10:35                           | 10:45                        | 11:00                             | 11:15                        | 11:19                           | 11:30                               |
| <b>AR</b> | 11:30                               | 11:35                           | 11:45                        | 12:00                             | 12:15                        | 12:19                           | 12:30                               |
| <b>AR</b> | 12:30                               | 12:35                           | 12:45                        | 1:00                              | 1:15                         | 1:19                            | 1:30                                |
| <b>AR</b> | 1:30                                | 1:35                            | 1:45                         | 2:00                              | 2:15                         | 2:19                            | 2:30                                |
| <b>AR</b> | 2:30                                | 2:35                            | 2:45                         | 3:00                              | 3:15                         | 3:19                            | 3:30                                |
| <b>AR</b> | 3:30                                | 3:35                            | 3:45                         | 4:00                              | 4:15                         | 4:19                            | 4:30                                |
| <b>AR</b> | 4:30                                | 4:35                            | 4:45                         | 5:00                              | 5:15                         | 5:19                            | 5:30                                |
| <b>AR</b> | 5:30                                | 5:35                            | 5:45                         | 6:00                              | 6:15                         | 6:19                            | 6:30                                |
| <b>AR</b> | 6:30                                | 6:35                            | ..                           | 7:00                              | ..                           | 7:20                            | 7:30                                |
| <b>AR</b> | 7:30                                | 7:35                            | ..                           | 8:00                              | ..                           | 8:20                            | 8:30                                |
| <b>AR</b> | 8:30                                | 8:35                            | ..                           | 9:00                              | ..                           | 9:20                            | 9:30                                |
| <b>AR</b> | 9:30                                | 9:35                            | ..                           | 10:10                             | ..                           | B10:25                          | 10:30                               |
| <b>AR</b> | C10:30                              | ..                              | ..                           | ..                                | ..                           | ..                              | ..                                  |

**DESTINATION SIGN Route Letter**
**AR** ARCH ST-NBGH-Grove Hill Med Ctr-Westfield Shoppingtown

**AR** ARCH ST-NBGH-Grove Hill Med Ctr

**AR** ARCH ST-Dntwn New Britain

**Timetable notes:**

■ = PM      .. = No service is provided to that timepoint.

Timepoints are shown on the map as ● and are listed at the top of the timetable.

- A** Trip goes to Slade School on school days.
- B** Trip goes to Hart Street/New Britain General Hospital on request only.
- C** Bus returns to the garage via Arch Street.

## SATURDAY SERVICE

No Sunday Service

### Bank St > NBGH > Grove Hill Med Ctr > Westfield Shoppingtown > Bank St

|           | ①                                   | ②                               | ③                            | ④                                 | ③                            | ②                               | ①                                   |
|-----------|-------------------------------------|---------------------------------|------------------------------|-----------------------------------|------------------------------|---------------------------------|-------------------------------------|
|           | Bank Street<br>Downtown New Britain | New Britain<br>General Hospital | Grove Hill Medical<br>Center | Westfield Shoppingtown<br>Meriden | Grove Hill Medical<br>Center | New Britain<br>General Hospital | Bank Street<br>Downtown New Britain |
|           | LV                                  | LV                              | LV                           | LV                                | LV                           | LV                              | AR                                  |
| <b>AR</b> | 6:15                                | 6:20                            | 6:30                         | ..                                | 6:30                         | 6:34                            | 6:45                                |
| <b>AR</b> | 7:15                                | 7:20                            | 7:30                         | ..                                | 7:30                         | 7:34                            | 7:45                                |
| <b>AR</b> | 8:15                                | 8:20                            | 8:30                         | ..                                | 8:30                         | 8:34                            | 8:45                                |
| <b>AR</b> | 8:30                                | 8:35                            | 8:45                         | 9:00                              | 9:15                         | 9:19                            | 9:30                                |
| <b>AR</b> | 9:30                                | 9:35                            | 9:45                         | 10:00                             | 10:15                        | 10:19                           | 10:30                               |
| <b>AR</b> | 10:30                               | 10:35                           | 10:45                        | 11:00                             | 11:15                        | 11:19                           | 11:30                               |
| <b>AR</b> | 11:30                               | 11:35                           | 11:45                        | 12:00                             | 12:15                        | 12:19                           | 12:30                               |
| <b>AR</b> | 12:30                               | 12:35                           | 12:45                        | 1:00                              | 1:15                         | 1:19                            | 1:30                                |
| <b>AR</b> | 1:30                                | 1:35                            | 1:45                         | 2:00                              | 2:15                         | 2:19                            | 2:30                                |
| <b>AR</b> | 2:30                                | 2:35                            | 2:45                         | 3:00                              | 3:15                         | 3:19                            | 3:30                                |
| <b>AR</b> | 3:30                                | 3:35                            | 3:45                         | 4:00                              | 4:15                         | 4:19                            | 4:30                                |
| <b>AR</b> | 4:30                                | 4:35                            | 4:45                         | 5:00                              | 5:15                         | 5:19                            | 5:30                                |
| <b>AR</b> | 5:30                                | 5:35                            | 5:45                         | 6:00                              | 6:15                         | 6:19                            | 6:30                                |
| <b>AR</b> | 6:30                                | 6:35                            | ..                           | 7:00                              | ..                           | 7:20                            | 7:30                                |
| <b>AR</b> | 7:30                                | 7:35                            | ..                           | 8:00                              | ..                           | 8:20                            | 8:30                                |
| <b>AR</b> | 8:30                                | 8:35                            | ..                           | 9:00                              | ..                           | 9:20                            | 9:30                                |
| <b>AR</b> | 9:30                                | 9:35                            | ..                           | 10:10                             | ..                           | B10:25                          | 10:30                               |
| <b>AR</b> | C10:30                              | ..                              | ..                           | ..                                | ..                           | ..                              | ..                                  |

**DESTINATION SIGN Route Letter**

- AR** ARCH ST-NBGH-Grove Hill Med Ctr-Westfield Shoppingtown
- AR** ARCH ST-NBGH-Grove Hill Med Ctr
- AR** ARCH ST-Dntwn New Britain

**Timetable notes:**

■ = PM      .. = No service is provided to that timepoint.

Timepoints are shown on the map as ● and are listed at the top of the timetable.

- A** Trip goes to Slade School on school days.
- B** Trip goes to Hart Street/New Britain General Hospital on request only.
- C** Bus returns to the garage via Arch Street.

MERIDEN TOD  
APPENDIX C  
Cost Estimate

**MERIDEN TOD STUDY  
MERIDEN, CONNECTICUT**

**PRELIMINARY PROPOSAL COST ESTIMATE  
PHASE 1 - STATE STREET AND ABANDONEMENTS**

| ITEM No. | ITEM DESCRIPTION                                  | UNITS | QUANTITY | UNIT PRICE   | AMOUNT             | SUMMARY                           |                              |
|----------|---|-------|----------|--------------|--------------------|-----------------------------------|------------------------------|
| 0202003  | Earth Excavation                                  | C.Y.  | 4,300    | \$15.00      | \$64,500           | EARTH WORK<br><b>\$80,750</b>     |                              |
| 0202103  | Rock Excavation                                   | C.Y.  | 250      | \$65.00      | \$16,250           |                                   |                              |
| 0209001  | Formation of Subgrade                             | S.Y.  | 7,015    | \$2.00       | \$14,030           | PAVEMENT<br><b>\$392,127</b>      |                              |
| 0212003  | Subbase   | C.Y.  | 2,338    | \$28.00      | \$65,464           |                                   |                              |
| 0406170  | HMA S1  | TON   | 1,613    | \$110.00     | \$177,430          |                                   |                              |
| 0406171  | HMA S0.5  | TON   | 1,210    | \$110.00     | \$133,100          |                                   |                              |
| 0406237  | Material For Tack Coat                            | Gal   | 701      | \$3.00       | \$2,103            |                                   |                              |
| 0406270  | Milling of Bituminous Concrete (0"-6")            | S.Y.  |          | \$6.00       | \$0                |                                   |                              |
| 0406301  | Cut Bituminous Concrete Pavement                  | L.F.  |          | \$4.00       | \$0                |                                   |                              |
|          | Drainage  | LS    | 1        | \$293,300.00 | \$293,300          |                                   | DRAINAGE<br><b>\$293,300</b> |
| 0653001  | Clean Existing Catch Basin                        | EA.   |          | \$150.00     | \$0                |                                   |                              |
| 0653010  | Clean Existing Manhole                            | EA.   |          | \$200.00     | \$0                |                                   |                              |
| 0653100  | Clean Existing Culvert - 12" to 42" Diameter      | L.F.  |          | \$15.00      | \$0                |                                   |                              |
| 0813021  | Granite Stone Curbing                             | L.F.  | 1,530    | \$46.00      | \$70,380           | WALKS & CURBS<br><b>\$322,880</b> |                              |
| 0921001  | Concrete Sidewalk                                 | S.F.  | 20,200   | \$12.50      | \$252,500          |                                   |                              |
| 0921013  | Concrete Driveway Apron                           | S.F.  |          | \$12.00      | \$0                |                                   |                              |
| 0921032  | A Textured Concrete Berm                          | S.F.  |          | \$22.00      | \$0                |                                   |                              |
| 0944002  | Furnishing and Placing Topsoil                    | S.Y.  | 2,000    | \$6.00       | \$12,000           |                                   |                              |
| 0949500  | Plantings   | EST.  | 0        | \$10,000.00  | \$0.00             | MISCELLANEOUS<br><b>\$522,740</b> |                              |
| 0950005  | Turf Establishment                                | S.Y.  | 2,000    | \$2.00       | \$4,000            |                                   |                              |
| 0951xxx  | A 4' x 6' Cast Iron Tree Grate                    | EA.   | 0        | \$1,500.00   | \$0                |                                   |                              |
| 0969062  | A Construction Field Office, Medium               | MO    | 2        | \$2,500.00   | \$5,000            |                                   |                              |
| 0970004  | A Trafficperson (3 Officers @ 40hrs/wk for 8 wks) | EST.  | 1        | \$57,600.00  | \$57,600           |                                   |                              |
| 1008300  | A Lighting Standards Complete (Decorative)        | EA.   |          | \$10,000.00  | \$0                |                                   |                              |
| 1100000  | Traffic Signalization (new signals)               | EA.   |          | \$150,000.00 | \$0                |                                   |                              |
| 1100000  | Traffic Signalization (modification to existing)  | EA.   |          | \$20,000.00  | \$0                |                                   |                              |
|          | Decorative Street Lighting                        | LS    | 1        | \$444,140.00 | \$444,140          |                                   |                              |
|          |   |       |          |              |                    |                                   | <b>\$522,740</b>             |
|          | <b>SUBTOTAL</b>                                   |       |          |              | <b>\$1,611,797</b> |                                   | <b>\$1,611,797</b>           |
|          |   |       |          |              |                    |                                   |                              |
| 0971001  | A Maintenance and Protection of Traffic (4%+/-)   | LS    | 1        | \$64,472     | \$64,472           |                                   | <b>\$370,713</b>             |
| 0975002  | Mobilization (7%+/-)                              | LS    | 1        | \$112,826    | \$112,826          |                                   |                              |
| 0980001  | A Construction Staking (1%+/-)                    | LS    | 1        | \$16,118     | \$16,118           |                                   |                              |
| XXXXXX   | Miscellaneous/Minor Items (10%+/-)                | LS    | 1        | \$161,180    | \$161,180          |                                   |                              |
| 0201030  | Clearing and Grubbing (1%+/-)                     | LS    | 1        | \$16,118     | \$16,118           |                                   |                              |
|          |   |       |          |              |                    | <b>\$370,713</b>                  |                              |
|          | <b>SUBTOTAL CONTRACT ITEMS</b>                    |       |          |              | <b>\$1,983,000</b> | <b>\$1,983,000</b>                |                              |
|          |   |       |          |              |                    |                                   |                              |
|          | Contingencies (10%+/-)                            | LS    | 1        |              | \$198,300          | \$198,300                         |                              |
|          | Incidental (10%+/-)                               | LS    | 1        |              | \$198,300          | \$198,300                         |                              |
|          | Escalation (5%/Yr to 2012)                        | LS    | 1        |              | \$99,150           | \$99,150                          |                              |
|          |   |       |          |              |                    |                                   |                              |
|          |   |       |          |              |                    | <b>\$495,750</b>                  |                              |
|          |   |       |          |              | <b>\$2,479,000</b> |                                   |                              |
|          | <b>TOTAL PROJECT CONSTRUCTION COST</b>            |       |          |              |                    | <b>\$2,479,000</b>                |                              |

NOTE: THE ABOVE COST DOES NOT INCLUDE THE FOLLOPWING:  
 COST FOR UTILITY DISTRIBUTION AND WIRING  
 COST FOR INSTALATION OF NEW UTILITIES  
 COST FOR RIGHT OF WAY ACQUISITION



**MERIDEN TOD STUDY  
MERIDEN, CONNECTICUT**

**PRELIMINARY PROPOSAL COST ESTIMATE**

**PHASE 2A - RECONSTRUCT PRATT STREET FROM CENTER STREET TO EAST MAIN STREET**

| ITEM No.  | ITEM DESCRIPTION                                 | UNITS | QUANTITY | UNIT PRICE   | AMOUNT             | SUMMARY                               |                                  |
|-----------|--|-------|----------|--------------|--------------------|---------------------------------------|----------------------------------|
| 0202003   | Earth Excavation                                 | C.Y.  | 8,045    | \$15.00      | \$120,675          | EARTH WORK<br><b>\$136,925</b>        |                                  |
| 0202103   | Rock Excavation                                  | C.Y.  | 250      | \$65.00      | \$16,250           |                                       |                                  |
| 0209001   | Formation of Subgrade                            | S.Y.  | 16,995   | \$2.00       | \$33,990           | PAVEMENT<br><br><b>\$950,217</b>      |                                  |
| 0212003   | Subbase  | C.Y.  | 5,665    | \$28.00      | \$158,620          |                                       |                                  |
| 0406170   | HMA S1   | TON   | 3,909    | \$110.00     | \$429,990          |                                       |                                  |
| 0406171   | HMA S0.5   | TON   | 2,932    | \$110.00     | \$322,520          |                                       |                                  |
| 0406237   | Material For Tack Coat                           | Gal   | 1,699    | \$3.00       | \$5,097            |                                       |                                  |
| 0406270   | Milling of Bituminous Concrete (0"-6")           | S.Y.  |          | \$6.00       | \$0                |                                       |                                  |
| 0406301   | Cut Bituminous Concrete Pavement                 | L.F.  |          | \$4.00       | \$0                |                                       |                                  |
|           | Drainage   | LS    | 1        | \$199,238.00 | \$199,238          |                                       | DRAINAGE<br><br><b>\$199,238</b> |
| 0653001   | Clean Existing Catch Basin                       | EA.   |          | \$150.00     | \$0                |                                       |                                  |
| 0653010   | Clean Existing Manhole                           | EA.   |          | \$200.00     | \$0                |                                       |                                  |
| 0653100   | Clean Existing Culvert - 12" to 42" Diameter     | L.F.  |          | \$15.00      | \$0                |                                       |                                  |
| 0813021   | Granite Stone Curbing                            | L.F.  | 4,405    | \$46.00      | \$202,630          | WALKS & CURBS<br><br><b>\$608,880</b> |                                  |
| 0921001   | Concrete Sidewalk                                | S.F.  | 32,500   | \$12.50      | \$406,250          |                                       |                                  |
| 0921013   | Concrete Driveway Apron                          | S.F.  |          | \$12.00      | \$0                |                                       |                                  |
| 0921032 A | Textured Concrete Berm                           | S.F.  |          | \$22.00      | \$0                |                                       |                                  |
| 0944002   | Furnishing and Placing Topsoil                   | S.Y.  | 1,000    | \$6.00       | \$6,000            | MISCELLANEOUS<br><br><b>\$470,100</b> |                                  |
| 0949500   | Plantings  | EST.  | 1        | \$10,000.00  | \$10,000.00        |                                       |                                  |
| 0950005   | Turf Establishment                               | S.Y.  | 1,000    | \$2.00       | \$2,000            |                                       |                                  |
| 0951xxx A | 4' x 6' Cast Iron Tree Grate                     | EA.   | 30       | \$1,500.00   | \$45,000           |                                       |                                  |
| 0969062 A | Construction Field Office, Medium                | MO    | 2        | \$2,500.00   | \$5,000            |                                       |                                  |
| 0970004 A | Trafficperson (3 Officers @ 40hrs/wk for 8 wks)  | EST.  | 1        | \$57,600.00  | \$57,600           |                                       |                                  |
| 1008300 A | Lighting Standards Complete (Decorative)         | EA.   |          | \$10,000.00  | \$0                |                                       |                                  |
| 1100000   | Traffic Signalization (new signals)              | EA.   |          | \$150,000.00 | \$0                |                                       |                                  |
| 1100000   | Traffic Signalization (modification to existing) | EA.   |          | \$20,000.00  | \$0                |                                       |                                  |
|           | Decorative Street Lighting                       | LS    | 1        | \$344,500.00 | \$344,500          |                                       |                                  |
|           |  |       |          |              |                    |                                       | <b>\$470,100</b>                 |
|           | <b>SUBTOTAL</b>                                  |       |          |              | <b>\$2,365,360</b> |                                       | <b>\$2,365,360</b>               |
|           |  |       |          |              |                    |                                       |                                  |
| 0971001 A | Maintenance and Protection of Traffic (4%+/-)    | LS    | 1        | \$94,614     | \$94,614           | <b>\$544,033</b>                      |                                  |
| 0975002   | Mobilization (7%+/-)                             | LS    | 1        | \$165,575    | \$165,575          |                                       |                                  |
| 0980001 A | Construction Staking (1%+/-)                     | LS    | 1        | \$23,654     | \$23,654           |                                       |                                  |
| XXXXXX    | Miscellaneous/Minor Items (10%+/-)               | LS    | 1        | \$236,536    | \$236,536          |                                       |                                  |
| 0201030   | Clearing and Grubbing (1%+/-)                    | LS    | 1        | \$23,654     | \$23,654           |                                       |                                  |
|           |  |       |          |              |                    |                                       | <b>\$544,033</b>                 |
|           | <b>SUBTOTAL CONTRACT ITEMS</b>                   |       |          |              | <b>\$2,909,000</b> | <b>\$2,909,000</b>                    |                                  |
|           |  |       |          |              |                    |                                       |                                  |
|           | Contingencies (10%+/-)                           | LS    | 1        |              | \$290,900          | \$290,900                             |                                  |
|           | Incidental (10%+/-)                              | LS    | 1        |              | \$290,900          | \$290,900                             |                                  |
|           | Escalation (5%/Yr to 2012)                       | LS    | 1        |              | \$145,450          | \$145,450                             |                                  |
|           |  |       |          |              |                    | <b>\$727,250</b>                      |                                  |
|           |  |       |          |              | <b>\$3,636,000</b> |                                       |                                  |
|           | <b>TOTAL PROJECT CONSTRUCTION COST</b>           |       |          |              |                    | <b>\$3,636,000</b>                    |                                  |

