

# ***Lime Kiln Road – Route 15 Intersection***

Original Traffic Counts - VTrans  
VTrans Accident Summary

The Vermont Agency of Transportation  
 Traffic Research/ Engineering Service  
 Turning Movement Report

Counter: T-2090  
 Counted By: S.Herring  
 Weather: Sunny  
 15-2.1 Colchester

File Name : 15-2\_1am01  
 Site Code : 30405820  
 Start Date : 06/20/2001  
 Page No : 1

VT 15 & Lime Kiln Road

Groups Printed- Auto - Medium - Heavy

Start Time	From North				VT 15 from Essex Junction From East				Lime Kiln Road from Airport From South				VT 15 from Winooski (I-89) From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:00 AM	0	0	0	0	26	75	0	0	2	0	4	10	0	81	29	0	227
06:15 AM	0	0	0	0	31	110	0	0	7	0	5	15	0	148	32	0	348
06:30 AM	0	0	0	0	44	151	0	0	7	0	7	22	0	170	48	0	449
06:45 AM	0	0	0	0	78	224	0	0	9	0	5	19	0	182	55	1	573
Total	0	0	0	0	179	560	0	0	25	0	21	66	0	581	164	1	1597
07:00 AM	0	0	0	0	58	255	0	0	12	0	6	20	0	197	61	3	612
07:15 AM	0	0	0	0	68	289	1	0	22	0	8	28	0	191	48	1	656
07:30 AM	0	0	0	0	73	338	0	0	15	0	25	29	0	248	39	1	768
07:45 AM	0	0	0	0	73	350	0	0	27	0	24	23	0	268	49	2	816
Total	0	0	0	0	272	1232	1	0	76	0	63	100	0	904	197	7	2852
08:00 AM	0	0	0	0	85	265	0	0	21	0	23	22	0	206	39	2	663
08:15 AM	0	0	0	0	66	242	0	0	25	0	17	28	0	255	29	1	663
08:30 AM	0	0	0	0	39	270	0	0	28	0	18	22	0	191	27	3	598
08:45 AM	0	0	0	0	68	309	0	0	18	0	18	23	0	205	32	0	673
Total	0	0	0	0	258	1086	0	0	92	0	76	95	0	857	127	6	2597
09:00 AM	0	0	0	0	52	175	0	0	18	0	10	19	0	190	30	3	497
09:15 AM	0	0	0	0	48	177	0	0	18	0	5	28	0	141	16	2	435
09:30 AM	0	0	0	0	37	218	0	0	16	0	6	22	0	157	16	0	472
09:45 AM	0	0	0	0	50	187	0	0	17	0	16	26	0	188	22	1	507
Total	0	0	0	0	187	757	0	0	69	0	37	95	0	676	84	6	1911
10:00 AM	0	0	0	0	35	182	0	0	19	0	11	25	0	154	19	0	445
10:15 AM	0	0	0	0	49	179	0	0	18	0	12	24	0	141	12	0	435
10:30 AM	0	0	0	0	44	223	0	0	28	0	21	29	0	203	20	2	570
10:45 AM	0	0	0	0	60	196	0	0	18	0	17	41	0	190	28	0	550
Total	0	0	0	0	188	780	0	0	83	0	61	119	0	688	79	2	2000
11:00 AM	0	0	0	0	81	208	0	0	31	0	20	28	0	222	24	0	614
11:15 AM	0	0	0	0	61	221	0	0	24	0	25	37	0	169	25	0	562
11:30 AM	0	0	0	0	61	208	0	0	25	0	18	26	0	163	23	0	524
11:45 AM	0	0	0	0	65	253	0	0	36	0	23	21	0	176	24	0	598
Total	0	0	0	0	268	890	0	0	116	0	86	112	0	730	96	0	2298
Grand Total	0	0	0	0	1352	5305	1	0	461	0	344	587	0	4436	747	22	13255
Apprch %	0.0	0.0	0.0	0.0	20.3	79.7	0.0	0.0	33.1	0.0	24.7	42.2	0.0	85.2	14.4	0.4	
Total %	0.0	0.0	0.0	0.0	10.2	40.0	0.0	0.0	3.5	0.0	2.6	4.4	0.0	33.5	5.6	0.2	

AM PEAK

The Vermont Agency of Transportation  
 Traffic Research/ Engineering Service  
 Turning Movement Report

Counter: T-2097  
 Counted By: E.Murphy  
 Weather: Sunny  
 15-2.1 Colchester

File Name : 15-2\_1pm01  
 Site Code : 30405820  
 Start Date : 06/20/2001  
 Page No : 1

VT 15 & Lime Kiln Road

Groups Printed- Auto - Medium - Heavy

Start Time	From North				VT 15 from Essex Junction From East				Lime Kiln Road from Airport Park From South				VT 15 from Winooski(I-89S) From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
12:00 PM	0	0	0	0	73	230	0	0	37	0	24	35	0	239	28	0	666
12:15 PM	0	0	0	0	63	256	0	0	24	0	31	31	0	240	32	0	677
12:30 PM	0	0	0	0	67	224	0	0	24	0	30	20	0	215	26	1	607
12:45 PM	0	0	0	0	57	278	0	0	33	0	29	17	0	235	33	3	685
Total	0	0	0	0	260	988	0	0	118	0	114	103	0	929	119	4	2635
01:00 PM	0	0	0	0	36	184	0	0	23	0	18	26	0	200	19	1	507
01:15 PM	0	0	0	0	51	207	0	0	27	0	20	26	0	218	22	0	571
01:30 PM	0	0	0	0	41	216	0	0	20	0	26	40	0	225	21	3	592
01:45 PM	0	0	0	0	48	183	0	0	22	0	23	31	0	265	19	0	591
Total	0	0	0	0	176	790	0	0	92	0	87	123	0	908	81	4	2261
02:00 PM	0	0	0	0	50	193	0	0	29	0	20	30	0	214	24	0	560
02:15 PM	0	0	0	0	47	231	0	0	26	0	14	27	0	216	21	0	582
02:30 PM	0	0	0	0	58	229	0	0	26	0	22	39	0	199	19	0	592
02:45 PM	0	0	0	0	43	228	0	0	26	0	12	33	0	223	20	1	586
Total	0	0	0	0	198	881	0	0	107	0	68	129	0	852	84	1	2320
03:00 PM	0	0	0	0	52	224	0	0	33	0	26	35	0	249	31	0	650
03:15 PM	0	0	0	0	57	266	0	0	43	0	35	23	0	297	17	0	738
03:30 PM	0	0	0	0	55	295	0	0	43	4	32	28	0	279	27	1	764
03:45 PM	0	0	0	0	68	265	0	0	52	0	41	31	0	322	30	0	809
Total	0	0	0	0	232	1050	0	0	171	4	134	117	0	1147	105	1	2961
04:00 PM	0	0	0	0	61	263	0	0	64	0	48	41	0	283	32	4	796
04:15 PM	0	0	0	0	51	273	0	0	49	0	53	36	0	332	26	0	820
04:30 PM	0	0	0	0	68	307	0	0	53	0	69	35	0	359	30	0	921
04:45 PM	0	0	0	0	67	306	0	0	54	0	56	33	0	393	24	1	934
Total	0	0	0	0	247	1149	0	0	220	0	226	145	0	1367	112	5	3471
05:00 PM	0	0	0	0	68	294	0	0	57	0	68	27	0	355	37	0	906
05:15 PM	0	0	0	0	43	309	0	0	89	0	66	39	0	379	23	0	948
05:30 PM	0	0	0	0	52	243	0	0	43	0	61	27	0	349	27	1	803
05:45 PM	0	0	0	0	43	237	0	0	37	0	19	33	0	285	13	0	667
Total	0	0	0	0	206	1083	0	0	226	0	214	126	0	1368	100	1	3324
Grand Total	0	0	0	0	1319	5941	0	0	934	4	843	743	0	6571	601	16	16972
Apprch %	0.0	0.0	0.0	0.0	18.2	81.8	0.0	0.0	37.0	0.2	33.4	29.4	0.0	91.4	8.4	0.2	
Total %	0.0	0.0	0.0	0.0	7.8	35.0	0.0	0.0	5.5	0.0	5.0	4.4	0.0	38.7	3.5	0.1	

