

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Transportation Management Plan

FOR

**Middlebury WCRS(23) / Early Work Package 2
(EWP3(2))**

**DRAINAGE IMPROVEMENTS FOR FINAL INSTALLATIONS OF
MAIN STREET BRIDGE NO. 102 & MERCHANTS ROW BRIDGE NO. 2**

February 13, 2018



Train on railroad between bridges (Photo by VHB)

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1.0 Project Description

The Vermont Agency of Transportation (VTrans) has proposed Project Middlebury WCRS(23) (Middlebury Bridge project) to replace the bridges along VT Route 30/Main Street (Bridge No. 102) and Merchants Row (Bridge No. 2) over the Vermont Railway, originally begun as a Town of Middlebury project. The overall project includes the removal and replacement of both bridges with a tunnel along a modified railroad alignment, lowering of the railroad tracks, construction of several hundred feet of approach retaining walls, and associated roadway and utility work. The project will be phased into three independent construction contracts: Early Work Package 1 (EWP3(1)) (completed August 2017) consists of the demolition and removal of the existing roadway bridges and the installation of temporary vehicle and pedestrian bridge structures over the railway; Early Work Package 2 (EWP3(2)) consists of drainage improvement preparation using microtunneling and temporary access roadways to prepare the area for the track work; and the Main Contract (WCRS(23)) consists of the construction of the tunnel, retaining walls, and the lowering of the railroad tracks to provide a minimum of 21 feet of vertical clearance within the tunnel.

The overall project is considered significant based on the criteria specified in the *Vermont Work Zone Safety & Mobility Guidance Document*¹ and based on the Federal Highway Administration (FHWA) determination that this is a Project of Division Interest (PODI). It is noted the work most impacting the transportation system and the community occurs in EWP3(1) and the Main Contract while the work in EWP3(2) has more limited impacts. EWP3(2) is expected to have a limited impact on traffic operations, impacting a limited number of pedestrians, vehicles and rail traffic. Therefore, this transportation management plan (TMP) for EWP3(2) is comprised of only two of the three primary components: a Temporary Traffic Control Plan (TTC) and a Public Information Component (PI). The work in EWP3(1) is complete and will be considered the existing conditions for this TMP. The Agency determined that this project would be developed as a Construction Manager/General Contractor (CM/GC) for both Early Work Packages and the Main Contract; therefore, this TMP has been developed with input from the CM/GC. A separate TMP will be developed for the Main Contract.

Drainage Improvement Preparation

EWP3(2) includes the construction of drainage improvements that are necessary for the ultimate lowering of the railroad tracks. Specifically, the contract includes the construction of two branch drainage pipes using microtunneling techniques leading to a third branch pipe that includes an outfall at Otter Creek. All three proposed microtunnels consist of a 60-inch tunnel bore with a 42-inch polypropylene drainage pipe. The launch pit for the three microtunnels will be located along Printers Alley off VT Route 30 (Main Street). The proposed drainage outfall will require the construction of a maintenance roadway of about 450 feet that begins at the parking area behind Marble Works.

¹ Work Zone Safety & Mobility Guidance Document, Vermont Agency of Transportation, August 2007. Page 4 of this document lists criteria.

Access Roadway (to Battel Block parking)

EWP3(2) includes the construction of a temporary roadway to access the Battel Block parking normally accessed from a driveway along Merchants Row adjacent to the railroad bridge. The approximately 1,200 foot roadway parallels the railroad tracks from STA 11+35 to STA 21+65, with a southern connection to Water Street and a northern connection to the lower end of the Battel Block parking area. The access roadway has been designed as an alternating one-way roadway using temporary traffic signals. While the access roadway will be constructed in EWP3(2) and used by the Contractor for railroad access, the access roadway is expected to be physically closed to prohibit public access until it is needed in the Main Contract. The access roadway includes a nearly perpendicular crossing of the railroad tracks at approximately STA 14+00. A sketch of the access road alignment is shown in Figure 1.