NOTE: THE ABOVE COST DOES NOT INCLUDE THE FOLLOPWING:  
 COST FOR UTILITY DISTRIBUTION AND WIRING  
 COST FOR INSTALATION OF NEW UTILITIES  
 COST FOR RIGHT OF WAY ACQUISITION

**MERIDEN TOD STUDY  
MERIDEN, CONNECTICUT**

**PRELIMINARY PROPOSAL COST ESTIMATE  
PHASE 2B - HIGHWAY SIGNING**

| ITEM No.  | ITEM DESCRIPTION                                  | UNITS | QUANTITY | UNIT PRICE   | AMOUNT          | SUMMARY         |
|-----------|---|-------|----------|--------------|-----------------|-----------------|
| 0001159   | Replace Guidance Sign And Panel                   | EA.   | 7        | \$4,600.00   | \$32,200        | EARTH WORK      |
| 0202103   | Rock Excavation                                   | C.Y.  |          | \$65.00      | \$0             | \$32,200        |
| 0209001   | Formation of Subgrade                             | S.Y.  |          | \$2.00       | \$0             | PAVEMENT        |
| 0212003   | Subbase   | C.Y.  |          | \$28.00      | \$0             |                 |
| 0406170   | HMA S1  | TON   |          | \$110.00     | \$0             |                 |
| 0406171   | HMA S0.5  | TON   |          | \$110.00     | \$0             |                 |
| 0406237   | Material For Tack Coat                            | Gal   |          | \$3.00       | \$0             |                 |
| 0406270   | Milling of Bituminous Concrete (0"-6")            | S.Y.  |          | \$6.00       | \$0             |                 |
| 0406301   | Cut Bituminous Concrete Pavement                  | L.F.  |          | \$4.00       | \$0             | \$0             |
|           | Drainage  | LS    |          | \$293,300.00 | \$0             | DRAINAGE        |
| 0653001   | Clean Existing Catch Basin                        | EA.   |          | \$150.00     | \$0             |                 |
| 0653010   | Clean Existing Manhole                            | EA.   |          | \$200.00     | \$0             |                 |
| 0653100   | Clean Existing Culvert - 12" to 42" Diameter      | L.F.  |          | \$15.00      | \$0             | \$0             |
| 0813021   | Granite Stone Curbing                             | L.F.  |          | \$46.00      | \$0             | WALKS & CURBS   |
| 0921001   | Concrete Sidewalk                                 | S.F.  |          | \$12.50      | \$0             |                 |
| 0921013   | Concrete Driveway Apron                           | S.F.  |          | \$12.00      | \$0             |                 |
| 0921032 A | Textured Concrete Berm                            | S.F.  |          | \$22.00      | \$0             | \$0             |
| 0944002   | Furnishing and Placing Topsoil                    | S.Y.  |          | \$6.00       | \$0             | MISCELLANEOUS   |
| 0949500   | Plantings   | EST.  |          | \$10,000.00  | \$0.00          |                 |
| 0950005   | Turf Establishment                                | S.Y.  |          | \$2.00       | \$0             |                 |
| 0951xxx A | 4' x 6' Cast Iron Tree Grate                      | EA.   |          | \$1,500.00   | \$0             |                 |
| 0969062 A | Construction Field Office, Medium                 | MO    |          | \$2,500.00   | \$0             |                 |
| 0970004 A | Trafficperson (2 officer @ 40 hrs/week for 2 week | EST.  | 1        | \$9,600.00   | \$9,600         |                 |
| 1008300 A | Lighting Standards Complete (Decorative)          | EA.   |          | \$10,000.00  | \$0             |                 |
| 1100000   | Traffic Signalization (new signals)               | EA.   |          | \$150,000.00 | \$0             |                 |
| 1100000   | Traffic Signalization (modification to existing)  | EA.   |          | \$20,000.00  | \$0             |                 |
|           | Decorative Street Lighting                        | LS    |          | \$444,140.00 | \$0             |                 |
|           |   |       |          |              |                 | \$9,600         |
|           | <b>SUBTOTAL</b>                                   |       |          |              | <b>\$41,800</b> | <b>\$41,800</b> |
|           |   |       |          |              |                 |                 |
| 0971001 A | Maintenance and Protection of Traffic (4%+/-)     | LS    | 0        | \$1,672      | \$0             |                 |
| 0975002   | Mobilization (7%+/-)                              | LS    | 1        | \$2,926      | \$2,926         |                 |
| 0980001 A | Construction Staking (1%+/-)                      | LS    | 0        | \$418        | \$0             |                 |
| XXXXXX    | Miscellaneous/Minor Items (10%+/-)                | LS    | 0        | \$4,180      | \$0             |                 |
| 0201030   | Clearing and Grubbing (1%+/-)                     | LS    | 0        | \$418        | \$0             |                 |
|           |   |       |          |              |                 | \$2,926         |
|           | <b>SUBTOTAL CONTRACT ITEMS</b>                    |       |          |              | <b>\$45,000</b> | <b>\$45,000</b> |
|           |   |       |          |              |                 |                 |
|           | Contingencies (10%+/-)                            | LS    | 1        |              | \$4,500         | \$4,500         |
|           | Incidental (10%+/-)                               | LS    | 1        |              | \$4,500         | \$4,500         |
|           | Escalation (5%/Yr to 2012)                        | LS    | 1        |              | \$2,250         | \$2,250         |
|           |   |       |          |              |                 | \$11,250        |
|           |   |       |          |              | <b>\$56,000</b> | <b>\$56,000</b> |
|           | <b>TOTAL PROJECT CONSTRUCTION COST</b>            |       |          |              |                 | <b>\$56,000</b> |

NOTE: THE ABOVE COST DOES NOT INCLUDE THE FOLLOPING:  
 COST FOR UTILITY DISTRIBUTION AND WIRING  
 COST FOR INSTALATION OF NEW UTILITIES  
 COST FOR RIGHT OF WAY ACQUISITION

**MERIDEN TOD STUDY  
MERIDEN, CONNECTICUT**

**PRELIMINARY PROPOSAL COST ESTIMATE**

**PHASE 3 - PERKINS STREET AND EAST MAIN STREET FROM PRATT STREET TO COLONY STREET**

| ITEM No. | ITEM DESCRIPTION                                  | UNITS | QUANTITY | UNIT PRICE   | AMOUNT             | SUMMARY                                 |
|----------|---|-------|----------|--------------|--------------------|---|
| 0202003  | Earth Excavation                                  | C.Y.  | 4,600    | \$15.00      | \$69,000           | EARTH WORK<br><b>\$85,250</b>           |
| 0202103  | Rock Excavation                                   | C.Y.  | 250      | \$65.00      | \$16,250           |   |
| 0209001  | Formation of Subgrade                             | S.Y.  | 9,459    | \$2.00       | \$18,918           | PAVEMENT<br><br><b>\$638,920</b>        |
| 0212003  | Subbase   | C.Y.  | 3,153    | \$28.00      | \$88,284           |   |
| 0406170  | HMA S1  | TON   | 3,176    | \$110.00     | \$349,360          |   |
| 0406171  | HMA S0.5  | TON   | 1,632    | \$110.00     | \$179,520          |   |
| 0406237  | Material For Tack Coat                            | Gal   | 946      | \$3.00       | \$2,838            |   |
| 0406270  | Milling of Bituminous Concrete (0"-6")            | S.Y.  |          | \$6.00       | \$0                |   |
| 0406301  | Cut Bituminous Concrete Pavement                  | L.F.  |          | \$4.00       | \$0                |   |
|          | Drainage  | LS    | 1        | \$292,600.00 | \$292,600          |   |
| 0653001  | Clean Existing Catch Basin                        | EA.   |          | \$150.00     | \$0                | <b>\$292,600</b>                        |
| 0653010  | Clean Existing Manhole                            | EA.   |          | \$200.00     | \$0                |   |
| 0653100  | Clean Existing Culvert - 12" to 42" Diameter      | L.F.  |          | \$15.00      | \$0                |   |
| 0813021  | Granite Stone Curbing                             | L.F.  | 3,602    | \$46.00      | \$165,692          | WALKS & CURBS<br><br><b>\$615,942</b>   |
| 0921001  | Concrete Sidewalk                                 | S.F.  | 36,020   | \$12.50      | \$450,250          |   |
| 0921013  | Concrete Driveway Apron                           | S.F.  |          | \$12.00      | \$0                |   |
| 0921032  | A Textured Concrete Berm                          | S.F.  |          | \$22.00      | \$0                |   |
| 0944002  | Furnishing and Placing Topsoil                    | S.Y.  | 1,200    | \$6.00       | \$7,200            | MISCELLANEOUS<br><br><b>\$1,629,680</b> |
| 0949500  | Plantings   | EST.  | 0        | \$10,000.00  | \$0.00             |   |
| 0950005  | Turf Establishment                                | S.Y.  | 1,200    | \$2.00       | \$2,400            |   |
| 0951xxx  | A 4' x 6' Cast Iron Tree Grate                    | EA.   | 0        | \$1,500.00   | \$0                |   |
| 0969062  | A Construction Field Office, Medium               | MO    | 2        | \$2,500.00   | \$5,000            |   |
| 0970004  | A Trafficperson (3 Officers @ 40hrs/wk for 8 wks) | EST.  | 1        | \$72,000.00  | \$72,000           |   |
| 1008300  | A Lighting Standards Complete (Decorative)        | EA.   |          | \$10,000.00  | \$0                |   |
| 1100000  | Traffic Signalization (new signals)               | EA.   | 6        | \$150,000.00 | \$900,000          |   |
| 1100000  | Traffic Signalization (modification to existing)  | EA.   | 10       | \$20,000.00  | \$200,000          |   |
|          | Decorative Street Lighting                        | LS    | 1        | \$443,080.00 | \$443,080          |   |
|          | <b>SUBTOTAL</b>                                   |       |          |              | <b>\$3,262,392</b> | <b>\$3,262,392</b>                      |
| 0971001  | A Maintenance and Protection of Traffic (4%+/-)   | LS    | 1        | \$130,496    | \$130,496          | <b>\$750,350</b>                        |
| 0975002  | Mobilization (7%+/-)                              | LS    | 1        | \$228,367    | \$228,367          |   |
| 0980001  | A Construction Staking (1%+/-)                    | LS    | 1        | \$32,624     | \$32,624           |   |
| XXXXXX   | Miscellaneous/Minor Items (10%+/-)                | LS    | 1        | \$326,239    | \$326,239          |   |
| 0201030  | Clearing and Grubbing (1%+/-)                     | LS    | 1        | \$32,624     | \$32,624           |   |
|          | <b>SUBTOTAL CONTRACT ITEMS</b>                    |       |          |              | <b>\$4,013,000</b> |   |
|          | Contingencies (10%+/-)                            | LS    | 1        |              | \$401,300          | \$401,300                               |
|          | Incidental (10%+/-)                               | LS    | 1        |              | \$401,300          | \$401,300                               |
|          | Escalation (5%/Yr to 2012)                        | LS    | 1        |              | \$200,650          | \$200,650                               |
|          |   |       |          |              |                    | <b>\$1,003,250</b>                      |
|          |   |       |          |              | <b>\$5,016,000</b> |   |
|          | <b>TOTAL PROJECT CONSTRUCTION COST</b>            |       |          |              |                    | <b>\$5,016,000</b>                      |

NOTE: THE ABOVE COST DOES NOT INCLUDE THE FOLLOPING:  
 COST FOR UTILITY DISTRIBUTION AND WIRING  
 COST FOR INSTALATION OF NEW UTILITIES  
 COST FOR RIGHT OF WAY ACQUISITION

**MERIDEN TOD STUDY  
MERIDEN, CONNECTICUT**

**PRELIMINARY PROPOSAL COST ESTIMATE**

**PHASE 4A - RECONSTRUCT WEST MAIN STREET AND HANOVER STREET**

| ITEM No. | ITEM DESCRIPTION                                  | UNITS | QUANTITY | UNIT PRICE   | AMOUNT             | SUMMARY            |                  |
|----------|---|-------|----------|--------------|--------------------|--------------------|------------------|
| 0202003  | Earth Excavation                                  | C.Y.  | 0        | \$15.00      | \$0                | EARTH WORK         |                  |
| 0202103  | Rock Excavation                                   | C.Y.  | 0        | \$65.00      | \$0                | \$0                |                  |
| 0209001  | Formation of Subgrade                             | S.Y.  | 0        | \$2.00       | \$0                | PAVEMENT           |                  |
| 0212003  | Subbase   | C.Y.  | 0        | \$28.00      | \$0                |                    |                  |
| 0406170  | HMA S1  | TON   | 0        | \$110.00     | \$0                |                    |                  |
| 0406171  | HMA S0.5  | TON   | 1,678    | \$110.00     | \$184,580          |                    |                  |
| 0406237  | Material For Tack Coat                            | Gal   | 972      | \$3.00       | \$2,916            |                    |                  |
| 0406270  | Milling of Bituminous Concrete (0"-6")            | S.Y.  | 9,725    | \$6.00       | \$58,350           |                    |                  |
| 0406301  | Cut Bituminous Concrete Pavement                  | L.F.  |          | \$4.00       | \$0                |                    | \$245,846        |
|          | Drainage  | LS    | 1        | \$117,688.00 | \$117,688          |                    | DRAINAGE         |
| 0653001  | Clean Existing Catch Basin                        | EA.   |          | \$150.00     | \$0                |                    |                  |
| 0653010  | Clean Existing Manhole                            | EA.   |          | \$200.00     | \$0                |                    |                  |
| 0653100  | Clean Existing Culvert - 12" to 42" Diameter      | L.F.  |          | \$15.00      | \$0                | \$117,688          |                  |
| 0813021  | Granite Stone Curbing                             | L.F.  | 540      | \$46.00      | \$24,840           | WALKS & CURBS      |                  |
| 0921001  | Concrete Sidewalk                                 | S.F.  | 25,000   | \$12.50      | \$312,500          |                    |                  |
| 0921013  | Concrete Driveway Apron                           | S.F.  |          | \$12.00      | \$0                |                    |                  |
| 0921032  | A Textured Concrete Berm                          | S.F.  |          | \$22.00      | \$0                |                    | \$337,340        |
| 0944002  | Furnishing and Placing Topsoil                    | S.Y.  | 0        | \$6.00       | \$0                | MISCELLANEOUS      |                  |
| 0949500  | Plantings   | EST.  | 0        | \$50,000.00  | \$0.00             |                    |                  |
| 0950005  | Turf Establishment                                | S.Y.  | 0        | \$2.00       | \$0                |                    |                  |
| 0951xxx  | A 4' x 6' Cast Iron Tree Grate                    | EA.   |          | \$1,500.00   | \$0                |                    |                  |
| 0969062  | A Construction Field Office, Medium               | MO    | 2        | \$2,500.00   | \$5,000            |                    |                  |
| 0970004  | A Trafficperson (3 Officers @ 40hrs/wk for 8 wks) | EST.  | 1        | \$57,600.00  | \$57,600           |                    |                  |
| 1008300  | A Lighting Standards Complete (Decorative)        | EA.   |          | \$10,000.00  | \$0                |                    |                  |
| 1100000  | Traffic Signalization (new signals)               | EA.   |          | \$150,000.00 | \$0                |                    |                  |
| 1100000  | Traffic Signalization (modification to existing)  | EA.   |          | \$20,000.00  | \$0                |                    |                  |
|          | Decorative Street Lighting                        | LS    | 1        | \$82,813.00  | \$82,813           |                    | \$145,413        |
|          | <b>SUBTOTAL</b>                                   |       |          |              | <b>\$846,287</b>   |                    | <b>\$846,287</b> |
| 0971001  | A Maintenance and Protection of Traffic (4%+/-)   | LS    | 1        | \$33,851     | \$33,851           |                    | \$194,646        |
| 0975002  | Mobilization (7%+/-)                              | LS    | 1        | \$59,240     | \$59,240           |                    |                  |
| 0980001  | A Construction Staking (1%+/-)                    | LS    | 1        | \$8,463      | \$8,463            |                    |                  |
| XXXXXX   | Miscellaneous/Minor Items (10%+/-)                | LS    | 1        | \$84,629     | \$84,629           |                    |                  |
| 0201030  | Clearing and Grubbing (1%+/-)                     | LS    | 1        | \$8,463      | \$8,463            |                    |                  |
|          | <b>SUBTOTAL CONTRACT ITEMS</b>                    |       |          |              | <b>\$1,041,000</b> | <b>\$1,041,000</b> |                  |
|          | Contingencies (10%+/-)                            | LS    | 1        |              | \$104,100          | \$104,100          |                  |
|          | Incidental (10%+/-)                               | LS    | 1        |              | \$104,100          | \$104,100          |                  |
|          | Escalation (5%/Yr to 2012)                        | LS    | 1        |              | \$52,050           | \$52,050           |                  |
|          |   |       |          |              |                    | <b>\$260,250</b>   |                  |
|          |   |       |          |              | <b>\$1,301,000</b> |                    |                  |
|          | <b>TOTAL PROJECT CONSTRUCTION COST</b>            |       |          |              |                    | <b>\$1,301,000</b> |                  |