PM PEAK

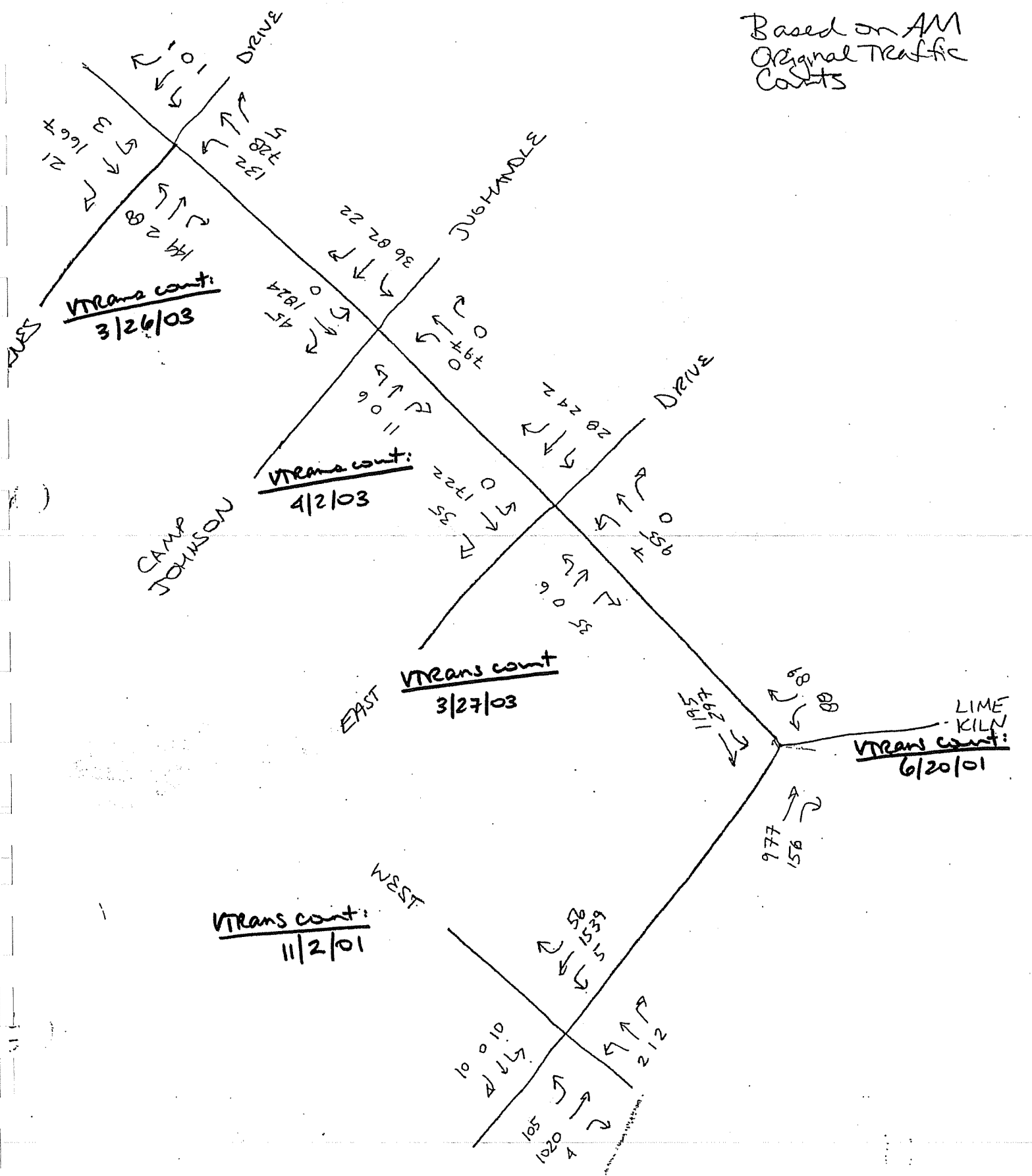
# *Traffic Volume Networks*

- AM Count Summary
- PM Count Summary
- DHV Calculation
- Network Layers
- 2008 AM Peak Hour Volumes (w/connector; no signal)
- 2008 AM Peak Hour Adj (w/connector; no signal)
- 2008 PM Peak Hours Volumes (w/connector; no signal)
- 2008 PM Peak Hour Adj (w/connector; no signal)
- 2008 AM Peak Hour Volumes (w/connector; w/ signal)
- 2008 AM Peak Hour Adj (w/connector; w/signal)
- 2008 PM Peak Hours Volumes (w/connector; w/signal)
- 2008 PM Peak Hour Adj (w/connector; w/signal)
- 2028 AM Peak Hour Base Volumes (no connector)
- 2028 PM Peak Hours Base Volumes (no connector)
- 2028 AM Peak Hour Volume (w/connector; no signal)
- 2028 AM Peak Hour Adj (w/connector; no signal)
- 2028 PM Peak Hour Volume (w/connector; no signal)
- 2028 PM Peak Hour Adj (w/connector; no signal)
- 2028 AM Peak Hour Volume (w/connector; w/signal)
- 2028 AM Peak Hour Adj (w/connector; w/signal)
- 2028 PM Peak Hour Volume (w/connector; w/signal)
- 2028 PM Peak Hour Adj (w/connector; w/signal)

DUFRESNE-HENRY

PREPARED BY SRZ DATE 1/25/05 PROJECT NO. 6320020.07  
 CALCULATIONS CHECKED BY AM Network Data DATE \_\_\_\_\_ SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 ASSUMPTIONS / METHODS CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SUBJECT \_\_\_\_\_

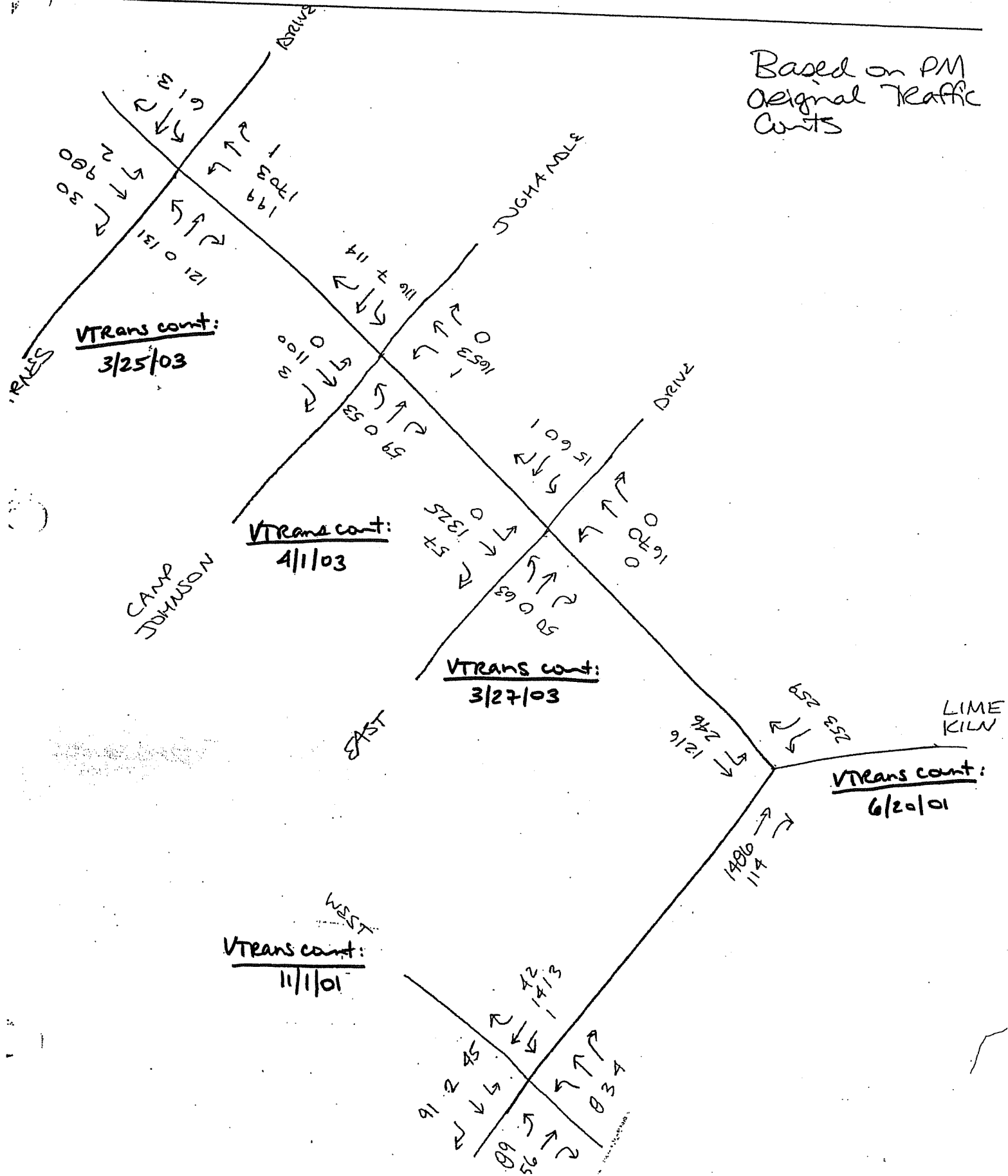
Based on AM Original Traffic Counts



DUFRESNE-HENRY

PREPARED BY SRZ DATE 1/25/05 PROJECT NO. 6320020,07  
 CALCULATIONS CHECKED BY PM Network Data DATE \_\_\_\_\_ SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 ASSUMPTIONS / METHODS CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SUBJECT \_\_\_\_\_

Based on PM Original Traffic Counts



DUFRESNE-HENRY

PREPARED BY SRZ DATE 2/3/05 PROJECT NO. 6320020.07  
 CALCULATIONS CHECKED BY DDP DATE 2/4/05 SHEET NO. 1 OF 1  
 ASSUMPTIONS / METHODS CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SUBJECT DHV Factoring Summary

**St. Mike's Project DHV Factors**

ST. MIKE'S EAST DRIVE → COUNT DATE 3/27/03  
 LIME KILN RD COUNT DATE → 6/20/01  
 ASSUME GROWTH → 1.80%

STA D040 in Colchester

30<sup>th</sup> highest on 8/28/03 (TH) 5:00 - 6:00 PM  
 Volume → 1667

on 3/27/03 St. Mike's East TMC conducted, volume @ count station w/ this date → 1614

$$\text{DHV Factor} = \frac{1667}{1614} = \underline{1.033}$$

• 2028 •

AAST 14,100 2003 @ D040 Colchester Rt 7 2003 → 2028

$$14,100 (1.018)^{25} = 1.562 (14,100) = 22,025$$

DHV red book = 2310 F6-2

$$\frac{2310}{1667} = 1.3857 \quad 2003 \rightarrow 2028$$

1.386 x 1.033 = 1.43 Apply to three movements @ Lime Kiln Rd

• 2008 •

$$14,100 (1.018)^5 = 15,416 \text{ AAST}$$

1630 DHV (red book)

$$\frac{1630}{1667} = 0.978 \quad 2003 \rightarrow 2008$$

$$0.978 \times 1.033 = 1.010$$

1.01 x 1.033 = 1.04 Apply to three movements @ Lime Kiln Road

↖ DHV not likely to be negative growth.  
 Assume 1% growth as noted on VTTRANS short term growth factor for D040 in Colchester. For 1998 → 2003, to be applied here for 2003 → 2008.