NOTE: THE ABOVE COST DOES NOT INCLUDE THE FOLLOPING:  
 COST FOR UTILITY DISTRIBUTION AND WIRING  
 COST FOR INSTALATION OF NEW UTILITIES  
 COST FOR RIGHT OF WAY ACQUISITION

**MERIDEN TOD STUDY  
MERIDEN, CONNECTICUT**

**PRELIMINARY PROPOSAL COST ESTIMATE**

**PHASE 4B - RECONSTRUCT ROUTE 71 (COOK AVE.) - WEST MAIN STREET TO HANOVER STREET**

| ITEM No. | ITEM DESCRIPTION                                  | UNITS | QUANTITY | UNIT PRICE   | AMOUNT           | SUMMARY          |                  |
|----------|---|-------|----------|--------------|------------------|------------------|------------------|
| 0202003  | Earth Excavation                                  | C.Y.  | 0        | \$15.00      | \$0              | EARTH WORK       |                  |
| 0202103  | Rock Excavation                                   | C.Y.  | 0        | \$65.00      | \$0              | \$0              |                  |
| 0209001  | Formation of Subgrade                             | S.Y.  | 0        | \$2.00       | \$0              | PAVEMENT         |                  |
| 0212003  | Subbase   | C.Y.  | 0        | \$28.00      | \$0              |                  |                  |
| 0406170  | HMA S1  | TON   | 0        | \$110.00     | \$0              |                  |                  |
| 0406171  | HMA S0.5  | TON   | 850      | \$110.00     | \$93,500         |                  |                  |
| 0406237  | Material For Tack Coat                            | Gal   | 493      | \$3.00       | \$1,479          |                  |                  |
| 0406270  | Milling of Bituminous Concrete (0"-6")            | S.Y.  | 4,927    | \$6.00       | \$29,562         |                  |                  |
| 0406301  | Cut Bituminous Concrete Pavement                  | L.F.  |          | \$4.00       | \$0              |                  | \$124,541        |
|          | Drainage  | LS    | 1        | \$24,675.00  | \$24,675         |                  | DRAINAGE         |
| 0653001  | Clean Existing Catch Basin                        | EA.   |          | \$150.00     | \$0              |                  |                  |
| 0653010  | Clean Existing Manhole                            | EA.   |          | \$200.00     | \$0              |                  |                  |
| 0653100  | Clean Existing Culvert - 12" to 42" Diameter      | L.F.  |          | \$15.00      | \$0              | \$24,675         |                  |
| 0813021  | Granite Stone Curbing                             | L.F.  | 200      | \$46.00      | \$9,200          | WALKS & CURBS    |                  |
| 0921001  | Concrete Sidewalk                                 | S.F.  | 0        | \$12.50      | \$0              |                  |                  |
| 0921013  | Concrete Driveway Apron                           | S.F.  |          | \$12.00      | \$0              |                  |                  |
| 0921032  | A Textured Concrete Berm                          | S.F.  |          | \$22.00      | \$0              |                  | \$9,200          |
| 0944002  | Furnishing and Placing Topsoil                    | S.Y.  | 0        | \$6.00       | \$0              | MISCELLANEOUS    |                  |
| 0949500  | Plantings   | EST.  | 0        | \$50,000.00  | \$0.00           |                  |                  |
| 0950005  | Turf Establishment                                | S.Y.  | 0        | \$2.00       | \$0              |                  |                  |
| 0951xxx  | A 4' x 6' Cast Iron Tree Grate                    | EA.   |          | \$1,500.00   | \$0              |                  |                  |
| 0969062  | A Construction Field Office, Medium               | MO    | 2        | \$2,500.00   | \$5,000          |                  |                  |
| 0970004  | A Trafficperson (3 Officers @ 40hrs/wk for 8 wks) | EST.  | 1        | \$57,600.00  | \$57,600         |                  |                  |
| 1008300  | A Lighting Standards Complete (Decorative)        | EA.   |          | \$10,000.00  | \$0              |                  |                  |
| 1100000  | Traffic Signalization (new signals)               | EA.   | 1        | \$150,000.00 | \$150,000        |                  |                  |
| 1100000  | Traffic Signalization (modification to existing)  | EA.   | 3        | \$20,000.00  | \$60,000         |                  |                  |
|          | Decorative Street Lighting                        | LS    |          | \$0.00       | \$0              |                  |                  |
|          |   |       |          |              |                  |                  | \$272,600        |
|          | <b>SUBTOTAL</b>                                   |       |          |              | <b>\$431,016</b> |                  | <b>\$431,016</b> |
| 0971001  | A Maintenance and Protection of Traffic (4%+/-)   | LS    | 1        | \$17,241     | \$17,241         |                  | \$99,134         |
| 0975002  | Mobilization (7%+/-)                              | LS    | 1        | \$30,171     | \$30,171         |                  |                  |
| 0980001  | A Construction Staking (1%+/-)                    | LS    | 1        | \$4,310      | \$4,310          |                  |                  |
| XXXXXX   | Miscellaneous/Minor Items (10%+/-)                | LS    | 1        | \$43,102     | \$43,102         |                  |                  |
| 0201030  | Clearing and Grubbing (1%+/-)                     | LS    | 1        | \$4,310      | \$4,310          |                  |                  |
|          |   |       |          |              |                  | \$99,134         |                  |
|          | <b>SUBTOTAL CONTRACT ITEMS</b>                    |       |          |              | <b>\$530,000</b> | <b>\$530,000</b> |                  |
|          | Contingencies (10%+/-)                            | LS    | 1        |              | \$53,000         | \$53,000         |                  |
|          | Incidental (10%+/-)                               | LS    | 1        |              | \$53,000         | \$53,000         |                  |
|          | Escalation (5%/Yr to 2012)                        | LS    | 1        |              | \$26,500         | \$26,500         |                  |
|          |   |       |          |              |                  | \$132,500        |                  |
|          |   |       |          |              | <b>\$663,000</b> |                  |                  |
|          | <b>TOTAL PROJECT CONSTRUCTION COST</b>            |       |          |              |                  | <b>\$663,000</b> |                  |

NOTE: THE ABOVE COST DOES NOT INCLUDE THE FOLLOPING:  
 COST FOR UTILITY DISTRIBUTION AND WIRING  
 COST FOR INSTALATION OF NEW UTILITIES  
 COST FOR RIGHT OF WAY ACQUISITION

**MERIDEN TOD STUDY  
MERIDEN, CONNECTICUT**

**PRELIMINARY PROPOSAL COST ESTIMATE**

**PHASE 5 - COLONY STREET FROM EAST/WEST MAIN STREET TO BROOK STREET**

| ITEM No.  | ITEM DESCRIPTION                                 | UNITS | QUANTITY | UNIT PRICE   | AMOUNT           | SUMMARY          |
|-----------|--|-------|----------|--------------|------------------|------------------|
| 0202003   | Earth Excavation                                 | C.Y.  | 0        | \$15.00      | \$0              | EARTH WORK       |
| 0202103   | Rock Excavation                                  | C.Y.  | 0        | \$65.00      | \$0              | <b>\$0</b>       |
| 0209001   | Formation of Subgrade                            | S.Y.  | 0        | \$2.00       | \$0              | PAVEMENT         |
| 0212003   | Subbase  | C.Y.  | 0        | \$28.00      | \$0              |                  |
| 0406170   | HMA S1   | TON   | 0        | \$110.00     | \$0              |                  |
| 0406171   | HMA S0.5   | TON   | 977      | \$110.00     | \$107,470        |                  |
| 0406237   | Material For Tack Coat                           | Gal   | 566      | \$3.00       | \$1,698          |                  |
| 0406270   | Milling of Bituminous Concrete (0"-6")           | S.Y.  | 5,662    | \$6.00       | \$33,972         |                  |
| 0406301   | Cut Bituminous Concrete Pavement                 | L.F.  |          | \$4.00       | \$0              | <b>\$143,140</b> |
|           | Drainage   | LS    | 1        | \$30,267.00  | \$30,267         | DRAINAGE         |
| 0653001   | Clean Existing Catch Basin                       | EA.   |          | \$150.00     | \$0              |                  |
| 0653010   | Clean Existing Manhole                           | EA.   |          | \$200.00     | \$0              |                  |
| 0653100   | Clean Existing Culvert - 12" to 42" Diameter     | L.F.  |          | \$15.00      | \$0              | <b>\$30,267</b>  |
| 0813021   | Granite Stone Curbing                            | L.F.  | 230      | \$46.00      | \$10,580         | WALKS & CURBS    |
| 0921001   | Concrete Sidewalk                                | S.F.  | 23,060   | \$12.50      | \$288,250        |                  |
| 0921013   | Concrete Driveway Apron                          | S.F.  |          | \$12.00      | \$0              |                  |
| 0921032 A | Textured Concrete Berm                           | S.F.  |          | \$22.00      | \$0              | <b>\$298,830</b> |
| 0944002   | Furnishing and Placing Topsoil                   | S.Y.  | 400      | \$6.00       | \$2,400          | MISCELLANEOUS    |
| 0949500   | Plantings  | EST.  | 0        | \$10,000.00  | \$0.00           |                  |
| 0950005   | Turf Establishment                               | S.Y.  | 400      | \$2.00       | \$800            |                  |
| 0951xxx A | 4' x 6' Cast Iron Tree Grate                     | EA.   | 0        | \$1,500.00   | \$0              |                  |
| 0969062 A | Construction Field Office, Medium                | MO    | 2        | \$2,500.00   | \$5,000          |                  |
| 0970004 A | Trafficperson (3 Officers @ 40hrs/wk for 8 wks)  | EST.  | 1        | \$57,600.00  | \$57,600         |                  |
| 1008300 A | Lighting Standards Complete (Decorative)         | EA.   |          | \$10,000.00  | \$0              |                  |
| 1100000   | Traffic Signalization (new signals)              | EA.   |          | \$150,000.00 | \$0              |                  |
| 1100000   | Traffic Signalization (modification to existing) | EA.   |          | \$20,000.00  | \$0              |                  |
|           | Decorative Street Lighting                       | LS    | 1        | \$76,387.00  | \$76,387         |                  |
|           |  |       |          |              |                  | <b>\$142,187</b> |
|           | <b>SUBTOTAL</b>                                  |       |          |              | <b>\$614,424</b> | <b>\$614,424</b> |
| 0971001 A | Maintenance and Protection of Traffic (4%+/-)    | LS    | 1        | \$24,577     | \$24,577         |                  |
| 0975002   | Mobilization (7%+/-)                             | LS    | 1        | \$43,010     | \$43,010         |                  |
| 0980001 A | Construction Staking (1%+/-)                     | LS    | 1        | \$6,144      | \$6,144          |                  |
| XXXXXX    | Miscellaneous/Minor Items (10%+/-)               | LS    | 1        | \$61,442     | \$61,442         |                  |
| 0201030   | Clearing and Grubbing (1%+/-)                    | LS    | 1        | \$6,144      | \$6,144          |                  |
|           |  |       |          |              |                  | <b>\$141,318</b> |
|           | <b>SUBTOTAL CONTRACT ITEMS</b>                   |       |          |              | <b>\$756,000</b> | <b>\$756,000</b> |
|           | Contingencies (10%+/-)                           | LS    | 1        |              | \$75,600         | \$75,600         |
|           | Incidental (10%+/-)                              | LS    | 1        |              | \$75,600         | \$75,600         |
|           | Escalation (5%/Yr to 2012)                       | LS    | 1        |              | \$37,800         | \$37,800         |
|           |  |       |          |              |                  | <b>\$189,000</b> |
|           |  |       |          |              | <b>\$945,000</b> |                  |
|           | <b>TOTAL PROJECT CONSTRUCTION COST</b>           |       |          |              |                  | <b>\$945,000</b> |

NOTE: THE ABOVE COST DOES NOT INCLUDE THE FOLLOPING:  
 COST FOR UTILITY DISTRIBUTION AND WIRING  
 COST FOR INSTALATION OF NEW UTILITIES  
 COST FOR RIGHT OF WAY ACQUISITION

**MERIDEN TOD STUDY  
MERIDEN, CONNECTICUT**

**PRELIMINARY PROPOSAL COST ESTIMATE  
PHASE 6 - RELOCATE MILL STREET FROM STATE STREET TO PRATT STREET**

| ITEM No. | ITEM DESCRIPTION                                  | UNITS | QUANTITY | UNIT PRICE   | AMOUNT             | SUMMARY                               |
|----------|---|-------|----------|--------------|--------------------|---------------------------------------|
| 0202003  | Earth Excavation                                  | C.Y.  | 4,880    | \$15.00      | \$73,200           | EARTH WORK<br><b>\$89,450</b>         |
| 0202103  | Rock Excavation                                   | C.Y.  | 250      | \$65.00      | \$16,250           |                                       |
| 0209001  | Formation of Subgrade                             | S.Y.  | 5,112    | \$2.00       | \$10,224           | PAVEMENT<br><br><b>\$285,849</b>      |
| 0212003  | Subbase   | C.Y.  | 1,704    | \$28.00      | \$47,712           |                                       |
| 0406170  | HMA S1  | TON   | 1,176    | \$110.00     | \$129,360          |                                       |
| 0406171  | HMA S0.5  | TON   | 882      | \$110.00     | \$97,020           |                                       |
| 0406237  | Material For Tack Coat                            | Gal   | 511      | \$3.00       | \$1,533            |                                       |
| 0406270  | Milling of Bituminous Concrete (0"-6")            | S.Y.  |          | \$6.00       | \$0                |                                       |
| 0406301  | Cut Bituminous Concrete Pavement                  | L.F.  |          | \$4.00       | \$0                |                                       |
|          | Drainage  | LS    | 1        | \$207,900.00 | \$207,900          |                                       |
| 0653001  | Clean Existing Catch Basin                        | EA.   |          | \$150.00     | \$0                | <b>\$207,900</b>                      |
| 0653010  | Clean Existing Manhole                            | EA.   |          | \$200.00     | \$0                |                                       |
| 0653100  | Clean Existing Culvert - 12" to 42" Diameter      | L.F.  |          | \$15.00      | \$0                |                                       |
| 0813021  | Granite Stone Curbing                             | L.F.  | 600      | \$46.00      | \$27,600           | WALKS & CURBS<br><br><b>\$225,182</b> |
| 0814002  | Reset Granite Stone Curbing                       | L.F.  | 1,776    | \$32.00      | \$56,832           |                                       |
| 0921001  | Concrete Sidewalk                                 | S.F.  | 11,260   | \$12.50      | \$140,750          |                                       |
| 0921013  | Concrete Driveway Apron                           | S.F.  |          | \$12.00      | \$0                |                                       |
| 0921032  | A Textured Concrete Berm                          | S.F.  |          | \$22.00      | \$0                |                                       |
| 0944002  | Furnishing and Placing Topsoil                    | S.Y.  | 5,700    | \$6.00       | \$34,200           | MISCELLANEOUS<br><br><b>\$108,200</b> |
| 0949500  | Plantings   | EST.  | 0        | \$10,000.00  | \$0.00             |                                       |
| 0950005  | Turf Establishment                                | S.Y.  | 5,700    | \$2.00       | \$11,400           |                                       |
| 0951xxx  | A 4' x 6' Cast Iron Tree Grate                    | EA.   | 0        | \$1,500.00   | \$0                |                                       |
| 0969062  | A Construction Field Office, Medium               | MO    | 2        | \$2,500.00   | \$5,000            |                                       |
| 0970004  | A Trafficperson (3 Officers @ 40hrs/wk for 8 wks) | EST.  | 1        | \$57,600.00  | \$57,600           |                                       |
| 1008300  | A Lighting Standards Complete (Decorative)        | EA.   |          | \$10,000.00  | \$0                |                                       |
| 1100000  | Traffic Signalization (new signals)               | EA.   |          | \$150,000.00 | \$0                |                                       |
| 1100000  | Traffic Signalization (modification to existing)  | EA.   |          | \$20,000.00  | \$0                |                                       |
|          | Decorative Street Lighting                        | LS    | 1        | \$0.00       | \$0                |                                       |
|          | <b>SUBTOTAL</b>                                   |       |          |              | <b>\$916,581</b>   |                                       |
| 0971001  | A Maintenance and Protection of Traffic (4%+/-)   | LS    | 1        | \$36,663     | \$36,663           | <b>\$210,814</b>                      |
| 0975002  | Mobilization (7%+/-)                              | LS    | 1        | \$64,161     | \$64,161           |                                       |
| 0980001  | A Construction Staking (1%+/-)                    | LS    | 1        | \$9,166      | \$9,166            |                                       |
| XXXXXX   | Miscellaneous/Minor Items (10%+/-)                | LS    | 1        | \$91,658     | \$91,658           |                                       |
| 0201030  | Clearing and Grubbing (1%+/-)                     | LS    | 1        | \$9,166      | \$9,166            |                                       |
|          | <b>SUBTOTAL CONTRACT ITEMS</b>                    |       |          |              | <b>\$1,127,000</b> |                                       |
|          | Contingencies (10%+/-)                            | LS    | 1        |              | \$112,700          | \$112,700                             |
|          | Incidental (10%+/-)                               | LS    | 1        |              | \$112,700          | \$112,700                             |
|          | Escalation (5%/Yr to 2012)                        | LS    | 1        |              | \$56,350           | \$56,350                              |
|          |   |       |          |              |                    | <b>\$281,750</b>                      |
|          |   |       |          |              | <b>\$1,409,000</b> |                                       |
|          | <b>TOTAL PROJECT CONSTRUCTION COST</b>            |       |          |              |                    | <b>\$1,409,000</b>                    |

NOTE: THE ABOVE COST DOES NOT INCLUDE THE FOLLOPING:  
 COST FOR UTILITY DISTRIBUTION AND WIRING  
 COST FOR INSTALATION OF NEW UTILITIES  
 COST FOR RIGHT OF WAY ACQUISITION

**MERIDEN TOD STUDY  
MERIDEN, CONNECTICUT**

**PRELIMINARY PROPOSAL COST ESTIMATE**

**PHASE 7 - RECONSTRUCT PRATT STREET FROM CAMP STREET TO CENTER STREET**

| ITEM No. | ITEM DESCRIPTION                                  | UNITS | QUANTITY | UNIT PRICE   | AMOUNT             | SUMMARY            |                    |
|----------|---|-------|----------|--------------|--------------------|--------------------|--------------------|
| 0202003  | Earth Excavation                                  | C.Y.  | 6,000    | \$15.00      | \$90,000           | EARTH WORK         |                    |
| 0202103  | Rock Excavation                                   | C.Y.  | 250      | \$65.00      | \$16,250           | <b>\$106,250</b>   |                    |
| 0209001  | Formation of Subgrade                             | S.Y.  | 12,676   | \$2.00       | \$25,352           | PAVEMENT           |                    |
| 0212003  | Subbase   | C.Y.  | 4,225    | \$28.00      | \$118,300          |                    |                    |
| 0406170  | HMA S1  | TON   | 2,916    | \$110.00     | \$320,760          |                    |                    |
| 0406171  | HMA S0.5  | TON   | 2,187    | \$110.00     | \$240,570          |                    |                    |
| 0406237  | Material For Tack Coat                            | Gal   | 1,268    | \$3.00       | \$3,804            |                    |                    |
| 0406270  | Milling of Bituminous Concrete (0"-6")            | S.Y.  |          | \$6.00       | \$0                |                    |                    |
| 0406301  | Cut Bituminous Concrete Pavement                  | L.F.  |          | \$4.00       | \$0                |                    | <b>\$708,786</b>   |
|          | Drainage  | LS    | 1        | \$148,750.00 | \$148,750          |                    | DRAINAGE           |
| 0653001  | Clean Existing Catch Basin                        | EA.   |          | \$150.00     | \$0                |                    |                    |
| 0653010  | Clean Existing Manhole                            | EA.   |          | \$200.00     | \$0                |                    |                    |
| 0653100  | Clean Existing Culvert - 12" to 42" Diameter      | L.F.  |          | \$15.00      | \$0                | <b>\$148,750</b>   |                    |
| 0813021  | Granite Stone Curbing                             | L.F.  | 3,780    | \$46.00      | \$173,880          | WALKS & CURBS      |                    |
| 0921001  | Concrete Sidewalk                                 | S.F.  | 17,000   | \$12.50      | \$212,500          |                    |                    |
| 0921013  | Concrete Driveway Apron                           | S.F.  |          | \$12.00      | \$0                |                    |                    |
| 0921032  | A Textured Concrete Berm                          | S.F.  |          | \$22.00      | \$0                |                    | <b>\$386,380</b>   |
| 0944002  | Furnishing and Placing Topsoil                    | S.Y.  | 1,000    | \$6.00       | \$6,000            | MISCELLANEOUS      |                    |
| 0949500  | Plantings   | EST.  | 1        | \$10,000.00  | \$10,000.00        |                    |                    |
| 0950005  | Turf Establishment                                | S.Y.  | 1,000    | \$2.00       | \$2,000            |                    |                    |
| 0951xxx  | A 4' x 6' Cast Iron Tree Grate                    | EA.   | 30       | \$1,500.00   | \$45,000           |                    |                    |
| 0969062  | A Construction Field Office, Medium               | MO    | 2        | \$2,500.00   | \$5,000            |                    |                    |
| 0970004  | A Trafficperson (3 Officers @ 40hrs/wk for 8 wks) | EST.  | 1        | \$57,600.00  | \$57,600           |                    |                    |
| 1008300  | A Lighting Standards Complete (Decorative)        | EA.   |          | \$10,000.00  | \$0                |                    |                    |
| 1100000  | Traffic Signalization (new signals)               | EA.   |          | \$150,000.00 | \$0                |                    |                    |
| 1100000  | Traffic Signalization (modification to existing)  | EA.   |          | \$20,000.00  | \$0                |                    |                    |
|          | Decorative Street Lighting                        | LS    | 0        | \$0.00       | \$0                |                    | <b>\$125,600</b>   |
|          | <b>SUBTOTAL</b>                                   |       |          |              | <b>\$1,475,766</b> |                    | <b>\$1,475,766</b> |
| 0971001  | A Maintenance and Protection of Traffic (4%+/-)   | LS    | 1        | \$59,031     | \$59,031           | <b>\$339,426</b>   |                    |
| 0975002  | Mobilization (7%+/-)                              | LS    | 1        | \$103,304    | \$103,304          |                    |                    |
| 0980001  | A Construction Staking (1%+/-)                    | LS    | 1        | \$14,758     | \$14,758           |                    |                    |
| XXXXXX   | Miscellaneous/Minor Items (10%+/-)                | LS    | 1        | \$147,577    | \$147,577          |                    |                    |
| 0201030  | Clearing and Grubbing (1%+/-)                     | LS    | 1        | \$14,758     | \$14,758           |                    |                    |
|          | <b>SUBTOTAL CONTRACT ITEMS</b>                    |       |          |              | <b>\$1,815,000</b> |                    | <b>\$1,815,000</b> |
|          | Contingencies (10%+/-)                            | LS    | 1        |              | \$181,500          | \$181,500          |                    |
|          | Incidental (10%+/-)                               | LS    | 1        |              | \$181,500          | \$181,500          |                    |
|          | Escalation (5%/Yr to 2012)                        | LS    | 1        |              | \$90,750           | \$90,750           |                    |
|          |   |       |          |              |                    | <b>\$453,750</b>   |                    |
|          |   |       |          |              | <b>\$2,269,000</b> |                    |                    |
|          | <b>TOTAL PROJECT CONSTRUCTION COST</b>            |       |          |              |                    | <b>\$2,269,000</b> |                    |


NOTE: THE ABOVE COST DOES NOT INCLUDE THE FOLLOPING:  
 COST FOR UTILITY DISTRIBUTION AND WIRING  
 COST FOR INSTALATION OF NEW UTILITIES  
 COST FOR RIGHT OF WAY ACQUISITION



**MERIDEN TOD STUDY  
MERIDEN, CT**

**PAVEMENT AREAS**


| <b>A</b>  | <b>B</b>      | <b>C</b>                                  | <b>E</b>                            | <b>F</b>                       | <b>G</b>  | <b>H</b>         |
|---|---------------|---|-------------------------------------|--------------------------------|---|------------------|
| <b>Location</b>                                 | <b>Length</b> | <b>Pavement Area<br/>Taken From Plans</b> | <b>Processed<br/>Aggregate Base</b> | <b>Processed<br/>Aggregate</b> | <b>Subbase and<br/>Formation Of Subgrade<br/>C + (B x 2 ft)</b> | <b>Milling</b>   |
|   | <b>(ft)</b>   | <b>(sq. ft.)</b>                          | <b>(sq. ft.)</b>                    | <b>(sq. ft.)</b>               | <b>(sq. ft.)</b>  | <b>(sq. ft.)</b> |
| <b>Phase 1 -State St.</b>                       |               |   |                                     |                                |   |                  |
| <b>STATE STREET</b>                             |               |   |                                     |                                |   |                  |
| East Main St. to Cross St.                      | 1676          | 63,132                                    |                                     |                                |   |                  |
| Brook Street (Removal)                          |               | 6,930                                     |                                     |                                |   |                  |
| Cross Street (Removal)                          |               | 9,796                                     |                                     |                                |   |                  |
| <b>Phase 2A -Pratt St.</b>                      |               |   |                                     |                                |   |                  |
| <b>PRATT STREET</b>                             |               |   |                                     |                                |   |                  |
| Center St. to East Main St.                     | 2277          | 152,952                                   |                                     |                                |   |                  |
| <b>Phase 3 -Loop</b>                            |               |   |                                     |                                |   |                  |
| <b>EAST MAIN STREET</b>                         |               |   |                                     |                                |   |                  |
| Colony St. to Pratt St.                         | 796           | 49,159                                    |                                     |                                |   |                  |
| <b>PERKINS STREET</b>                           |               |   |                                     |                                |   |                  |
| Pratt St. to Colony St. (Southern Loop)         | 601           | 35,972                                    |                                     |                                |   |                  |
| Crown St. Intersection to Match                 | 120           |   |                                     |                                |   |                  |
| South Colony St. Intersection to Match          | 155           |   |                                     |                                |   |                  |
| <b>Phase 4A - W. Main St. &amp; Hanover St.</b> |               |   |                                     |                                |   |                  |
| <b>WEST MAIN STREET</b>                         |               |   |                                     |                                |   |                  |
| Cook Ave. to Colony St.                         | 1250          | 34,777                                    |                                     |                                |   | 34777            |
| <b>HANOVER STREET</b>                           |               |   |                                     |                                |   |                  |
| Butler St. to Perkins St.                       | 1440          | 52,746                                    |                                     |                                |   | 52746            |
| <b>Phase 4B - Route 71 (Cook Ave.)</b>          |               |   |                                     |                                |   |                  |
| <b>Route 71 (Cook Ave.)</b>                     |               |   |                                     |                                |   |                  |
| Hanover St. to West Main St.                    | 940           | 44,356                                    |                                     |                                |   | 44356            |
| <b>Phase 5 - Colony St.</b>                     |               |   |                                     |                                |   |                  |
| <b>COLONY STREET</b>                            |               |   |                                     |                                |   |                  |
| West Main St. to Brooks St.                     | 1006          | 50,955                                    |                                     |                                |   | 50955            |
| Brooks St. Intersection to Match                | 147           |   |                                     |                                |   |                  |
| <b>Phase 6 - Mill St.</b>                       |               |   |                                     |                                |   |                  |
| <b>FUTURE RELOCATED MILL STREET</b>             |               |   |                                     |                                |   |                  |
| State St. to Pratt St.                          | 1188          | 46,004                                    |                                     |                                |   |                  |
| Mill Street (Removal)                           |               | 30,232                                    |                                     |                                |   |                  |
| Cedar Street (Removal)                          |               | 13,870                                    |                                     |                                |   |                  |
| <b>Phase 7 -Pratt St.</b>                       |               |   |                                     |                                |   |                  |
| <b>PRATT STREET</b>                             |               |   |                                     |                                |   |                  |
| Camp Ave. to Center St.                         | 1700          | 114,088                                   |                                     |                                |   |                  |

|                                      |                 |   |                    |                     |
|--------------------------------------|-----------------|---|--------------------|---------------------|
| PREPARED BY:<br>NI                   | DATE:<br>Nov-11 |  | PROJECT NO.<br>DOT | SHEET NO.<br><br>OF |
| CHECKED BY:<br>JRH                   | DATE:<br>Nov-11 |   | JOB NO.<br>LCE     |                     |
| SUBJECT:<br><b>MERIDEN TOD STUDY</b> |                 |   |                    |                     |

**PAVEMENT QUANTITY ESTIMATES**

| ITEM NUMBER                            | AREA   | DEPTH | DEPTH | 209001                | 212004      | 304002                   | 406236                 | 406270                                 | 406XXX        | 406XXX        |
|--|--------|-------|-------|-----------------------|-------------|--------------------------|------------------------|--|---------------|---------------|
|  |        |       |       | FORMATION OF SUBGRADE | SUBBASE     | PROCESSED AGGREGATE BASE | MATERIAL FOR TACK COAT | MILLING OF BITUMINOUS CONCRETE (0"-6") | HMA S0.5 INCH | HMA S1.0 INCH |
| LOCATION AND DESCRIPTION               | S.F.   | INCH  | FT    | S.Y.                  | C.Y.        | C.Y.                     | GAL                    | S.Y.                                   | TON           | TON           |
| <b>PHASE 1 - STATE ST.</b>             |        |       |       |                       |             |                          |                        |  |               |               |
| <b>EAST MAIN ST. TO CROSS ST.</b>      |        |       |       |                       |             |                          |                        |  |               |               |
| Formation of Subgrade                  | 63132  |       |       | 7015                  |             |                          |                        |  |               |               |
| Subbase                                | 63132  | 12    | 1.00  |                       | 2338        |                          |                        |  |               |               |
| Processed Aggregate Base               | 0      | 0     | 0.00  |                       |             | 0                        |                        |  |               |               |
| Material For Tack Coat                 | 63132  |       |       |                       |             |                          | 701                    |  |               |               |
| HMA S0.5 INCH                          | 63132  | 3     |       |                       |             |                          |                        |  | 1210          |               |
| HMA S1.0 INCH                          | 63132  | 4     |       |                       |             |                          |                        |  |               | 1613          |
| <b>PHASE 1 SUBTOTALS:</b>              |        |       |       | <b>7015</b>           | <b>2338</b> | <b>0</b>                 | <b>701</b>             | <b>0</b>                               | <b>1210</b>   | <b>1613</b>   |
| <b>PHASE 2A - PRATT ST.</b>            |        |       |       |                       |             |                          |                        |  |               |               |
| <b>EAST MAIN ST. TO CENTER ST.</b>     |        |       |       |                       |             |                          |                        |  |               |               |
| Formation of Subgrade                  | 152952 |       |       | 16995                 |             |                          |                        |  |               |               |
| Subbase                                | 152952 | 12    | 1.00  |                       | 5665        |                          |                        |  |               |               |
| Processed Aggregate Base               | 0      | 0     | 0.00  |                       |             | 0                        |                        |  |               |               |
| Material For Tack Coat                 | 152952 |       |       |                       |             |                          | 1699                   |  |               |               |
| HMA S0.5 INCH                          | 152952 | 3     |       |                       |             |                          |                        |  | 2932          |               |
| HMA S1.0 INCH                          | 152952 | 4     |       |                       |             |                          |                        |  |               | 3909          |
| <b>PHASE 2A SUBTOTALS:</b>             |        |       |       | <b>16995</b>          | <b>5665</b> | <b>0</b>                 | <b>1699</b>            | <b>0</b>                               | <b>2932</b>   | <b>3909</b>   |
| <b>PHASE 3 - THE LOOP</b>              |        |       |       |                       |             |                          |                        |  |               |               |
| <b>EAST MAIN ST. - PRATT TO COLONY</b> |        |       |       |                       |             |                          |                        |  |               |               |
| Formation of Subgrade                  | 49160  |       |       | 5462                  |             |                          |                        |  |               |               |
| Subbase                                | 49160  | 12    | 1.00  |                       | 1821        |                          |                        |  |               |               |
| Processed Aggregate Base               | 0      | 0     | 0.00  |                       |             | 0                        |                        |  |               |               |
| Material For Tack Coat                 | 49160  |       |       |                       |             |                          | 546                    |  |               |               |
| HMA S0.5 INCH                          | 49160  | 3     |       |                       |             |                          |                        |  | 942           |               |
| HMA S1.0 INCH                          | 49160  | 4     |       |                       |             |                          |                        |  |               | 1256          |