## 2003 CTC Summary and Monthly Factor Report

Site ID	Route	Town	Seasonal	Regression	AADT	AAWDT	#1 High	30th High	%k	Eight Consecutive High Hours	%MCV
			Adjustment Factor Group								
P6A002	VT17	Addison	4	C	3500	3600	472	436	12.5	3339	19.7
P6A018	US7	Leicester	2	C	6300	6700	797	672	10.7	5081	11.7
P6A019	VT22A	Orwell	2	C	3400	3500	492	403	11.9	3304	12.2
P6A041	US7	New Haven	2	C	6900	7300	807	721	10.4	5371	11.1
P6A111	VT22A	Addison	2	C	4700	4800	607	546	11.6	4232	12.9
P6B015	VT67	Shaftsbury	3	B	3500	3600	422	370	10.6	2702	8.9
P6B026	VT11	Winhall	5	C	4200	4100	975	711	16.9	5843	18.7
P6B041	VT9	Bennington	2	B	9700	9800	1418	1148	11.8	10199	8.9
P6B061	MC0118	Winhall	6	E	3700	3600	1178	840	22.7	6496	36.8
P6B137	VT313	Arlington	2	C	1600	1500	296	219	13.7	2101	16.2
P6B138	VT346	Pownal	2	C	1500	1500	258	170	11.3	1268	11.7
P6B282	US7	Shaftsbury	2	C	6000	6100	1036	791	13.2	7051	10.9
P6C002	I91	Sheffield	4	A	4800	5000	782	642	13.4	5415	16.3
P6C007	VT15	Hardwick	2	C	4600	4900	613	519	11.3	3804	13.5
P6C015	I93	Waterford	4	A	5600	5500	914	759	13.6	6396	17.2
P6C028	US2	Danville	2	C	7000	7500	916	809	11.6	6431	16
P6D001	VT127	Burlington	3	B	16300	17800	1832	1730	10.6	11058	6.9
P6D002	US7	Shelburne	3	B	17800	18600	1779	1623	9.1	12801	9.4
P6D040	US7	Colchester	3	B	14100	15400	1854	1667	11.8	10824	8.3
P6D061	US2	Williston	3	B	10900	12200	1358	1189	10.9	9815	6.8
P6D091	I89	South Burlington	3	A	52500	57400	6558	5630	10.7	9815	7.1
P6D092	I89	Colchester	3	A	30000	32700	3789	3484	11.6	22144	9.7
P6D099	I189	South Burlington	3	A	39100	43000	4325	4101	10.5	29299	5.2
P6D129	VT2A	Williston	3	B	18600	20000	1990	1815	9.8	13644	6
P6D132	US7	Charlotte	2	C	11300	11700	1262	1135	10.0	8442	10.7
P6E020	US2	Concord	4	C	3200	3200	497	426	13.3	3586	21.9
P6F029	US7	Georgia	3	C	3900	4200	499	431	11.1	2768	10.5
P6F096	I89	Swanton	1	A	9700	10200	1257	1007	10.4	8232	9.7
P6G005	US2	South Hero	4	C	9000	9300	1210	1071	11.9	8762	18.8
P6G025	US2	Grand Isle	4	C	3000	3000	548	461	15.4	3756	29.2
P6G118	US2	Alburt	4	C	4300	4300	655	540	12.6	4304	19.8
P6L047	VT12	Elmore	2	C	1100	1200	193	152	13.8	1168	16.9
P6L057	VT108	Stowe	6	C	3000	2600	1171	870	29.0	6246	43.1
P6N001	I91	Fairlee	1	A	9800	10300	1309	1164	11.9	9288	14.4
P6N002	I91	Bradford	1	A	7900	8400	1137	978	12.4	7840	13.9
P6P004	VT100	Westfield	2	C	2300	2300	304	251	10.9	2163	11.5
P6P082	I91	Derby	4	A	3500	3700	609	479	13.7	4205	18.5
P6R001	US4	Fair Haven	1	A	7400	7100	1143	907	12.3	7996	12.7
P6R005	US4	Killington	5	C	10300	10200	1769	1301	12.6	10898	10.4
P6R012	VT31	Wells	2	C	900	900	169	104	11.6	748	11.1
P6R017	VT103	Mt Holly	2	C	5500	5600	690	588	10.7	4568	9.1
P6R020	US4	Fair Haven	1	A	8200	8000	1188	984	12.0	8397	13.6
P6R022	US7	Rutland Town	3	B	22800	24600	2500	2287	10.0	16902	6.4
P6R084	US4	West Rutland	1	C	13300	14000	1499	1353	10.2	10042	8.1
P6R100	US7	Brandon	2	C	6000	6400	775	642	10.7	4938	12.3
P6R261	VT22A	Fair Haven	2	C	2900	3000	391	340	11.7	2511	19.2
P6W002	I89	Berlin	1	A	21400	22700	3050	2658	12.4	19210	10.6
P6W004	VT62	Barre City	3	B	12100	13500	1413	1330	11.0	9067	5.3
P6W006	US302	Berlin	3	B	14600	16000	1641	1507	10.3	11279	5.5
P6W014	US302	Barre City	3	B	16900	17700	1760	1330	7.9	10480	5.4
P6W024	US2	Montpelier	3	B	12100	13600	1643	1319	10.9	10252	9.1
P6W055	VT17	Fayston	5	E	1100	1000	409	262	23.8	1976	24.2
P6W062	MC0203	Warren	6	E	2600	2400	902	647	24.9	4876	35

Continued on next page ...

30<sup>th</sup> highest hour  
P6D040

Ranked Highest Volume Hours: P6D040 R+7 in Colchester

Station	Date	Day of Week	Hour of day	Volume	% of AADT	Rank
P6D002	12/16/03	Tuesday	16	1529	8.6	189
P6D002	07/10/03	Thursday	17	1528	8.6	190
P6D002	08/05/03	Tuesday	16	1528	8.6	191
P6D002	06/27/03	Friday	17	1528	8.6	192
P6D002	05/20/03	Tuesday	16	1528	8.6	193
P6D002	07/07/03	Monday	15	1527	8.6	194
P6D002	07/17/03	Thursday	16	1527	8.6	195
P6D002	10/04/03	Saturday	15	1527	8.6	196
P6D002	10/12/03	Sunday	13	1526	8.6	197
P6D002	07/12/03	Saturday	14	1526	8.6	198
P6D002	08/12/03	Tuesday	16	1526	8.6	199
P6D002	01/17/03	Friday	17	1526	8.6	200
P6D040	07/14/03	Monday	17	1854	13.1	1
P6D040	06/05/03	Thursday	17	1798	12.8	2
P6D040	06/04/03	Wednesday	17	1784	12.7	3
P6D040	07/10/03	Thursday	17	1777	12.6	4
P6D040	05/22/03	Thursday	17	1773	12.6	5
P6D040	05/30/03	Friday	17	1756	12.5	6
P6D040	06/02/03	Monday	17	1742	12.4	7
P6D040	05/21/03	Wednesday	17	1738	12.3	8
P6D040	05/27/03	Tuesday	17	1728	12.3	9
P6D040	05/20/03	Tuesday	17	1727	12.2	10
P6D040	07/09/03	Wednesday	17	1723	12.2	11
P6D040	06/13/03	Friday	16	1717	12.2	12
P6D040	06/03/03	Tuesday	17	1707	12.1	13
P6D040	05/15/03	Thursday	17	1699	12.0	14
P6D040	08/25/03	Monday	17	1695	12.0	15
P6D040	10/31/03	Friday	16	1693	12.0	16
P6D040	06/19/03	Thursday	17	1692	12.0	17
P6D040	05/09/03	Friday	17	1691	12.0	18
P6D040	08/07/03	Thursday	17	1687	12.0	19
P6D040	08/21/03	Thursday	17	1681	11.9	20
P6D040	07/08/03	Tuesday	17	1680	11.9	21
P6D040	09/12/03	Friday	17	1679	11.9	22
P6D040	09/22/03	Monday	17	1678	11.9	23
P6D040	05/29/03	Thursday	17	1677	11.9	24
P6D040	10/09/03	Thursday	17	1673	11.9	25
P6D040	10/16/03	Thursday	17	1670	11.8	26
P6D040	01/30/03	Thursday	17	1670	11.8	27
P6D040	05/28/03	Wednesday	17	1669	11.8	28
P6D040	07/07/03	Monday	17	1669	11.8	29
P6D040	08/28/03	Thursday	17	1667	11.8	30
P6D040	05/16/03	Friday	17	1667	11.8	31
P6D040	06/12/03	Thursday	17	1666	11.8	32
P6D040	05/19/03	Monday	17	1665	11.8	33
P6D040	10/03/03	Friday	17	1663	11.8	34
P6D040	06/26/03	Thursday	16	1660	11.8	35
P6D040	05/23/03	Friday	17	1659	11.8	36
P6D040	06/06/03	Friday	16	1657	11.8	37
P6D040	07/01/03	Tuesday	17	1656	11.7	38

→

1667

←

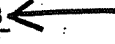
#30 highest  
 hour of  
 Station P6D040