FACTORS:  
 Bituminous Concrete - HMA : 0.0575 Ton / S.Y / inch depth  
 Material For Tack Coat: 0.10 Gal. / S. Y.

|                    |                 |   |                    |                     |
|--------------------|-----------------|---|--------------------|---------------------|
| PREPARED BY:<br>NI | DATE:<br>Nov-11 |  | PROJECT NO.<br>DOT | SHEET NO.<br><br>OF |
| CHECKED BY:<br>JRH | DATE:<br>Nov-11 |   | JOB NO.<br>LCE     |                     |
| SUBJECT:           |                 |   | MERIDEN TOD STUDY  |                     |

**PAVEMENT QUANTITY ESTIMATES**

| ITEM NUMBER                                     | AREA  | DEPTH | DEPTH | 209001                | 212004      | 304002                   | 406236                 | 406270                                 | 406XXX        | 406XXX        |
|---|-------|-------|-------|-----------------------|-------------|--------------------------|------------------------|--|---------------|---------------|
|   |       |       |       | FORMATION OF SUBGRADE | SUBBASE     | PROCESSED AGGREGATE BASE | MATERIAL FOR TACK COAT | MILLING OF BITUMINOUS CONCRETE (0"-6") | HMA S0.5 INCH | HMA S1.0 INCH |
|   |       |       |       | S.Y.                  | C.Y.        | C.Y.                     | GAL                    | S.Y.                                   | TON           | TON           |
| <b>PERKINS ST. - PRATT TO COLONY</b>            |       |       |       |                       |             |                          |                        |  |               |               |
| Formation of Subgrade                           | 35972 |       |       | 3997                  |             |                          |                        |  |               |               |
| Subbase   | 35972 | 12    | 1.00  |                       | 1332        |                          |                        |  |               |               |
| Processed Aggregate Base                        | 0     | 0     | 0.00  |                       |             | 0                        |                        |  |               |               |
| Material For Tack Coat                          | 35972 |       |       |                       |             |                          | 400                    |  |               |               |
| HMA S0.5 INCH                                   | 35972 | 3     |       |                       |             |                          |                        |  | 689           |               |
| HMA S1.0 INCH                                   | 35972 | 4     |       |                       |             |                          |                        |  |               | 919           |
| <b>PHASE 3 SUBTOTALS:</b>                       |       |       |       | <b>9459</b>           | <b>3153</b> | <b>0</b>                 | <b>946</b>             | <b>0</b>                               | <b>1632</b>   | <b>2176</b>   |
| <b>PHASE 4A - W. MAIN ST. &amp; HANOVER ST.</b> |       |       |       |                       |             |                          |                        |  |               |               |
| <b>WEST MAIN ST. - COLONY TO COOK</b>           |       |       |       |                       |             |                          |                        |  |               |               |
| Formation of Subgrade                           | 34777 |       |       | 0                     |             |                          |                        |  |               |               |
| Subbase   | 34777 | 0     | 0.00  |                       | 0           |                          |                        |  |               |               |
| Processed Aggregate Base                        | 0     | 0     | 0.00  |                       |             | 0                        |                        |  |               |               |
| Material For Tack Coat                          | 34777 |       |       |                       |             |                          | 386                    |  |               |               |
| Milling of Bituminous Concrete                  | 34777 | 3     |       |                       |             |                          |                        | 3864                                   |               |               |
| HMA S0.5 INCH                                   | 34777 | 3     |       |                       |             |                          |                        |  | 667           |               |
| HMA S1.0 INCH                                   | 34777 | 0     |       |                       |             |                          |                        |  |               | 0             |
| <b>HANOVER ST. - PERKINS TO COOK</b>            |       |       |       |                       |             |                          |                        |  |               |               |
| Formation of Subgrade                           | 52746 |       |       | 0                     |             |                          |                        |  |               |               |
| Subbase   | 52746 | 0     | 0.00  |                       | 0           |                          |                        |  |               |               |
| Processed Aggregate Base                        | 0     | 0     | 0.00  |                       |             | 0                        |                        |  |               |               |
| Material For Tack Coat                          | 52746 |       |       |                       |             |                          | 586                    |  |               |               |
| Milling of Bituminous Concrete                  | 52746 | 3     |       |                       |             |                          |                        | 5861                                   |               |               |
| HMA S0.5 INCH                                   | 52746 | 3     |       |                       |             |                          |                        |  | 1011          |               |
| HMA S1.0 INCH                                   | 52746 | 0     |       |                       |             |                          |                        |  |               | 0             |
| <b>PHASE 4A SUBTOTALS:</b>                      |       |       |       | <b>0</b>              | <b>0</b>    | <b>0</b>                 | <b>972</b>             | <b>9725</b>                            | <b>1678</b>   | <b>0</b>      |


FACTORS:  
 Bituminous Concrete - HMA : 0.0575 Ton / S.Y / inch depth  
 Material For Tack Coat: 0.10 Gal. / S. Y.

|                    |                 |   |                          |                     |
|--------------------|-----------------|---|--------------------------|---------------------|
| PREPARED BY:<br>NI | DATE:<br>Nov-11 |  | PROJECT NO.<br>DOT       | SHEET NO.<br><br>OF |
| CHECKED BY:<br>JRH | DATE:<br>Nov-11 |   | JOB NO.<br>LCE           |                     |
| SUBJECT:           |                 |   | <b>MERIDEN TOD STUDY</b> |                     |

**PAVEMENT QUANTITY ESTIMATES**

| ITEM NUMBER                            | AREA  | DEPTH | DEPTH | 209001                | 212004      | 304002                   | 406236                 | 406270                                 | 406XXX        | 406XXX        |
|--|-------|-------|-------|-----------------------|-------------|--------------------------|------------------------|--|---------------|---------------|
|  |       |       |       | FORMATION OF SUBGRADE | SUBBASE     | PROCESSED AGGREGATE BASE | MATERIAL FOR TACK COAT | MILLING OF BITUMINOUS CONCRETE (0"-6") | HMA S0.5 INCH | HMA S1.0 INCH |
| LOCATION AND DESCRIPTION               | S.F.  | INCH  | FT    | S.Y.                  | C.Y.        | C.Y.                     | GAL                    | S.Y.                                   | TON           | TON           |
| <b>PHASE 4B - ROUTE 71 (COOK AVE.)</b> |       |       |       |                       |             |                          |                        |  |               |               |
| <b>HANOVER TO W. MAIN ST.</b>          |       |       |       |                       |             |                          |                        |  |               |               |
| Formation of Subgrade                  | 44356 |       |       | 0                     |             |                          |                        |  |               |               |
| Subbase                                | 44356 | 0     | 0.00  |                       | 0           |                          |                        |  |               |               |
| Processed Aggregate Base               | 0     | 0     | 0.00  |                       |             | 0                        |                        |  |               |               |
| Material For Tack Coat                 | 44346 |       |       |                       |             |                          | 493                    |  |               |               |
| Milling of Bituminous Concrete         | 44346 | 3     |       |                       |             |                          |                        | 4927                                   |               |               |
| HMA S0.5 INCH                          | 44346 | 3     |       |                       |             |                          |                        |  | 850           |               |
| HMA S1.0 INCH                          | 44346 | 0     |       |                       |             |                          |                        |  |               | 0             |
| <b>PHASE 4B SUBTOTALS:</b>             |       |       |       | <b>0</b>              | <b>0</b>    | <b>0</b>                 | <b>493</b>             | <b>4927</b>                            | <b>850</b>    | <b>0</b>      |
| <b>PHASE 5 - COLONY ST.</b>            |       |       |       |                       |             |                          |                        |  |               |               |
| <b>W. MAIN ST. TO BROOKS</b>           |       |       |       |                       |             |                          |                        |  |               |               |
| Formation of Subgrade                  | 50955 |       |       | 0                     |             |                          |                        |  |               |               |
| Subbase                                | 50955 | 0     | 0.00  |                       | 0           |                          |                        |  |               |               |
| Processed Aggregate Base               | 0     | 0     | 0.00  |                       |             | 0                        |                        |  |               |               |
| Material For Tack Coat                 | 50955 |       |       |                       |             |                          | 566                    |  |               |               |
| Milling of Bituminous Concrete         | 50955 | 3     |       |                       |             |                          |                        | 5662                                   |               |               |
| HMA S0.5 INCH                          | 50955 | 3     |       |                       |             |                          |                        |  | 977           |               |
| HMA S1.0 INCH                          | 50955 | 0     |       |                       |             |                          |                        |  |               | 0             |
| <b>PHASE 5 SUBTOTALS:</b>              |       |       |       | <b>0</b>              | <b>0</b>    | <b>0</b>                 | <b>566</b>             | <b>5662</b>                            | <b>977</b>    | <b>0</b>      |
| <b>PHASE 6 - MILL ST.</b>              |       |       |       |                       |             |                          |                        |  |               |               |
| <b>STATE TO PRATT</b>                  |       |       |       |                       |             |                          |                        |  |               |               |
| Formation of Subgrade                  | 46004 |       |       | 5112                  |             |                          |                        |  |               |               |
| Subbase                                | 46004 | 12    | 1.00  |                       | 1704        |                          |                        |  |               |               |
| Processed Aggregate Base               | 0     | 0     | 0.00  |                       |             | 0                        |                        |  |               |               |
| Material For Tack Coat                 | 46004 |       |       |                       |             |                          | 511                    |  |               |               |
| HMA S0.5 INCH                          | 46004 | 3     |       |                       |             |                          |                        |  | 882           |               |
| HMA S1.0 INCH                          | 46004 | 4     |       |                       |             |                          |                        |  |               | 1176          |
| <b>PHASE 6 SUBTOTALS:</b>              |       |       |       | <b>5112</b>           | <b>1704</b> | <b>0</b>                 | <b>511</b>             | <b>0</b>                               | <b>882</b>    | <b>1176</b>   |

FACTORS:  
 Bituminous Concrete - HMA : 0.0575 Ton / S.Y / inch depth  
 Material For Tack Coat: 0.10 Gal. / S. Y.

|                    |                 |   |                    |                     |
|--------------------|-----------------|---|--------------------|---------------------|
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| CHECKED BY:<br>JRH | DATE:<br>Nov-11 |   | JOB NO.<br>LCE     |                     |
| SUBJECT:           |                 | <b>MERIDEN TOD STUDY</b>  |                    |                     |

| PAVEMENT QUANTITY ESTIMATES                            |        |       |       |                       |               |                          |                        |  |               |               |
|--|--------|-------|-------|-----------------------|---------------|--------------------------|------------------------|--|---------------|---------------|
| ITEM NUMBER  |        |       |       | 209001                | 212004        | 304002                   | 406236                 | 406270                                 | 406XXX        | 406XXX        |
| LOCATION AND DESCRIPTION                               | AREA   | DEPTH | DEPTH | FORMATION OF SUBGRADE | SUBBASE       | PROCESSED AGGREGATE BASE | MATERIAL FOR TACK COAT | MILLING OF BITUMINOUS CONCRETE (0"-6") | HMA S0.5 INCH | HMA S1.0 INCH |
|  | S.F.   | INCH  | FT    | S.Y.                  | C.Y.          | C.Y.                     | GAL                    | S.Y.                                   | TON           | TON           |
| <b>PHASE 7 - PRATT ST.<br/>CENTER ST. TO CAMP AVE.</b> |        |       |       |                       |               |                          |                        |  |               |               |
| Formation of Subgrade                                  | 114088 |       |       | 12676                 |               |                          |                        |  |               |               |
| Subbase  | 114088 | 12    | 1.00  |                       | 4225          |                          |                        |  |               |               |
| Processed Aggregate Base                               | 0      | 0     | 0.00  |                       |               | 0                        |                        |  |               |               |
| Material For Tack Coat                                 | 114088 |       |       |                       |               |                          | 1268                   |  |               |               |
| HMA S0.5 INCH  | 114088 | 3     |       |                       |               |                          |                        |  | 2187          |               |
| HMA S1.0 INCH  | 114088 | 4     |       |                       |               |                          |                        |  |               | 2916          |
| <b>PHASE 7 SUBTOTALS:</b>                              |        |       |       | <b>12676</b>          | <b>4225</b>   | <b>0</b>                 | <b>1268</b>            | <b>0</b>                               | <b>2187</b>   | <b>2916</b>   |
| <b>TOTALS</b>  |        |       |       | <b>51,256</b>         | <b>17,085</b> | <b>0</b>                 | <b>7,157</b>           | <b>20,314</b>                          | <b>12,346</b> | <b>11,789</b> |


FACTORS:  
 Bituminous Concrete - HMA : 0.0575 Ton / S.Y / inch depth  
 Material For Tack Coat: 0.10 Gal. / S. Y.

|                 |                 |   |             |           |
|-----------------|-----------------|---|-------------|-----------|
| PREPARED BY: AD | DATE: 1/10/2011 |  | PROJECT NO. | SHEET NO. |
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|                 |                 |   | LUCHS       |           |

**SUBJECT:** MERIDEN TOD STUDY

**ROADWAY QUANTITY ESTIMATES**


| ITEM NUMBER                        |  | 0814002                     | 0813021               | 0921013A                | 0921001A          | 0921032A               | 0951XXXXA                    |  |  |
|------------------------------------|--|-----------------------------|-----------------------|-------------------------|-------------------|------------------------|------------------------------|--|--|
| LOCATION AND DESCRIPTION           |  | Reset Granite Stone Curbing | Granite Stone Curbing | Concrete Driveway Apron | Concrete Sidewalk | Textured Concrete Berm | 4' x 6' Cast Iron Tree Grate |  |  |
|                                    |  | L.F.                        | L.F.                  | S.F.                    | S.F.              | S.F.                   | EA.                          |  |  |
| <b>Phase 1 - State St.</b>         |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>E. MAIN ST. TO EX. MILL ST.</b> |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing              |  |                             | 1380                  |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                  |  |                             |                       |                         | 13800             |                        |                              |  |  |
| Textured Concrete Berm             |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>EX. MILL ST. TO CROSS ST.</b>   |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing              |  |                             | 150                   |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                  |  |                             |                       |                         | 6400              |                        |                              |  |  |
| Textured Concrete Berm             |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>PHASE 1 SUBTOTALS:</b>          |  | <b>0</b>                    | <b>1530</b>           | <b>0</b>                | <b>20200</b>      | <b>0</b>               | <b>0</b>                     |  |  |
| <b>Phase 2A - Pratt St.</b>        |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>E. MAIN ST. TO EX. MILL ST.</b> |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing              |  |                             | 125                   |                         |                   |                        |                              |  |  |
| Median Granite Stone Curbing       |  |                             | 2600                  |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                  |  |                             |                       |                         | 12500             |                        |                              |  |  |
| <b>EX. MILL ST. TO CENTER ST.</b>  |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing              |  |                             | 200                   |                         |                   |                        |                              |  |  |
| Median Granite Stone Curbing       |  |                             | 1480                  |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                  |  |                             |                       |                         | 20000             |                        |                              |  |  |
| <b>PHASE 2A SUBTOTALS:</b>         |  | <b>0</b>                    | <b>4405</b>           | <b>0</b>                | <b>32500</b>      | <b>0</b>               | <b>0</b>                     |  |  |

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|-----------------|-----------------|---|-------------|-----------|
| PREPARED BY: AD | DATE: 1/10/2011 |  | PROJECT NO. | SHEET NO. |
| CHECKED BY: RL  | DATE: 1/10/2011 |   | DOT 15-XXX  | OF        |
|                 |                 |   | LUCHS       |           |

**SUBJECT: MERIDEN TOD STUDY**

**ROADWAY QUANTITY ESTIMATES**


| ITEM NUMBER                                     |  |  | 0814002                     | 0813021               | 0921013A                | 0921001A          | 0921032A               | 0951XXXXA                    |  |  |
|---|--|--|-----------------------------|-----------------------|-------------------------|-------------------|------------------------|------------------------------|--|--|
| LOCATION AND DESCRIPTION                        |  |  | Reset Granite Stone Curbing | Granite Stone Curbing | Concrete Driveway Apron | Concrete Sidewalk | Textured Concrete Berm | 4' x 6' Cast Iron Tree Grate |  |  |
|   |  |  | L.F.                        | L.F.                  | S.F.                    | S.F.              | S.F.                   | EA.                          |  |  |
| <b>Phase 3 - The Loop</b>                       |  |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>E. MAIN ST. PRATT TO COLONY</b>              |  |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing                           |  |  |                             | 1850                  |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                               |  |  |                             |                       |                         | 18500             |                        |                              |  |  |
| <b>PERKINS ST. - PRATT ST. TO COLONY ST.</b>    |  |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing                           |  |  |                             | 1752                  |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                               |  |  |                             |                       |                         | 17520             |                        |                              |  |  |
| <b>PHASE 3 SUBTOTALS:</b>                       |  |  | <b>0</b>                    | <b>3602</b>           | <b>0</b>                | <b>36020</b>      | <b>0</b>               | <b>0</b>                     |  |  |
| <b>Phase 4A - W. Main St. &amp; Hanover St.</b> |  |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>W. MAIN ST. - COOK TO COLONY ST.</b>         |  |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing                           |  |  |                             | 250                   |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                               |  |  |                             |                       |                         | 25000             |                        |                              |  |  |
| Textured Concrete Berm                          |  |  |                             |                       |                         |                   |                        |                              |  |  |
| 4' x 6' Cast Iron Tree Grate                    |  |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>HANOVER ST. - PERKINS ST. - COOK ST.</b>     |  |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing                           |  |  |                             | 290                   |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                               |  |  |                             |                       |                         | 0                 |                        |                              |  |  |
| Textured Concrete Berm                          |  |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>PHASE 4A SUBTOTALS:</b>                      |  |  | <b>0</b>                    | <b>540</b>            | <b>0</b>                | <b>25000</b>      | <b>0</b>               | <b>0</b>                     |  |  |

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| PREPARED BY: AD | DATE: 1/10/2011 |  | PROJECT NO. | SHEET NO. |
| CHECKED BY: RL  | DATE: 1/10/2011 |   | DOT 15-XXX  | OF        |
| SUBJECT:        |                 | MERIDEN TOD STUDY   |             |           |
|                 |                 | LUCHS   |             |           |

**ROADWAY QUANTITY ESTIMATES**

| ITEM NUMBER                            |  | 0814002                     | 0813021               | 0921013A                | 0921001A          | 0921032A               | 0951XXXXA                    |  |  |
|--|--|-----------------------------|-----------------------|-------------------------|-------------------|------------------------|------------------------------|--|--|
| LOCATION AND DESCRIPTION               |  | Reset Granite Stone Curbing | Granite Stone Curbing | Concrete Driveway Apron | Concrete Sidewalk | Textured Concrete Berm | 4' x 6' Cast Iron Tree Grate |  |  |
|  |  | L.F.                        | L.F.                  | S.F.                    | S.F.              | S.F.                   | EA.                          |  |  |
| <b>Phase 4B - Route 71 (Cook Ave.)</b> |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>W. MAIN ST. - HANOVER ST.</b>       |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing                  |  |                             | 200                   |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                      |  |                             |                       |                         | 0                 |                        |                              |  |  |
| Textured Concrete Berm                 |  |                             |                       |                         |                   |                        |                              |  |  |
| 4' x 6' Cast Iron Tree Grate           |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>PHASE 4B SUBTOTALS:</b>             |  | <b>0</b>                    | <b>200</b>            | <b>0</b>                | <b>0</b>          | <b>0</b>               | <b>0</b>                     |  |  |
| <b>Phase 5 - Colony St.</b>            |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing                  |  |                             | 230                   |                         |                   |                        |                              |  |  |
| Concrete Driveway Apron                |  |                             |                       |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                      |  |                             |                       |                         | 23060             |                        |                              |  |  |
| Textured Concrete Berm                 |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>PHASE 5 SUBTOTALS:</b>              |  | <b>0</b>                    | <b>230</b>            | <b>0</b>                | <b>23060</b>      | <b>0</b>               | <b>0</b>                     |  |  |
| <b>Phase 6 - Mill St.</b>              |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>RELOCATED MILL ST.</b>              |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing                  |  |                             | 600                   |                         |                   |                        |                              |  |  |
| Reset Granite Stone Curbing            |  | 1776                        |                       |                         |                   |                        |                              |  |  |
| Concrete Driveway Apron                |  |                             |                       |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                      |  |                             |                       |                         | 11880             |                        |                              |  |  |
| Textured Concrete Berm                 |  |                             |                       |                         |                   |                        |                              |  |  |
| 4' x 6' Cast Iron Tree Grate           |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>PHASE 6 SUBTOTALS:</b>              |  | <b>1776</b>                 | <b>600</b>            | <b>0</b>                | <b>11880</b>      | <b>0</b>               | <b>0</b>                     |  |  |



|                 |                 |   |             |           |
|-----------------|-----------------|---|-------------|-----------|
| PREPARED BY: AD | DATE: 1/10/2011 |  | PROJECT NO. | SHEET NO. |
| CHECKED BY: RL  | DATE: 1/10/2011 |   | DOT 15-XXX  | OF        |
| SUBJECT:        |                 | MERIDEN TOD STUDY   |             |           |

**ROADWAY QUANTITY ESTIMATES**

| ITEM NUMBER                               |  | 0814002                     | 0813021               | 0921013A                | 0921001A          | 0921032A               | 0951XXXXA                    |  |  |
|---|--|-----------------------------|-----------------------|-------------------------|-------------------|------------------------|------------------------------|--|--|
| LOCATION AND DESCRIPTION                  |  | Reset Granite Stone Curbing | Granite Stone Curbing | Concrete Driveway Apron | Concrete Sidewalk | Textured Concrete Berm | 4' x 6' Cast Iron Tree Grate |  |  |
|   |  | L.F.                        | L.F.                  | S.F.                    | S.F.              | S.F.                   | EA.                          |  |  |
| <b>Phase 7 - Pratt St.</b>                |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>PRATT ST. - CAMP ST. TO CENTER ST.</b> |  |                             |                       |                         |                   |                        |                              |  |  |
| Granite Stone Curbing                     |  |                             | 340                   |                         |                   |                        |                              |  |  |
| Median Granite Stone Curbing              |  |                             | 3440                  |                         |                   |                        |                              |  |  |
| Concrete Driveway Apron                   |  |                             |                       |                         |                   |                        |                              |  |  |
| Concrete Sidewalk                         |  |                             |                       |                         | 17000             |                        |                              |  |  |
| Textured Concrete Berm                    |  |                             |                       |                         |                   |                        |                              |  |  |
| 4' x 6' Cast Iron Tree Grate              |  |                             |                       |                         |                   |                        |                              |  |  |
| <b>PHASE 7 SUBTOTALS:</b>                 |  | <b>0</b>                    | <b>3780</b>           | <b>0</b>                | <b>17000</b>      | <b>0</b>               | <b>0</b>                     |  |  |
| <b>TOTALS:</b>                            |  | <b>1,776</b>                | <b>14,887</b>         | <b>0</b>                | <b>165,660</b>    | <b>0</b>               | <b>0</b>                     |  |  |

**MERIDEN TOD STUDY**  
**CITY OF MERIDEN**

**STORM DRAINAGE - STUDY COST ESTIMATE**

| <u>Item #</u> | <u>Description</u>                      | <u>Units</u> | <u>Quantity</u> | <u>Unit Price</u> | <u>Adj Factor</u> | <u>Adj Unit Price</u> | <u>Item Cost</u> | <u>Total Cost</u> |
|---------------|---|--------------|-----------------|-------------------|-------------------|-----------------------|------------------|-------------------|
| 0205003       | Trench Excavation (0'-10' Deep)         | LF           | 1.00            | \$ 20.00          | 1                 | \$ 20.00              | \$ 20.00         |                   |
| 0205004       | Rock in Trench Excavation (0'-10' Deep) | LF           | 1.00            | \$ 95.00          | 0.1               | \$ 9.50               | \$ 9.50          |                   |
| 0507001       | Type "C" Catch Basin                    | EA           | 0.01            | \$ 2,750.00       | 1                 | \$ 2,750.00           | \$ 27.50         |                   |
| 0507170       | Hydrodynamic Separator                  | EA           | 0.0003          | \$ 75,000.00      | 1                 | \$ 75,000.00          | \$ 24.75         |                   |
| 0507601       | Manhole                                 | EA           | 0.0020          | \$ 3,000.00       | 1                 | \$ 3,000.00           | \$ 6.00          |                   |
| 0651015       | 24" R.C. Pipe                           | LF           | 1.00            | \$ 85.00          | 1                 | \$ 85.00              | \$ 85.00         |                   |

\$ 172.75

Say

\$ 175.00

| <u>Location</u>                                 | <u>Length</u> | <u>Drainage Cost</u> | <u>Assumed Percentage</u> | <u>Actual Drainage Cost</u> |
|---|---------------|----------------------|---------------------------|-----------------------------|
|   | <u>(ft)</u>   | <u>(sq. ft.)</u>     | <u>(%)</u>                |                             |
| <b>PHASE 1 - STATE STREET</b>                   |               |                      |                           |                             |
| West Main St. to Cross St.                      | 1676          | \$293,300            | 100                       | \$293,300                   |
| <b>PHASE 2A - PRATT STREET</b>                  |               |                      |                           |                             |
| Center St. to East Main St.                     | 2277          | \$398,475            | 50                        | \$199,238                   |
| <b>PHASE 3 - DOWNTOWN LOOP</b>                  |               |                      |                           |                             |
| East Main St. - Pratt to Colony                 | 796           | \$139,300            | 100                       | \$139,300                   |
| Perkins St. - Pratt to Colony                   | 601           | \$105,175            | 100                       | \$105,175                   |
| Crown St. - Perkins to Match                    | 120           | \$21,000             | 100                       | \$21,000                    |
| South Colony St. - Perkins to Match             | 155           | \$27,125             | 100                       | \$27,125                    |
| <b>PHASE 4A - W. MAIN ST. &amp; HANOVER ST.</b> |               |                      |                           |                             |
| West Main St. - Colony to Cook                  | 1250          | \$218,750            | 25                        | \$54,688                    |
| Hanover St. - Perkins to Butler                 | 1440          | \$252,000            | 25                        | \$63,000                    |
| <b>PHASE 4B - ROUTE 71 (COOK AVE.)</b>          |               |                      |                           |                             |
| West Main St. - Hanover St.                     | 940           | \$164,500            | 15                        | \$24,675                    |
| <b>PHASE 5 - COLONY STREET</b>                  |               |                      |                           |                             |
| West Main St. to Brooks St.                     | 1006          | \$176,050            | 15                        | \$26,408                    |
| Brooks St. Intersection to Match                | 147           | \$25,725             | 15                        | \$3,859                     |
| <b>PHASE 6 - RELOCATED MILL STREET</b>          |               |                      |                           |                             |
| State St. to Pratt St.                          | 1188          | \$207,900            | 100                       | \$207,900                   |
| <b>PHASE 7 - PRATT STREET</b>                   |               |                      |                           |                             |
| Camp Ave. to Center St.                         | 1700          | \$297,500            | 50                        | \$148,750                   |
|   |               | <b>\$2,326,800</b>   |                           | <b>\$1,314,416</b>          |

MERIDEN TOD STUDY  
CITY OF MERIDEN

STREET LIGHTING - STUDY COST ESTIMATE

| Item #  | Description  | Units | Quantity | Unit Price           | Adj Factor | Adj Unit Price       | Item Cost          | Total Cost    |
|---------|--|-------|----------|----------------------|------------|----------------------|--------------------|---------------|
| 0000159 | 2" Schedule 40 PVC Conduit in Trench                                 | LF    | 1.00     | \$ 3.50              | 1          | \$ 3.50              | \$ 3.50            |               |
| 1002010 | Light Pole Base  | EA    | 0.04     | \$ 700.00            | 1          | \$ 700.00            | \$ 28.00           |               |
| 1003582 | Decorative Light Pole (20' Mounting Height)<br>With Single Luminaire | EA    | 0.04     | \$ 5,500.00          | 1          | \$ 5,500.00          | \$ 220.00          |               |
| 1014123 | Cable in Duct (Three No. 2 & One No. 8<br>Conductors)                | LF    | 1.00     | \$ 663.00<br>\$ 8.00 | 1<br>1     | \$ 663.00<br>\$ 8.00 | \$ 0.00<br>\$ 8.00 | \$ 256.00     |
|         |  |       |          |                      |            |                      |                    | Say \$ 265.00 |

| Location  | Length | Lighting Cost      | Assumed Percentage | Actual Lighting Cost |
|---|--------|--------------------|--------------------|----------------------|
|   | (ft)   | (sq. ft.)          | (%)                |                      |
| <b>PHASE 1 - STATE STREET</b>                   |        |                    |                    |                      |
| West Main St. to Cross St.                      | 1676   | \$444,140          | 100                | \$444,140            |
| <b>PHASE 2A - PRATT STREET</b>                  |        |                    |                    |                      |
| East Main St. to North of HUB Site              | 1300   | \$344,500          | 100                | \$344,500            |
| <b>PHASE 3 - DOWNTOWN LOOP</b>                  |        |                    |                    |                      |
| East Main St. - Pratt to Colony                 | 796    | \$210,940          | 100                | \$210,940            |
| Perkins St. - Pratt to Colony                   | 601    | \$159,265          | 100                | \$159,265            |
| Crown St. - Perkins to Match                    | 120    | \$31,800           | 100                | \$31,800             |
| South Colony St. - Perkins to Match             | 155    | \$41,075           | 100                | \$41,075             |
| <b>PHASE 4A - W. MAIN ST. &amp; HANOVER ST.</b> |        |                    |                    |                      |
| West Main St. - Colony to Cook                  | 1250   | \$331,250          | 25                 | \$82,813             |
| Hanover St. - Perkins to Butler                 | 1440   | \$381,600          | 0                  | \$0                  |
| <b>PHASE 4B - ROUTE 71 (COOK AVE.)</b>          |        |                    |                    |                      |
| West Main St. - Hanover St.                     | 940    | \$249,100          | 0                  | \$0                  |
| <b>PHASE 5 - COLONY STREET</b>                  |        |                    |                    |                      |
| West Main St. to Brooks St.                     | 1006   | \$266,590          | 25                 | \$66,648             |
| Brooks St. Intersection to Match                | 147    | \$38,955           | 25                 | \$9,739              |
| <b>PHASE 6 - RELOCATED MILL STREET</b>          |        |                    |                    |                      |
| State St. to Pratt St.                          | 1188   | \$314,820          | 0                  | \$0                  |
| <b>PHASE 7 - PRATT STREET</b>                   |        |                    |                    |                      |
| Camp Ave. to Center St.                         | 1700   | \$450,500          | 0                  | \$0                  |
|   |        | <b>\$3,264,535</b> |                    | <b>\$1,390,919</b>   |

Note: Phases 4B, 6 & 7 will have Cobra lighting provided by CL&P.

# Chapter 4

## Market Analysis Appendices

# Appendix 1: Market Analysis and Existing Conditions

## ECONOMIC AND DEMOGRAPHIC OVERVIEW

To achieve an understanding of the population living and working in Meriden, historical and projected household, employment, and income data were examined for the City of Meriden, downtown Meriden, and New Haven County. “Downtown” Meriden is defined as the area immediately surrounding the future Meriden Transit Center. By understanding historical and projected demographic trends for the area, future demand for development in the Meriden area was estimated. Moreover, this understanding helped frame a TOD plan that will position Meriden’s City Center for a revival based on the planned rail service and infrastructure improvements.

## POPULATION

The City of Meriden has experienced essentially no growth over the previous twenty years, increasing by less than 1 percent between 1990 and 2010. During the same period, New Haven County has grown from 805,000 to 863,000.

Future projections, however, indicate a much stronger relative growth for Meriden, with population increasing over 16 percent to nearly 70,000 in 2040, while the County is expected to realize just 2 percent growth between 2010 and 2020, with virtually no growth thereafter.

While the area is expected to accelerate in growth relative to the last 20 years, the majority of Meriden’s population growth is currently expected to occur in the more suburban areas of the city. As demonstrated by Table 1, the population in that area will grow by over 8 percent between 2010 and 2040 under current projections compared to 16 percent for the city as a whole.