# Ranked Highest Hours: P6D040 R47 in Colchester

Station	Date	Day of Week	Hour of day	Volume	% of AADT	Rank
P6D040	10/08/03	Wednesday	17	1654	11.7	39
P6D040	06/17/03	Tuesday	17	1653	11.7	40
P6D040	04/17/03	Thursday	17	1653	11.7	41
P6D040	05/01/03	Thursday	17	1650	11.7	42
P6D040	07/31/03	Thursday	17	1648	11.7	43
P6D040	06/25/03	Wednesday	16	1646	11.7	44
P6D040	10/20/03	Monday	17	1646	11.7	45
P6D040	05/13/03	Tuesday	17	1643	11.7	46
P6D040	10/17/03	Friday	17	1642	11.6	47
P6D040	07/11/03	Friday	17	1640	11.6	48
P6D040	08/20/03	Wednesday	17	1640	11.6	49
P6D040	11/12/03	Wednesday	17	1637	11.6	50
P6D040	10/06/03	Monday	17	1636	11.6	51
P6D040	10/10/03	Friday	17	1633	11.6	52
P6D040	07/22/03	Tuesday	17	1633	11.6	53
P6D040	09/24/03	Wednesday	17	1632	11.6	54
P6D040	09/29/03	Monday	17	1632	11.6	55
P6D040	08/18/03	Monday	17	1630	11.6	56
P6D040	07/30/03	Wednesday	17	1629	11.6	57
P6D040	08/06/03	Wednesday	17	1629	11.6	58
P6D040	08/11/03	Monday	17	1628	11.5	59
P6D040	04/11/03	Friday	17	1628	11.5	60
P6D040	08/13/03	Wednesday	17	1627	11.5	61
P6D040	06/18/03	Wednesday	16	1627	11.5	62
P6D040	04/14/03	Monday	17	1626	11.5	63
P6D040	09/11/03	Thursday	17	1626	11.5	64
P6D040	05/07/03	Wednesday	17	1625	11.5	65
P6D040	11/05/03	Wednesday	17	1625	11.5	66
P6D040	06/17/03	Tuesday	16	1624	11.5	67
P6D040	10/07/03	Tuesday	17	1623	11.5	68
P6D040	05/08/03	Thursday	17	1620	11.5	69
P6D040	06/24/03	Tuesday	16	1619	11.5	70
P6D040	09/09/03	Tuesday	17	1618	11.5	71
P6D040	10/02/03	Thursday	17	1614	11.4	72
P6D040	03/27/03	Thursday	17	1614	11.4	73
P6D040	06/27/03	Friday	16	1614	11.4	74
P6D040	07/01/03	Tuesday	16	1614	11.4	75
P6D040	07/03/03	Thursday	16	1613	11.4	76
P6D040	06/23/03	Monday	16	1612	11.4	77
P6D040	07/02/03	Wednesday	16	1612	11.4	78
P6D040	05/14/03	Wednesday	17	1611	11.4	79
P6D040	09/18/03	Thursday	17	1610	11.4	80
P6D040	07/02/03	Wednesday	17	1609	11.4	81
P6D040	10/23/03	Thursday	17	1606	11.4	82
P6D040	11/20/03	Thursday	17	1606	11.4	83
P6D040	10/15/03	Wednesday	17	1603	11.4	84
P6D040	06/30/03	Monday	17	1603	11.4	85
P6D040	08/19/03	Tuesday	17	1603	11.4	86
P6D040	08/12/03	Tuesday	17	1602	11.4	87
P6D040	06/10/03	Tuesday	16	1601	11.4	88



matching day



From: VTRANS REDBOOK

DHV DETERMINATION BASED ON AADT AND HIGHWAY CLASS

AADT	Interstate	General	Recreational
13000	1680	1390	1610
13500	1740	1440	1660
14000	1800	1490	1710
14500	1870	1540	1760
15000	1930	1590	1810
15500	1990	1640	1860
16000	2050	1690	1920
16500	2110	1750	1970
17000	2170	1800	2020
17500	2240	1850	2070
18000	2300	1900	2120
18500	2360	1950	2170
19000	2420	2000	2230
19500	2480	2050	2280
20000	2540	2100	2330
20500	2610	2150	2380
21000	2670	2200	2430
21500	2730	2260	2480
22000	2790	2310	2540
22500	2850	2360	2590
23000	2910	2410	2640
23500	2980	2460	2690
24000	3040	2510	2740
24500	3100	2560	2790
25000	3160	2610	2850
26000	3280	2710	2950
27000	3410	2820	3050
28000	3530	2920	3160
29000	3650	3020	3260
30000	3780	3120	3360
31000	3900	3230	3470
32000	4020	3330	3570
33000	4150	3430	3670
34000	4270	3530	3780
35000	4390	3630	3880
36000	4520	3740	3980
37000	4640	3840	4090
38000	4760	3940	4190
39000	4890	4040	4290
40000	5010	4140	4400
41000	5130	4250	4500
42000	5260	4350	4600
43000	5380	4450	4710
44000	5500	4550	4810
45000	5630	4650	4910
46000	5750	4760	5020
47000	5870	4860	5120
48000	6000	4960	5220
49000	6120	5060	5330
50000	6240	5160	5430

Dufresne-Henry  
 55 Green Mountain Drive  
 P.O. Box 2246  
 South Burlington, VT 05407

St. Michael's Campus Connector Traffic Study  
 #6320020.07  
 SRZ  
 3/2/2005

### NETWORK LAYERS

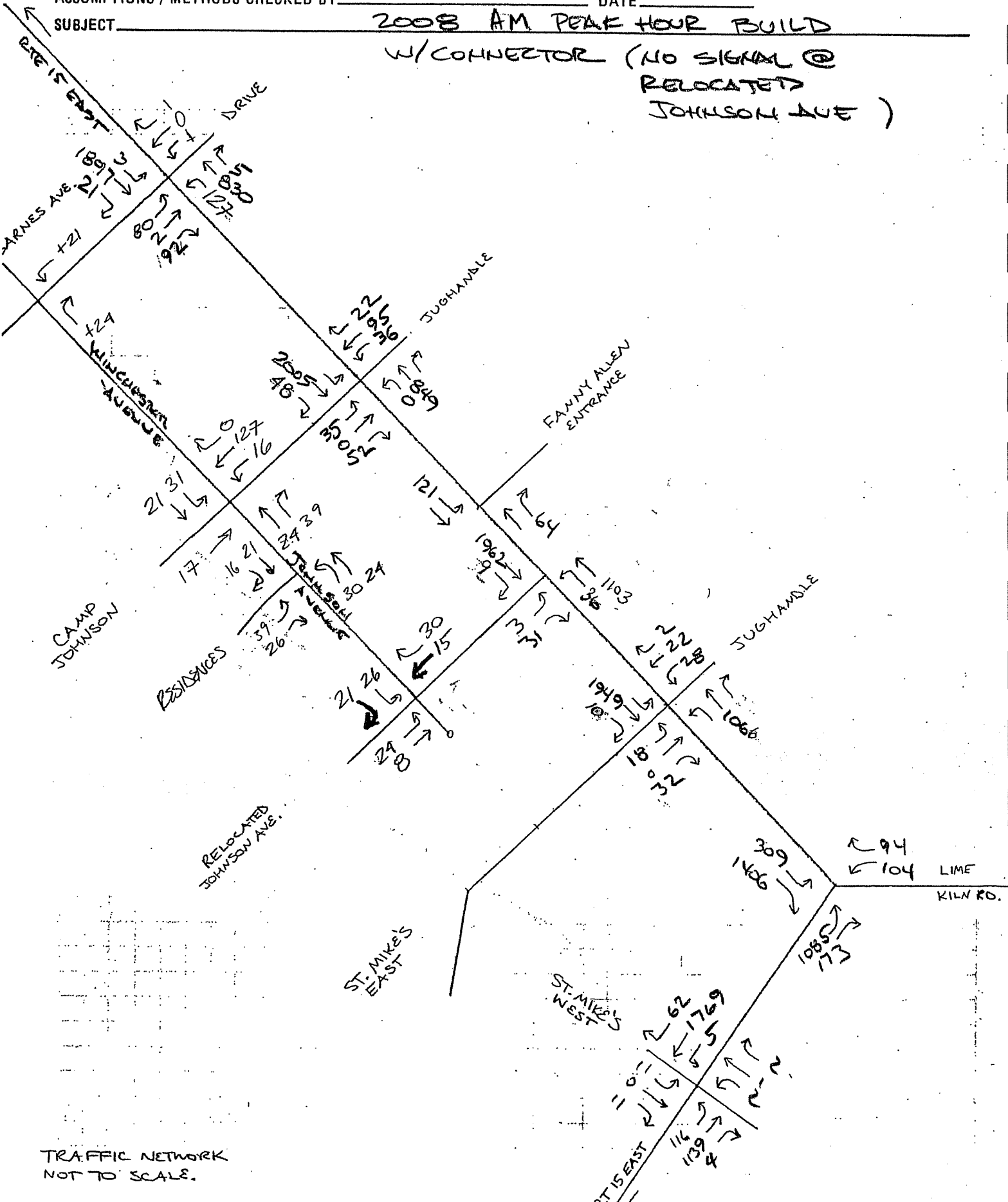
~~1/10/13~~  
 2/4

Year	AM/PM	Connector	Signal	Notes
2008	AM/PM	WITH connector	NO signal	- Original Traffic Counts
				- DHV Factor thru and Lime Kiln Rd by 1.04 factor
				- Readjust St. Mike's residences on Rt 15 to East Drive and new J. Ave.
				- St. Mike's East Drive 2008 added growth trip layer
				- St. Mike's West Drive 2008 added growth trip layer
				- Readjust traffic with Barnes-Winchester Ave
				- Relocated Johnson Ave. Int. (split to new J. Ave. and Camp J.)
				- Fort Ethan Allen added trip layer
- Winooski downtown trip layer				
1/3				
1/3				
1/3				
2008	AM/PM	WITH connector	YES signal	- Original Traffic Counts
				- DHV Factor thru and Lime Kiln Rd by 1.04 factor
				- Readjust St. Mike's residences on Rt 15 to East Drive and new J. Ave.
				- St. Mike's East Drive 2008 added growth trip layer
				- St. Mike's West Drive 2008 added growth trip layer
				- Readjust traffic with Barnes-Winchester Ave
				- Relocated Johnson Ave. Int. (split to new J. Ave. and Camp J.)
				- Fort Ethan Allen added trip layer
- Winooski downtown trip layer				
6/8				
5/7				
5/7				
5/7				
5/7				
BASE CASE 2028	AM/PM	NO connector	NO signal	- Original Traffic Counts
				- DHV Factor thru and Lime Kiln Rd by 1.43 factor
				- St. Mike's East Drive 2028 added growth trip layer
				- St. Mike's West Drive 2028 added growth trip layer
				- Winooski downtown trip layer
				- Fanny Allen trip layer
9/10				
2028	AM/PM	WITH connector	NO signal	- Original Traffic Counts
				- DHV Factor thru and Lime Kiln Rd by 1.43 factor
				- Readjust St. Mike's residences on Rt 15 to East Drive and new J. Ave.
				- St. Mike's East Drive 2028 added growth trip layer
				- St. Mike's West Drive 2028 added growth trip layer
				- Readjust traffic with Barnes-Winchester Ave
				- Relocated Johnson Ave. Int. (split to new J. Ave. and Camp J.)
				- Fort Ethan Allen added trip layer
- Winooski downtown trip layer				
- Fanny Allen trip layer				
12/14				
11/13				
11/13				
11/13				
11/13				
2028	AM/PM	WITH connector	YES signal	- Original Traffic Counts
				- DHV Factor thru and Lime Kiln Rd by 1.43 factor
				- Readjust St. Mike's residences on Rt 15 to East Drive and new J. Ave.
				- St. Mike's East Drive 2028 added growth trip layer
				- St. Mike's West Drive 2028 added growth trip layer
				- Readjust traffic with Barnes-Winchester Ave
				- Relocated Johnson Ave. Int. (split to new J. Ave. and Camp J.)
				- Fort Ethan Allen added trip layer
- Winooski downtown trip layer				
- Fanny Allen trip layer				
16/18				
15/17				
15/17				
15/17				
15/17				

# DUFRESNE-HENRY

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_ PROJECT NO. 6320020.07  
CALCULATIONS CHECKED BY DJD DATE 2-28-05 SHEET NO. 1 OF 18  
ASSUMPTIONS / METHODS CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
SUBJECT 2008 AM PEAK HOUR BUILD

W/CONNECTOR (NO SIGNAL @  
RELOCATED  
JOHNSON AVE )



TRAFFIC NETWORK  
NOT TO SCALE.