**Table 1 . Historical and Projected Population by Area**

| Area                    | 1990    | 2000    | 2010    | 2020    | 2030    | 2040    |
|-------------------------|---------|---------|---------|---------|---------|---------|
| <b>Downtown</b>         | NA      | NA      | 7,804   | 8,015   | 8,232   | 8,455   |
| <b>10-year CAGR</b>     |         |         |         | 0.27%   | 0.27%   | 0.27%   |
| <b>Meriden</b>          | 59,479  | 58,244  | 59,827  | 62,898  | 66,127  | 69,522  |
| <b>10-year CAGR</b>     |         | -0.21%  | 0.27%   | 0.50%   | 0.50%   | 0.50%   |
| <b>New Haven County</b> | 805,678 | 826,161 | 863,685 | 888,311 | 894,347 | 887,767 |
| <b>10-year CAGR</b>     |         | 0.25%   | 0.45%   | 0.28%   | 0.07%   | -0.07%  |

Source: Global Insight, South Central Regional Council of Governments (SCRCOG), Parsons Brinckerhoff Analysis

## HOUSEHOLDS

Meriden experienced just 2 percent growth in total households in the two decades beginning in 1990, reaching 23,600 in 2010. During the same period, New Haven County has grown from 304,000 to 334,000, or nearly 10 percent. However similar to its population, Meriden’s total households is projected to increase by over 16 percent to 27,400 in 2040, while the County is expected to grow by only 3 percent during the same period.

Similar to population projections presented above, the majority of Meriden’s household growth is expected to occur outside the downtown area. As demonstrated by Table 2, City Center households will grow by nearly 9 percent between 2010 and 2040 under current projections, reaching a total of just over 3,800.

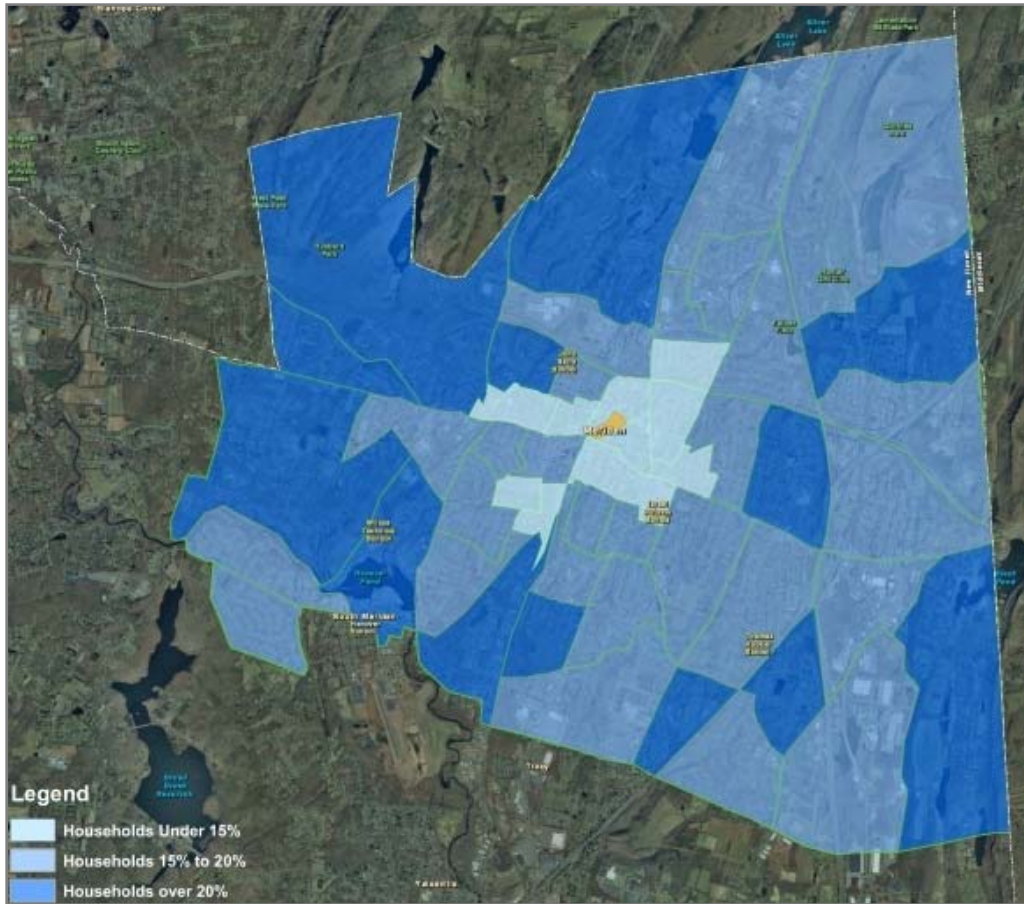
**Table 2. Historical and Projected Households by Area**

| Area                    | 1990    | 2000    | 2010    | 2020    | 2030    | 2040    |
|-------------------------|---------|---------|---------|---------|---------|---------|
| <b>Downtown</b>         | NA      | NA      | 3,519   | 3,619   | 3,723   | 3,829   |
| <b>10-year CAGR</b>     |         |         |         | 0.28%   | 0.28%   | 0.28%   |
| <b>Meriden</b>          | 23,108  | 22,951  | 23,601  | 24,819  | 26,099  | 27,446  |
| <b>10-year CAGR</b>     |         | -0.07%  | 0.28%   | 0.50%   | 0.50%   | 0.50%   |
| <b>New Haven County</b> | 304,509 | 320,107 | 334,715 | 349,010 | 349,887 | 346,375 |
| <b>10-year CAGR</b>     |         | 0.50%   | 0.45%   | 0.42%   | 0.03%   | -0.10%  |

Source: Global Insight, SCRCOG, Parsons Brinckerhoff Analysis

Figure 1 highlights where in Meriden-area household growth is forecasted to take place. The darkest areas represent traffic analysis zones (TAZ) where household growth is forecasted to be highest (greater than 20 percent), and the lightest areas where growth is forecasted to be weakest (less than 15 percent) during the forecast period. Growth is forecasted to be the strongest in the outlying areas of Meriden, where developable land still exists for residential construction. Growth is forecasted to be slowest in the urban core of Meriden surrounding the subject site, primarily due to the fact that the area is largely built out and minimal development opportunities exist relative to fringes of the city.

Figure 1: Projected Household Growth by TAZ: City of Meriden; 2010-2040



Source: SCRCOG, Parsons Brinckerhoff Analysis

## EMPLOYMENT

New Haven County was impacted heavily by the recent recession. Between 2000 and 2010, the City lost over 11 percent of its total employment and the County lost nearly 2 percent. Future projections, however, indicate a rebound for the County, increasing nearly 13 percent to 405,000 jobs in 2040. Meriden is projected to rebound more strongly, increasing its total employment from just under 25,000 in 2010 to over 32,000 in 2040, a 30 percent increase.

Despite much of the City’s industrial and retail activity occurring outside the downtown area, downtown Meriden is expected to essentially keep pace with the City’s employment growth. As shown in Table 3, downtown employment is expected to increase by 25 percent between 2010 and 2040, though this only accounts for about 1,000 new jobs.

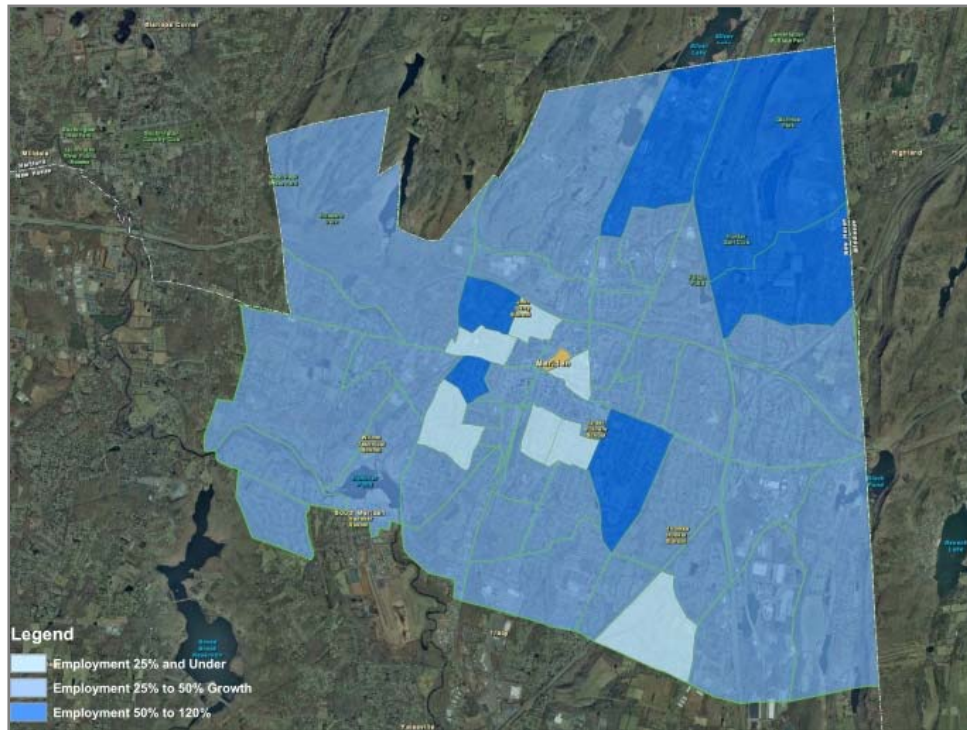
**Table 3: Historical and Projected Employment by Area**

| Area                    | 1990    | 2000    | 2010    | 2020    | 2030    | 2040    |
|-------------------------|---------|---------|---------|---------|---------|---------|
| <b>Downtown</b>         | NA      | NA      | 5,710   | 6,153   | 6,631   | 7,145   |
| <b>10-year CAGR</b>     |         |         |         | 0.75%   | 0.75%   | 0.75%   |
| <b>Meriden</b>          | NA      | 28,103  | 24,907  | 27,186  | 29,674  | 32,390  |
| <b>10-year CAGR</b>     |         |         | -1.20%  | 0.88%   | 0.88%   | 0.88%   |
| <b>New Haven County</b> | 365,364 | 381,181 | 359,134 | 388,244 | 397,819 | 405,292 |
| <b>10-year CAGR</b>     |         | 0.42%   | -0.59%  | 0.78%   | 0.24%   | 0.19%   |

Source: SCRCOG, Parsons Brinckerhoff Analysis

Figure 2 highlights where in the Meriden area that employment growth is forecasted to take place. The darkest areas are where employment growth is forecasted to be highest (greater than 50 percent), and the lightest areas are where growth is forecasted to be weakest (less than 25 percent) during the forecast period.

**Figure 2: Projected Employment Growth Rate by TAZ: City of Meriden; 2010-2040**



Source: SCRCOG, Parsons Brinckerhoff Analysis

In contrast to the forecasted household growth pattern, growth of employment is forecasted to be located in places with direct interstate access. The majority of the city is forecasted to experience moderate growth (25 to 50 percent) although some of the slowest growth areas are along the outlying perimeter of the downtown core.



Meriden’s long-range economic and demographic forecasts include strong growth relative to historical trends. This departure from recent historical trends is based on numerous factors, including Meriden’s central location between Hartford and New Haven. It is likely that in the longer term, forecasts assume that growth emanating from these two cities will take place on the outlying fringes, particularly along interstate corridors. As such, Meriden would be the beneficiary of outlying growth from two major cities, suggesting that it is poised to capitalize on its central location. In this regional context, a TOD in the downtown area that is focused around convenient access to both cities and beyond via commuter rail could be achieved with proper planning and developer incentives.

**REGIONAL AND LOCAL SUPPLY OVERVIEW**

To better understand historical market trends and existing conditions, Parsons Brinckerhoff examined relevant residential and commercial trends for Meriden and the surrounding regional submarkets. This analysis helped assess downtown Meriden’s relative competitiveness to the surrounding region, and grounds the anticipated downtown TOD redevelopment opportunity in market realities while factoring in the potentially catalytic impact of the increased rail service and HUB Park redevelopment.

**For-Sale Residential**

Like the majority of the nation, the For Sale residential market is currently weak in Meriden and the surrounding sub-markets. Historical permitting activity for Meriden and New Haven County show that both areas reached peaks in residential construction development in 2004, followed by dramatic declines as the housing market collapsed. In 2010, New Haven County experienced its first year-over-year increase since 2004, suggesting that a slight rebound may be taking place. However, Meriden experienced a 10-year permitting low in 2010, with only 17 single-family and multifamily permits issued.

**Table 4. Historical Residential Permits; City of Meriden and New Haven County, 2001-2010**

| Area             | 2001  | 2002  | 2003  | 2004  | 2005  | 2006  | 2007  | 2008 | 2009 | 2010  | 10-Year Avg. |
|------------------|-------|-------|-------|-------|-------|-------|-------|------|------|-------|--------------|
| Meriden          | 46    | 73    | 97    | 323   | 126   | 60    | 70    | 25   | 28   | 17    | 87           |
| New Haven County | 1,586 | 1,701 | 1,826 | 2,534 | 2,251 | 1,654 | 1,256 | 920  | 509  | 1,019 | 1,526        |
| Meriden Share    | 3.4%  | 4.4%  | 7.1%  | 7.6%  | 7.0%  | 5.0%  | 8.4%  | 4.1% | 7.1% | 3.8%  | 5.7%         |

Source: US Census, Parsons Brinckerhoff Analysis

Sales volume demonstrated a similar pattern over the past five years in downtown Meriden, the city of Meriden, and New Haven County. Figure 15 shows that all three areas experienced sharp declines from highs in 2005, each with slight improvements in 2010. Downtown’s recent historical share of sales volume has averaged 11 percent of total Meriden sales while the city of Meriden has averaged a 7.3 percent share of New Haven County.

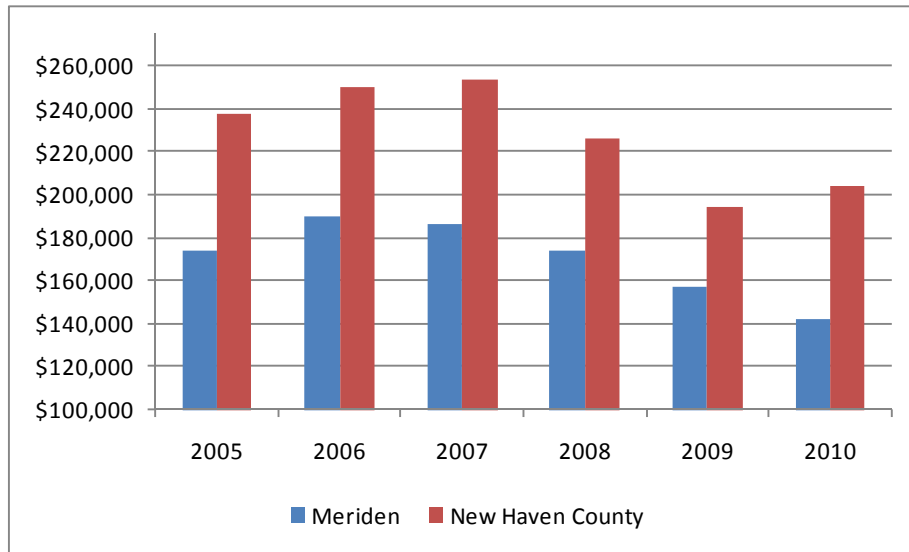
**Table 5. Historical Sales Volume; Downtown Meriden, City of Meriden, and New Haven County; 2005-2010**

| Area             | 2005   | 2006   | 2007   | 2008  | 2009  | 2010   | 5-Year Avg. |
|------------------|--------|--------|--------|-------|-------|--------|-------------|
| Downtown Meriden | 151    | 123    | 79     | 78    | 70    | 85     | 98          |
| Meriden          | 1,260  | 1,127  | 892    | 642   | 731   | 742    | 899         |
| Downtown Share   | 12.0%  | 10.9%  | 8.9%   | 12.1% | 9.6%  | 11.5%  | 10.9%       |
| New Haven County | 17,134 | 14,988 | 12,762 | 9,462 | 9,141 | 10,611 | 12,350      |
| Meriden Share    | 7.4%   | 7.5%   | 7.0%   | 6.8%  | 8.0%  | 7.0%   | 7.3%        |

Source: Hanley Wood, Parsons Brinckerhoff Analysis

Figure 3 highlights historical median price trends for Meriden and New Haven County. Meriden prices are significantly lower than the county average and both areas have experienced ongoing price declines over the period. While the county experienced an increase from 2009 to 2010, Meriden continued to decline over the same period.

**Figure 3: Historical Annual Median Sales Price; City of Meriden and New Haven County; 2005-2010**



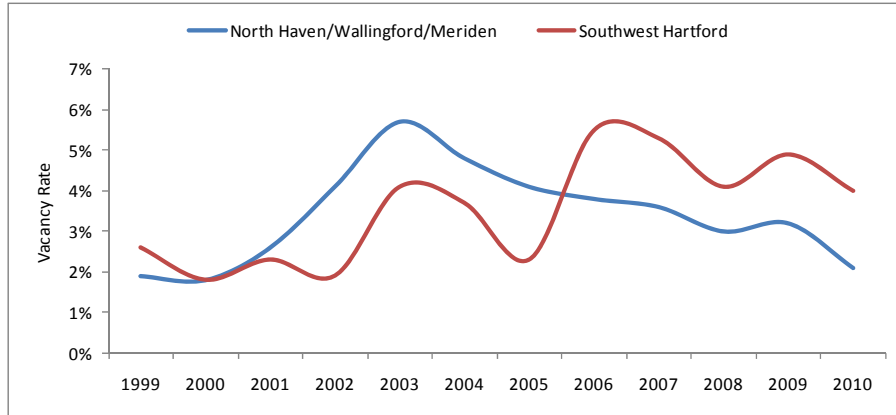
Source: Hanley Wood, Parsons Brinckerhoff Analysis

These price trends indicate that not only that Meriden trails the overall county in terms of achievable pricing, but that it is also still suffering from declines while the larger market has rebounded slightly.