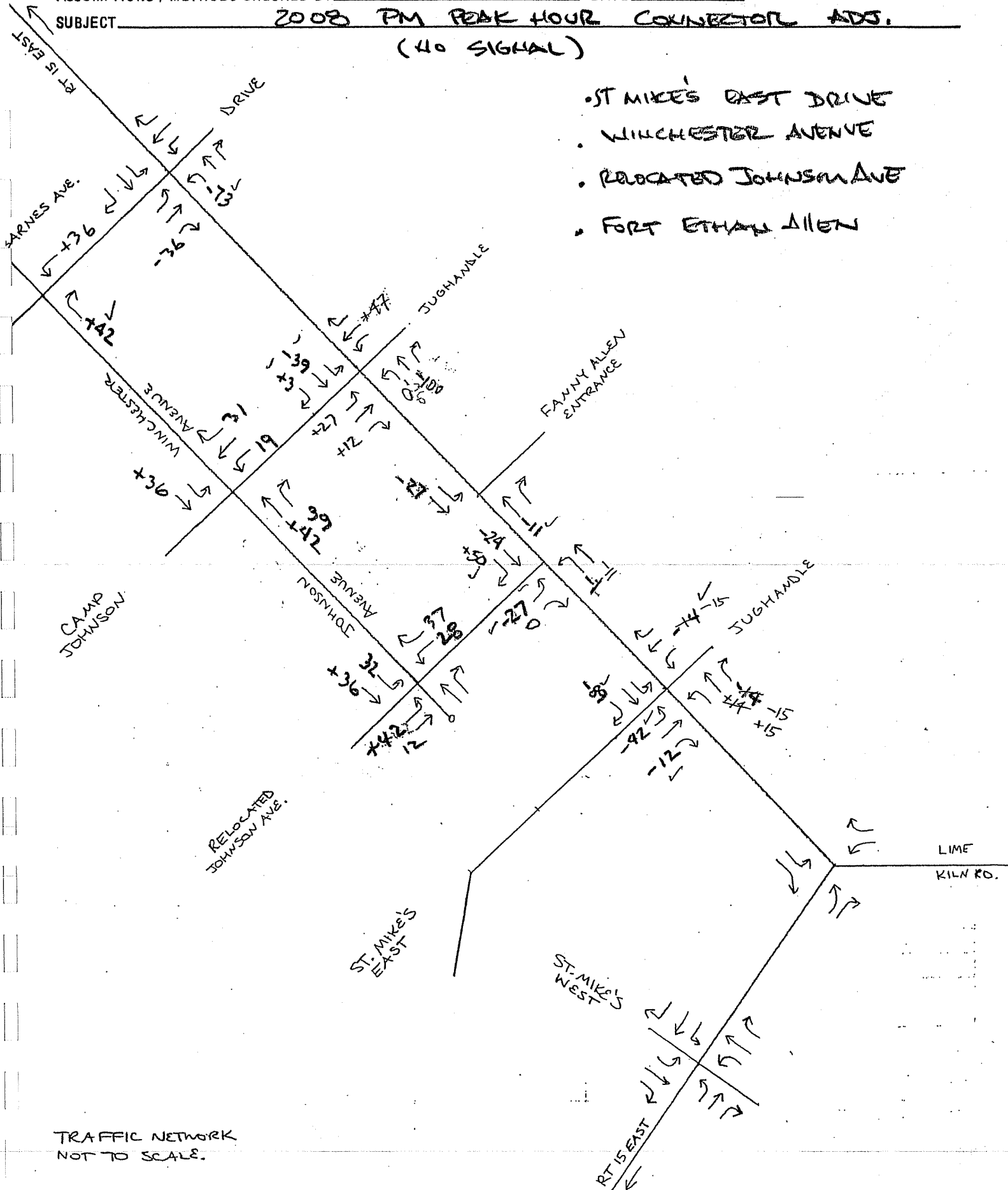


# DUFRESNE-HENRY

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_ PROJECT NO. 6320020.07  
 CALCULATIONS CHECKED BY DJD DATE 2-28-05 SHEET NO. 4 OF 18  
 ASSUMPTIONS / METHODS CHECKED BY TPL DATE 2-28-05  
 SUBJECT 2008 PM PEAK HOUR CONNECTOR ADS.

(40 SIGNAL)

- ST MIKE'S EAST DRIVE
- WINCHESTER AVENUE
- RELOCATED JOHNSON AVE
- FORT ETHAN ALLEN

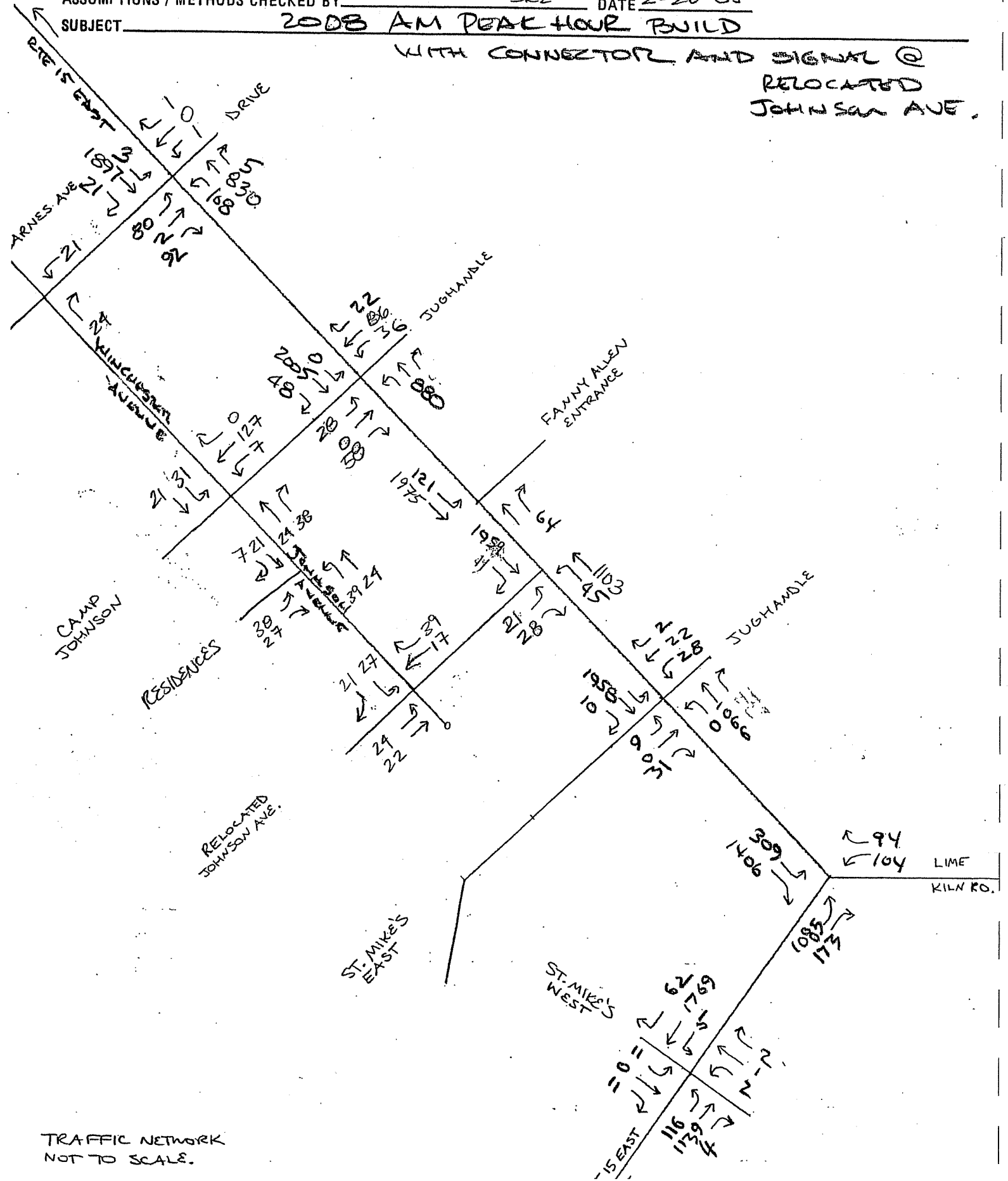


TRAFFIC NETWORK NOT TO SCALE.

# DUFRESNE-HENRY

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_ PROJECT NO. 6329020.07  
 CALCULATIONS CHECKED BY DJD DATE 2-28-05 SHEET NO. 5 OF 18  
 ASSUMPTIONS / METHODS CHECKED BY SEZ DATE 2-28-05  
 SUBJECT 2008 AM PEAK HOUR BUILD

WITH CONNECTOR AND SIGNAL @  
 RELOCATED  
 JOHNSON AVE.



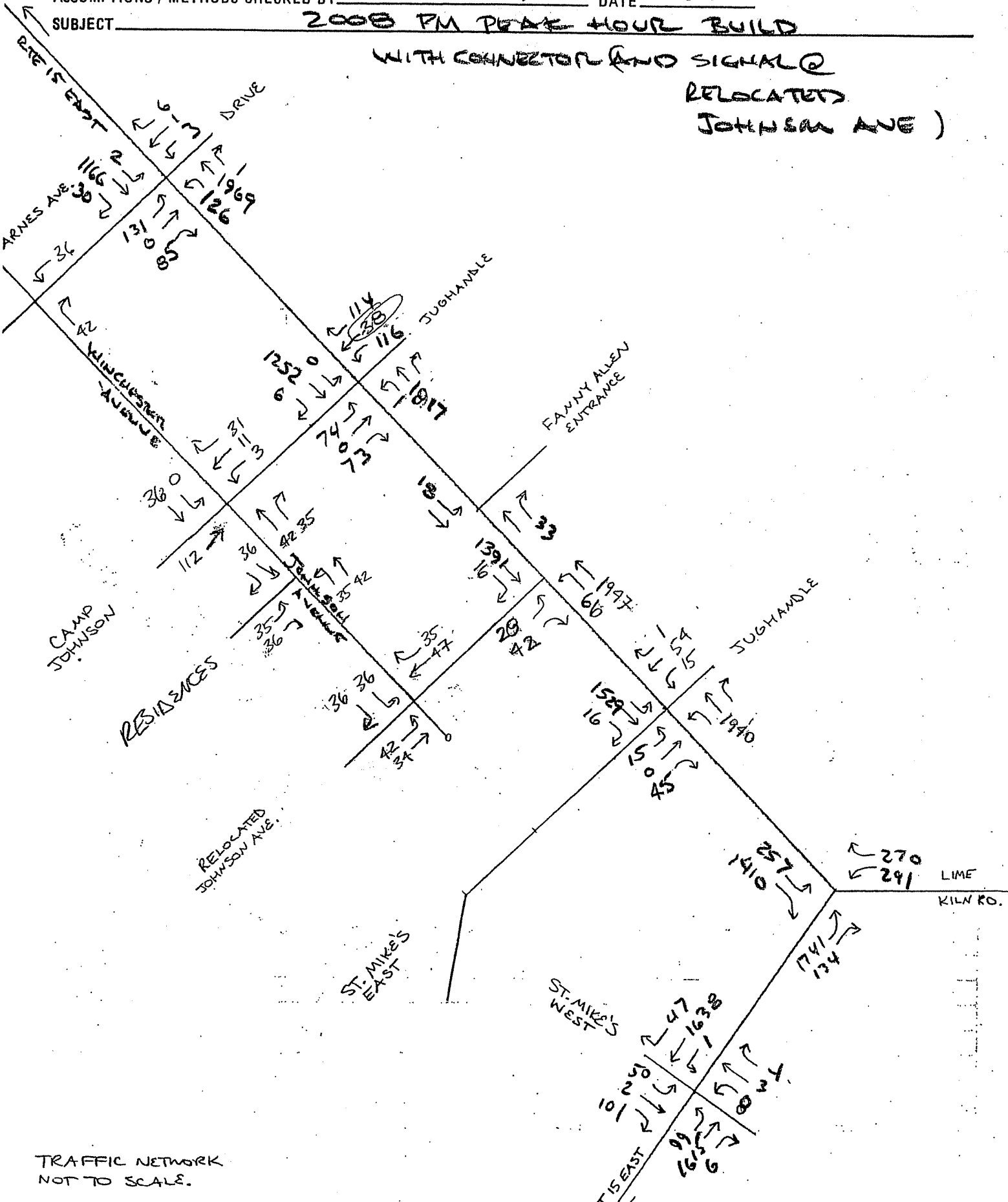
TRAFFIC NETWORK  
 NOT TO SCALE.



DUFRESNE-HENRY

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_ PROJECT NO. 6320020.07  
CALCULATIONS CHECKED BY DDD DATE 2-28-05 SHEET NO. 7 OF 18  
ASSUMPTIONS / METHODS CHECKED BY SKB DATE 2-28-05  
SUBJECT 2008 PM PEAK HOUR BUILD

WITH CONNECTOR (AND SIGNAL @  
RELOCATED  
JOHNSON AVE )



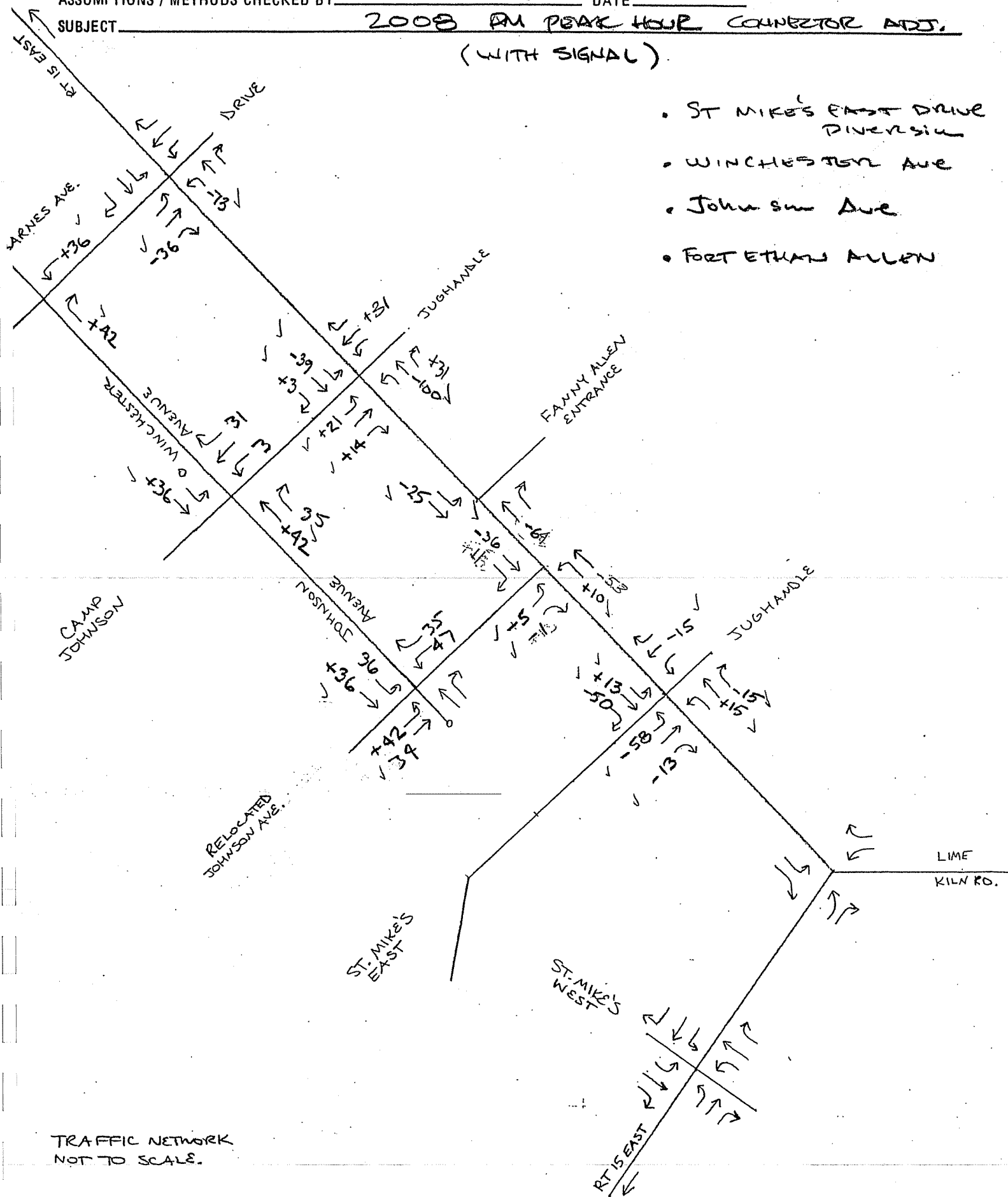
TRAFFIC NETWORK  
NOT TO SCALE.

DUFRESNE-HENRY

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_ PROJECT NO. 6320020.07  
 CALCULATIONS CHECKED BY DDJ DATE 2-28-05 SHEET NO. 8 OF 18  
 ASSUMPTIONS / METHODS CHECKED BY SRZ DATE 2-28-05  
 SUBJECT 2008 PM PEAK HOUR CONNECTOR ADJ.

(WITH SIGNAL)