**Rental Apartments**

Much like trends regionally and nationally, apartment vacancies in the Meriden submarket reached a 10-year low of 2.1 percent in 2010, and the nearby Hartford Southwest submarket hit a 5-year low of 4 percent, as shown in Figure 4.

**Figure 4: Historical Apartment Vacancy Rate; North Haven/Wallingford/Meriden Submarket and Southwest Hartford Submarket; 1999-2010**

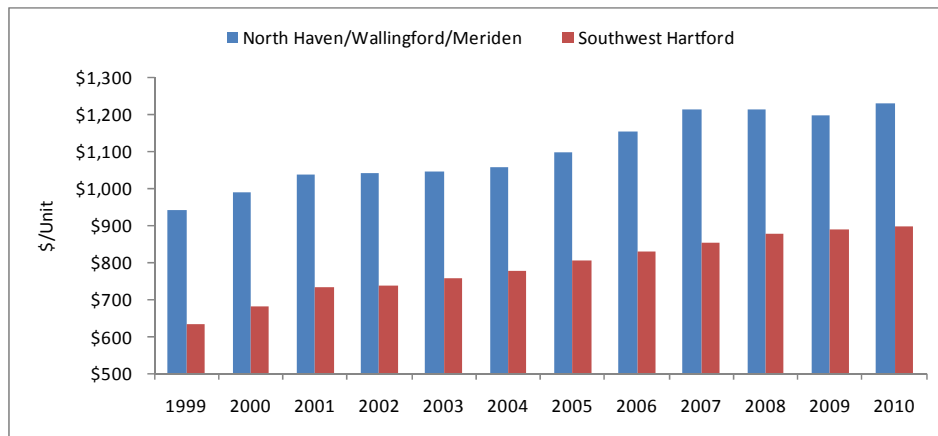


Source: REIS, Parsons Brinckerhoff Analysis

Ongoing weakness in the For Sale market combined with socioeconomic trends has sparked an increase in rental apartment demand in recent years. Furthermore, supply is somewhat constrained due to a lack of apartment development during the housing boom earlier in the decade.

As vacancies have declined, rents have gradually increased since 1999. The North Haven/Meriden submarket had rents grow at an annual rate of 2.5 percent from 1999 to 2010, with average rents just above \$1,200.

**Figure 5: Historical Average Monthly Apartment Rent per Unit; North Haven/Wallingford/Meriden Submarket and Southwest Hartford Submarket; 1999-2010**



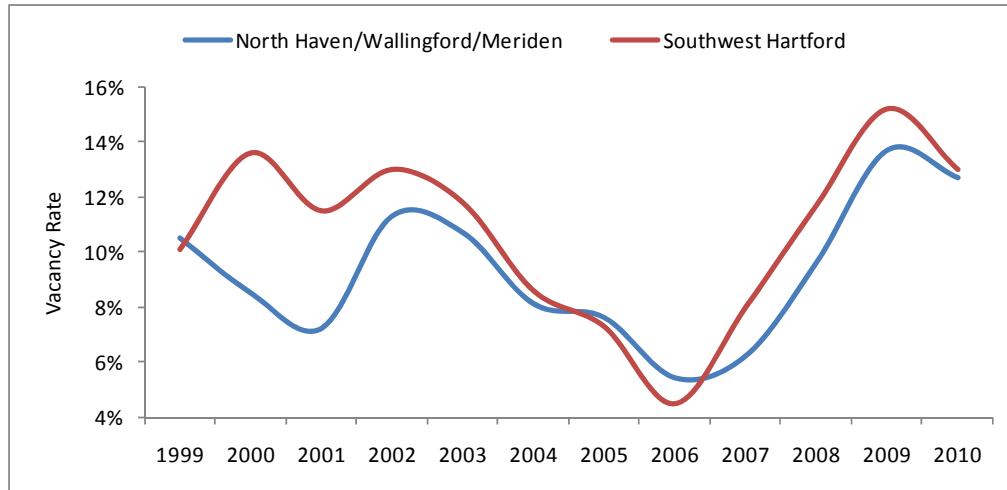
Source: REIS, Parsons Brinckerhoff Analysis

Meriden has experienced minimal new rental apartment development over the past decade. Newbury Village, built in 2005, is the only new apartment community delivered in Meriden over the past ten years. Located 3 miles southeast of downtown Meriden, the project has strong access, with close proximity to both I-91 and I-691. Rents range from \$1,175 for a 658-SF studio (\$1.79/SF) to \$1,825 for a 1,319-SF 2-bedroom unit (\$1.38/SF).

### Retail Space

Retail conditions in the Meriden submarket and in downtown are currently weak. Both the North Haven/Wallingford/Meriden and Southwest Hartford submarkets experienced vacancy rate lows in 2006 and peaks in 2009, with slight declines in 2010. This trend is similar to retail trends regionally and nationally.

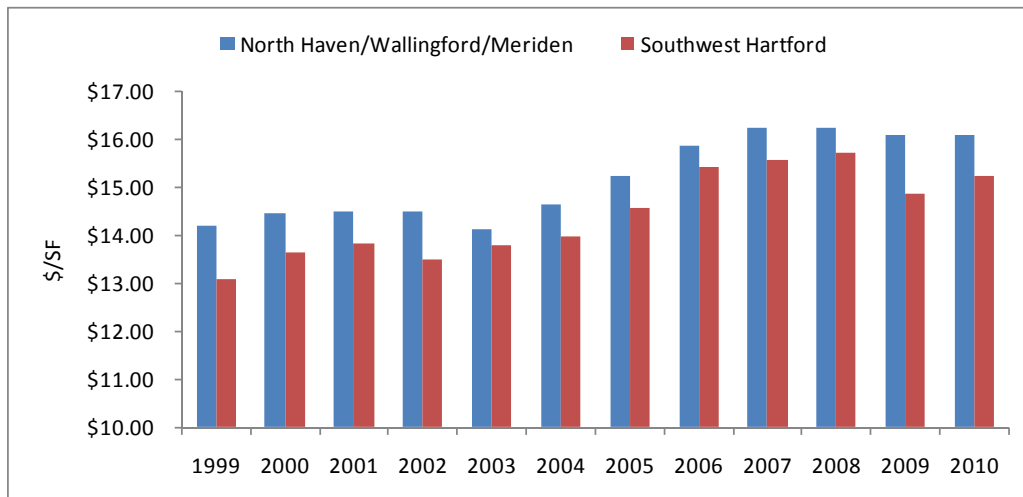
**Figure 6: Historical Retail Vacancy Rate; North Haven/Wallingford/Meriden Submarket and Southwest Hartford Submarket; 1999-2010**



Source: REIS, Parsons Brinckerhoff Analysis

Both submarkets had periods of positive net absorption from 2003 through 2006. Asking rents reflect these trends, with rents increasing over the same period, peaking in 2008, followed by a period of declining rents.

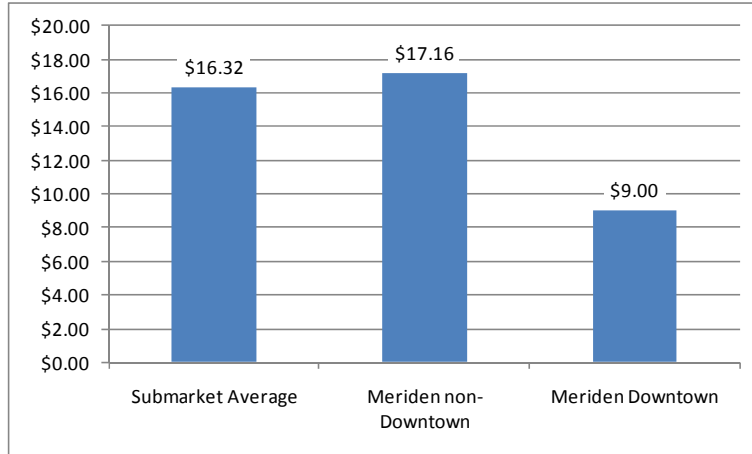
**Figure 7: Historical Average Retail Rent; North Haven/Wallingford/Meriden Submarket and Southwest Hartford Submarket; 1999-2010**



Source: REIS, Parsons Brinckerhoff Analysis

Downtown Meriden's retail market appears to be generally weaker than the submarket as a whole. Average asking rents as of the 1st quarter 2011 for the North Haven/Wallingford/Meriden submarket were \$16.32 per square foot. However, asking rents for available space in downtown range from \$6.00 to \$11.50, a significant discount to the submarket average. Furthermore, asking rents in Meriden spaces located outside of downtown average over \$17.00 per square foot.

**Figure 8: Average Retail Rent per Square Foot; North Haven/Wallingford/Meriden Submarket, Meriden non-Downtown space, and Downtown Meriden; 1<sup>st</sup> Quarter 2011**



Source: REIS, Parsons Brinckerhoff Analysis

Regional retail demand is being met by the Westfield Meriden Mall (with current asking rents of \$20 to \$25 per square foot) while neighborhood- and community-serving retail demand is served by newer retail developments on more heavily-trafficked arterials outside of the downtown Meriden area. As such, the current retail opportunity in downtown is limited to demand from daytime population comprised of local employees at some of the nearby office spaces.

### Regional Competition

While historical downtown market conditions suggest a relatively unproven development opportunity, the HUB redevelopment, planned expansion of Middlesex Community College, and increased rail capacity should in combination serve as a major catalyst to jumpstart demand in the area. However, the same logic holds for other areas in the region that stand to benefit from the increased rail capacity. As such, the most likely direct competitors to the Meriden TOD include potential TOD developments at other nearby station areas along the New Haven-Hartford-Springfield rail corridor.

Besides Meriden, there are currently two other existing Amtrak stations between New Haven and Hartford, in Wallingford to the south and Berlin to the north. Furthermore, between New Haven and Hartford, three new commuter stations are planned in nearby cities and towns along the corridor: North Haven, between the New Haven and Wallingford stops; Newington and West Hartford, between the existing Berlin and Hartford stations.



Source: New Haven – Hartford – Springfield Rail Project

Geographically, Wallingford and Berlin represent the most direct potential competition for potential TOD development. The planned/proposed stations in North Haven and Newington will likely attract households and employment seeking suburban locations near New Haven and Hartford, respectively. As such, any planned large-scale TOD at these stations could impact demand for similar products in Meriden.

**Wallingford** – The Wallingford station is located in the town’s central business district, which is located along the eastern side of the rail line. Land uses in the CBD near the station are primarily commercial, including retail, services, and some smaller-scale office. The areas immediately surrounding the station are built out yielding minimal TOD opportunities, although some small-scale redevelopment opportunities exist. Wallingford officials are, however, considering relocating the station to a site that has walkable proximity to a larger concentration of households than the current station has, in order to better optimize some of the station area benefits.

**Berlin** – The historic Berlin Railroad Station is surrounded by a mix of lower density residential and industrial uses. The station was recently renovated and adopted plans indicate that the town of Berlin is pursuing TOD redevelopment opportunities in areas immediately surrounding the station. The plans identify underutilized parcels that could be redeveloped into mixed-use TOD. Although the effort has backing from city officials and TOD redevelopment potential exists, the station area opportunity is likely weaker than that of Meriden because it is relatively distant from Berlin’s CBD. However, this relative site weakness is somewhat offset by the likelihood that the station’s surrounding parcels could face lower barriers to redevelopment relative to those in Meriden.

# Appendix 2: Regional and National Comparables

As part of its analysis, case studies were sought to identify and conduct relevant local and regional best practices for the planning and implementation of TOD. Despite a lack of local TOD projects that perfectly parallel Meriden’s case, the projects in this section all offer examples of successful planning, coordination, and/or implementation of TOD projects. The projects range from large-scale transit HUBs and employment centers to suburban commuter stops; these examples demonstrate that when planned carefully, the same TOD principles can be implemented successfully across a wide range of settings.

## **STAMFORD, CT, HARBOR POINT**

Construction is currently underway in the City of Stamford on the Harbor Point mixed-use development, which occupies 80 acres along the city’s South End waterfront and is accessible to Downtown Stamford and I-95. Harbor Point is a 10-minute walk from the Stamford Transportation Center, which provides Amtrak and Metro-North Railroad rail service along the Northeast Corridor. The Smart Growth practices employed at Harbor Point were outlined in the State Conservation and Development Policies Plan, which encourages community and environmental revitalization centered on existing infrastructure and a commitment to providing public open spaces.

New development at Harbor Point features six million square feet of new development, including 4,000 housing units (10 percent affordable housing) and one million square feet of office, hotel and retail space. The plan also includes 16.5 acres of open space and a 1.5-acre school site.

Development at Harbor Point began in 2008 amidst the deep economic recession and nears completion today. At full build out, the Harbor Point TOD is expected to generate \$22.6 million in annual property tax revenue, \$18 million in sales and other taxes, \$38 million in fees and create 2,900 permanent jobs in the City of Stamford.

## **BETHEL, CT RAIL STATION**

The Bethel Rail Station TOD is a proposed 20-acre mixed-use development centered on the town’s Metro-North Railroad rail station on the northern end of Bethel Village Center. The site was designed in response to the growing numbers of local residents commuting south to Stamford and New York City and will offer pedestrian-friendly commercial, office, institutional, and multi-family residential properties. Bethel Village Center is home to significant retail activity and as such, current plans call for little new retail development.

The Rail Station TOD was formally supported in 2007 in the Bethel Plan of Conservation and Development, which proposed changes to Town zoning laws allowing for higher density mixed-use development, pedestrian-friendly infrastructure, and cosmetic changes such as water fountains near the



rail station. An emphasis was placed on moderately-dense residential developments with integrated transit options.

In 2010, the Housatonic Valley Council of Elected Officials (HVCEO) released updated conceptual plans for the TOD in its Bethel Rail Station Transit-Oriented Development Feasibility Study, which call for approximately 200,000 square feet of office property, 130 to 200 dwelling units and 1,100 to 1,300 new parking spaces to support park and ride activity on the rail line. Plans also included recommendations on steps needed to move forward with the new development. In addition to public outreach and zoning changes, the study also recommended upgrading the local transit infrastructure, including the addition of a west platform at the station to benefit reverse commuters travelling to office and retail locations within the TOD.

The Feasibility Study estimated that the future TOD would generate annual property tax revenues ranging from \$880,000 to \$1.1 million, which is between 6.9 and 8.6 times the property's current yield. Plans for the Bethel Rail Station TOD are currently under further consideration.

## SILVER SPRING, MD

Silver Spring's 22-acre downtown redevelopment centers on its Metro stop, part of Washington, DC's subway system. The TOD began in 1998, when after several decades of decline, the public sector teamed with private developers to target the area directly surrounding the City's metro station for new development. Between 2000 and 2010, the public and private sectors teamed to invest \$1.8 billion in new development in the area, generating \$3.6 million in added property tax revenue in the first four years (2000 – 2004) alone. In the first 10 years of development, over 800,000 square feet of office space was added to the area, retail space increased by 80 percent, and 2,700 housing units were added. During this process, over one million square feet of existing buildings were renovated.



Source: WMATA

While some of this investment was fueled by strong regional growth during the period, Silver Spring helped guide development by creating a town center focused on mixed-use and higher densities, which has helped make the Silver Spring Metro Station become the busiest Metro stop in Maryland. Local and county incentives have included tax credits on expansions and improvements, priority inspections and permitting, a "Live Near Your Work" program providing funding for residents who purchase homes locally, and local business services. This year, Montgomery County will continue its investment in downtown Silver Spring with the opening of a new Transit Center (above), a multi-modal facility with access to bus and rail services, including future access to the upcoming Purple Line light rail.



## BRUNSWICK, ME

After lying vacant for 20 years, the town of Brunswick purchased the 3.88-acre former rail yard in 1998 with plans to eventually rehabilitate the contaminated site. Plans for commercial development of the property along with 20 adjacent acres did not begin until 2004. Success of the project is attributed to Amtrak's Downeaster rail service between Portland and Boston and heavy local interest in the property's central location. The city's foresight in acquiring the property and positioning it for redevelopment was critical to the TOD's success.

The Maine Street Station TOD is now a 24-acre redevelopment project in downtown Brunswick, Maine centered on the town's rail station serving the Maine Eastern and Amtrak beginning in 2012. Still under development, the completed project will increase economic activity and access to other parts of the state. The project will feature 130,000 square feet of mixed-use development, including 26,000 square feet of residential units, 36,000 square feet of office, and 27,000 square feet of retail property.