- ST MIKE'S EAST DRIVE DIVERSION
- WINCHESTER AVE
- Johnson Ave
- FORT ETHAN ALLEN

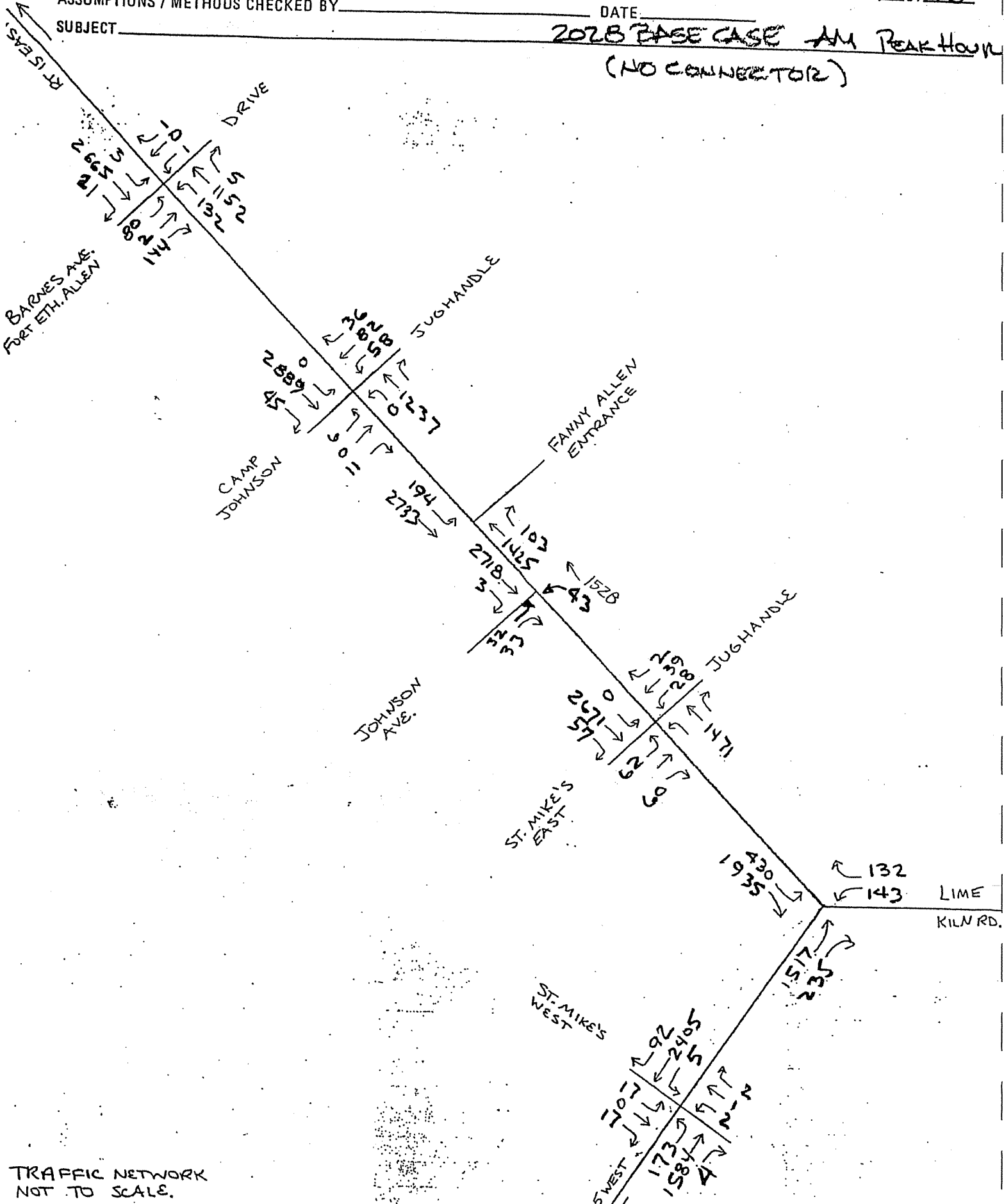


TRAFFIC NETWORK NOT TO SCALE.

DUFRESNE-HENRY

PREPARED BY SRZ DATE 2-18-05 PROJECT NO. 6320020.07  
CALCULATIONS CHECKED BY DSD DATE 2-28-05 SHEET NO. 9 OF 18  
ASSUMPTIONS / METHODS CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
SUBJECT 2028 BASE CASE AM Peak Hour

(NO CONNECTOR)



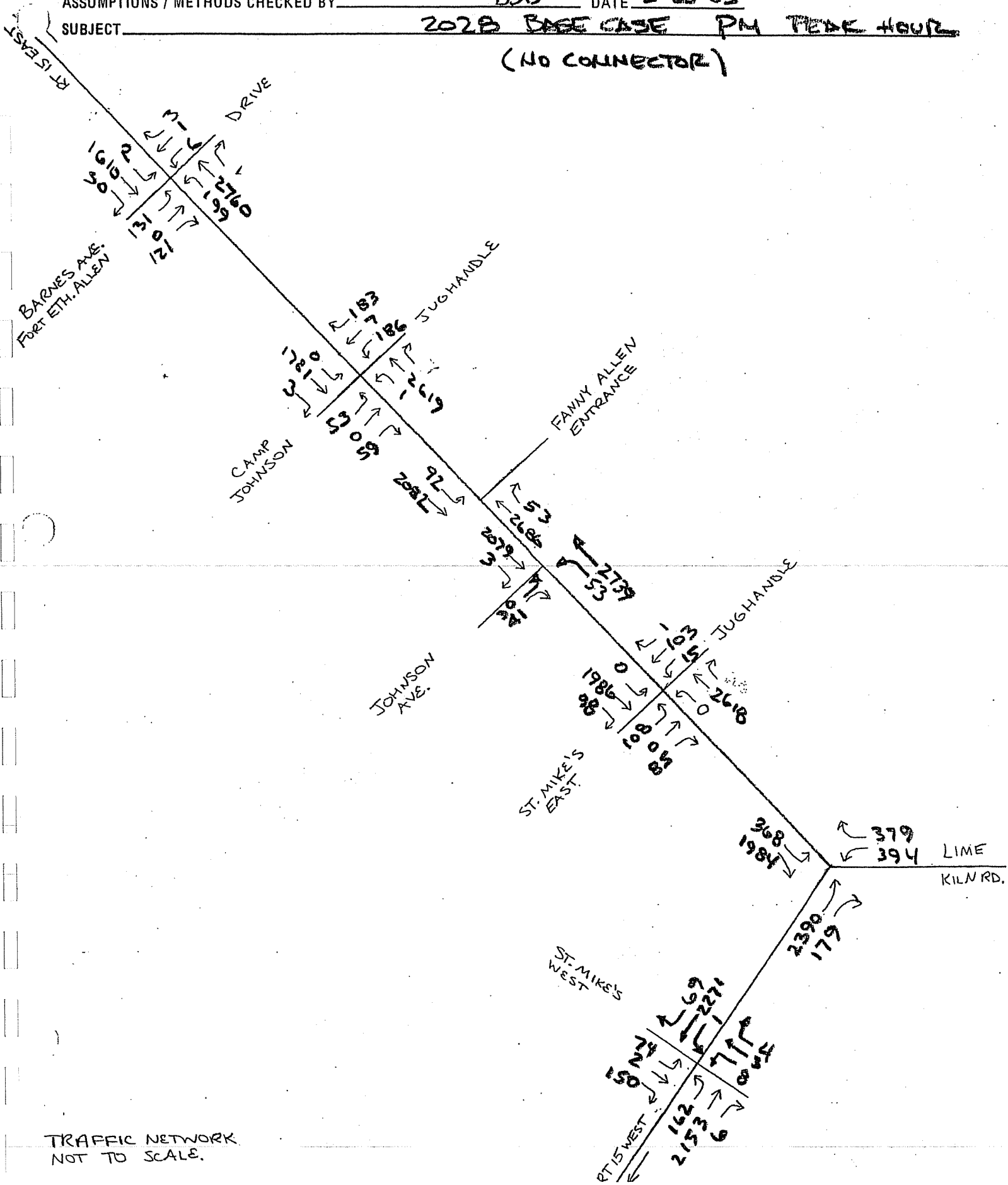
TRAFFIC NETWORK NOT TO SCALE.

DUFRESNE-HENRY

V21

PREPARED BY SRZ DATE 2-18-05 PROJECT NO. 6320020.07  
 CALCULATIONS CHECKED BY NETWORK DATE \_\_\_\_\_ SHEET NO. 10 OF 18  
 ASSUMPTIONS / METHODS CHECKED BY DDD DATE 2-28-05  
 SUBJECT 2028 BASE CASE PM PEAK HOUR

(NO CONNECTOR)



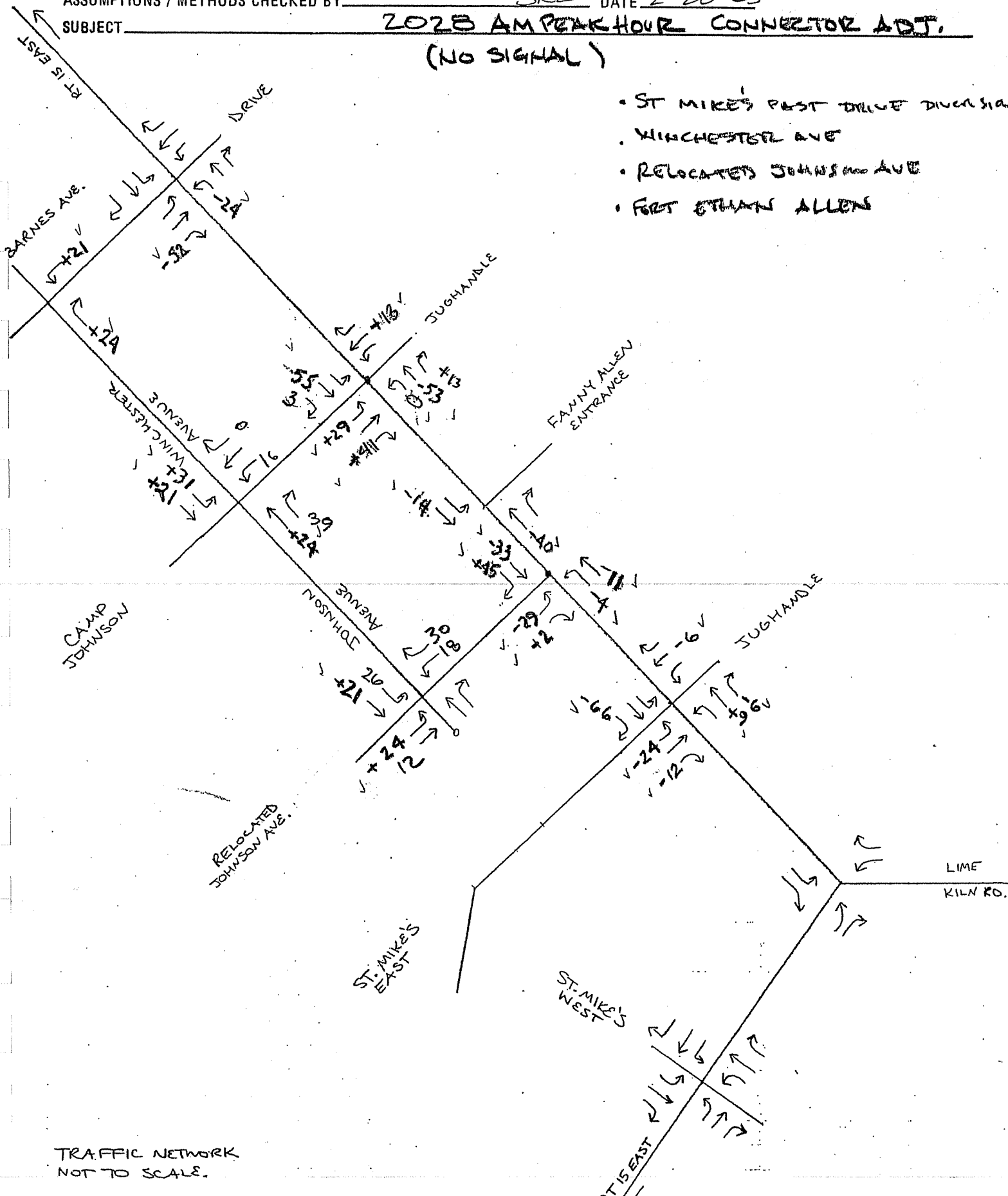
TRAFFIC NETWORK NOT TO SCALE.



DUFRESNE-HENRY

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_ PROJECT NO. 6320020.07  
 CALCULATIONS CHECKED BY DJD DATE 2-28-05 SHEET NO. 12 OF 18  
 ASSUMPTIONS / METHODS CHECKED BY SRZ DATE 2-28-05  
 SUBJECT 2028 AM PEAK HOUR CONNECTOR ADJ. (NO SIGNAL)

- ST MIKE'S EAST DRIVE DIVERSION
- WINCHESTER AVE
- RELOCATED JOHNSON AVE
- FORT ETHAN ALLEN



TRAFFIC NETWORK NOT TO SCALE.

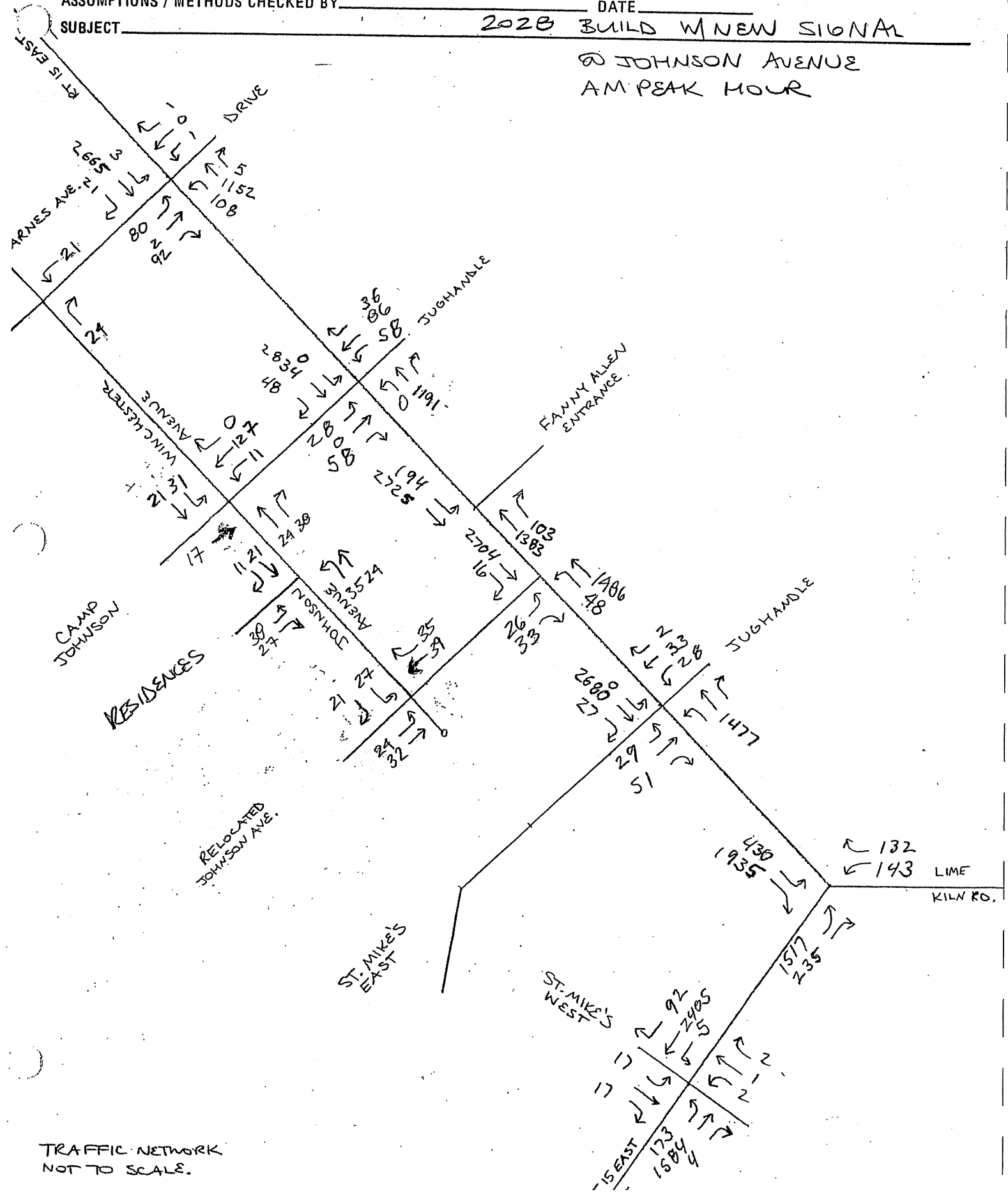




# DUFRESNE-HENRY

PREPARED BY TPL DATE 2-28-05 PROJECT NO. 6320020.07  
CALCULATIONS CHECKED BY SRZ DATE 2-28-05 SHEET NO. 15 OF 18  
ASSUMPTIONS / METHODS CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
SUBJECT 2020 BUILD W/NEW SIGNAL

JOHNSON AVENUE  
AM PEAK HOUR



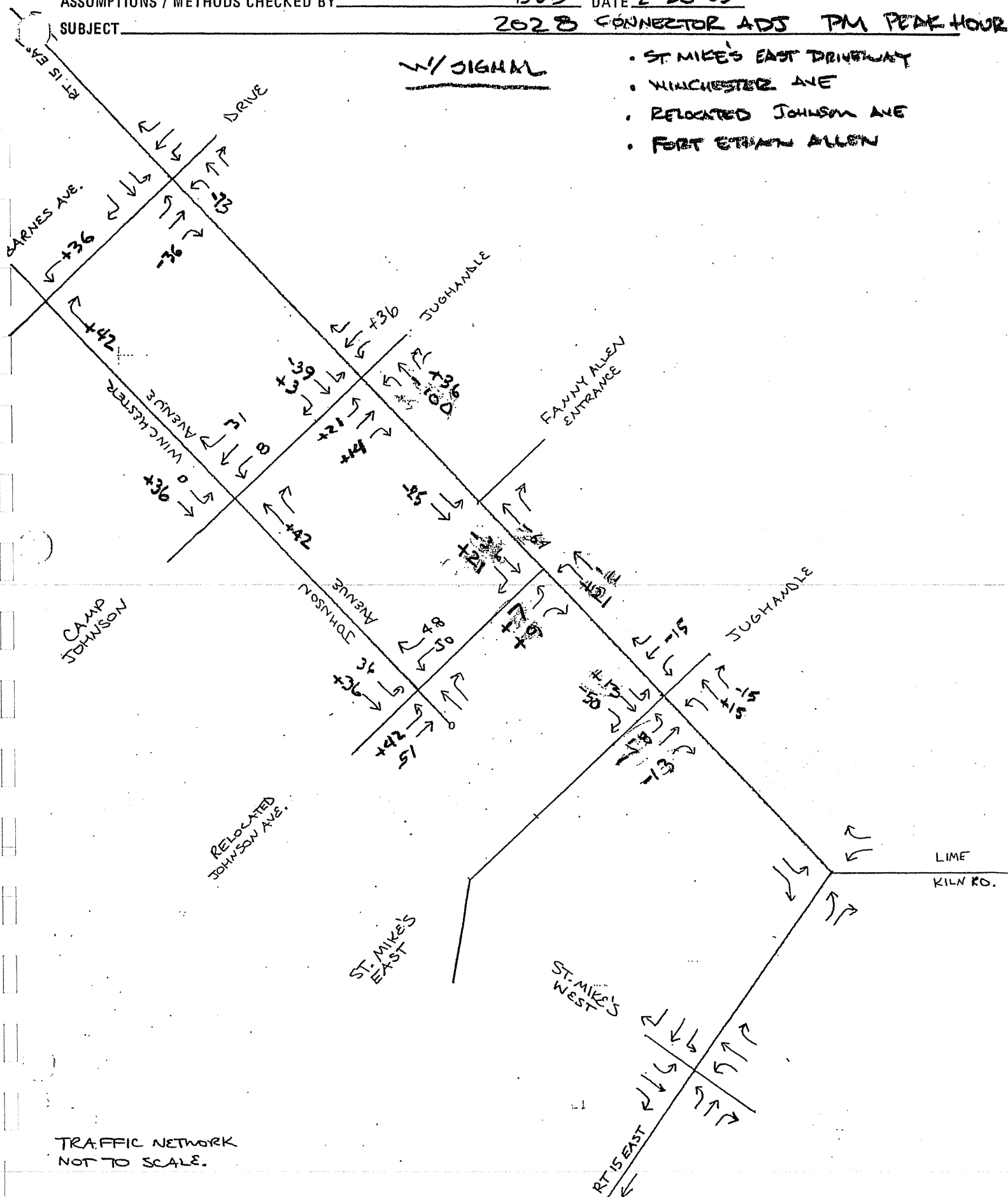




PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_ PROJECT NO. 6320020.07  
 CALCULATIONS CHECKED BY SRZ DATE 2-28-05 SHEET NO. 18 OF 18  
 ASSUMPTIONS / METHODS CHECKED BY DJD DATE 2-28-05  
 SUBJECT 2028 CONNECTOR ADS TBM PEAK HOUR

W/ SIGNAL

- ST. MIKE'S EAST DRIVEWAY
- WINCHESTER AVE
- RELOCATED JOHNSON AVE
- FORT ETHAN ALLEN



TRAFFIC NETWORK NOT TO SCALE.