Figure 1: Proposed Access Roadway constructed in EWP3(2)

Project Information and Specific Traffic Restrictions

The construction associated with EWP3(2) has limited impact to traffic flow and operations. The construction of the drainage outfall and the two access roadways are intended to be constructed off-line; therefore, the impact to vehicle traffic will primarily be the entering and exiting construction vehicles required to construct these elements. The biggest impacts to traffic during construction will be in the area of Main Street at Triangle Park, along the pedestrian paths between Printers Alley and the pedestrian bridge over the river, and along the access roadway between Marble Works and the parking lot behind the bank building. For the duration of construction, at least five (5) parking spaces along Main Street and up to four (4) additional parking spaces at Marble Works will be unavailable. While through pedestrian traffic is currently detoured to the west side of Main Street north of Merchants Row,

under EWP3(2), there will be additional pedestrian restrictions around Triangle Park. The existing pedestrian use of Printers Alley will be confined to a channelized area adjacent to the building while excavation and tunneling occurs adjacent to Printers Alley. The roadway that connects the Marble Works parking area to the parking area behind the bank will also be constrained, via a flagging operations during working hours and with roadway width restrictions off-peak. All traffic controls shall be in conformance with the *Vermont Work Zone Safety & Mobility Guidance Document Appendix A: Temporary Traffic Control Devices* and shall be coordinated with VTrans for approvals.

Construction Zone Limits/Affected Roadways/Pathways

The construction zone for this project is made up of several discrete work areas. The work areas for EWP3(2) include:

- Triangle Park along Main Street;
- Printers Alley;
- The area between the railroad tracks and the access road to the rear bank parking lot;
- The area along the railroad tracks from STA 11+35 to STA 21+65 and the west end of Water Street; and
- The pedestrian path along the west side of the park that connects the pedestrian bridge over Otter Creek to the Marble Works parking lot.

Some work may require blasting, which will require additional short term road closures throughout Middlebury. Main Street may also require temporary lane closures with alternating one-way traffic control during some construction activities.

Construction Schedule

Construction for EWP3(2) will occur during the summer of 2018. It is important that the work associated with EWP3(2) is complete prior to the beginning of the Main Contract construction.

Regional Project Impacts

There are no regional project impacts by this construction.

2.0 TMP Team—Roles and Responsibilities

TMP Development Managers

| TMP Development Managers | |
|---|--|
| Agency of Transportation (AOT) | Consultant/Contractor |
| Name/Title: Kristin Higgins, PE / Program Manager Unit: Project Manager Phone: 802-498-3398 (mobile) Email: kristin.higgins@vermont.gov | Name/Title: Mark Suennen, PE, PTOE Unit: VHB Traffic Engineer Phone: 603-391-3980 Email: msuennen@vhb.com |

The TMP Development Managers are Agency and designer personnel that are responsible for the creation of the TMP. The Development Managers are required to prepare the TMP based on the anticipated needs of the project based on the finding of limited impacts to the traveling public associated with EWP3(2). The Development Managers have created a Temporary Traffic Control (TTC) plan and provided a conceptual layout of the Public Information and Outreach (PI&O) requirements for the TMP Implementation Managers, Task Leaders and Monitoring Managers. As the project is being developed under the Construction Manager/General Contractor (CM/GC) model, the selected CM/GC (Kubricky Construction) has been involved in the development of the TTC plans through the design process.

TMP Implementation Managers

| TMP Implementation Managers | |
|---|---|
| AOT | Contractor |
| Name/Title: Tim Pockette, PE / Resident Engineer Unit: Construction Phone: 802-793-4027 (mobile) Email: tim.pockette@vermont.gov | Name/Title: Mark Alexander Unit: Kubricky Construction Phone: 518-792-5864 Email: malexander@dacollins.com |

The TMP Implementation Managers are Agency and Contractor personnel that are responsible for implementing the TMP once the project reaches construction. The TMP transitions from Development to Implementation after the Agency selects a Contractor (either the CM/GC or an alternative Contractor) and the construction period commences. In addition to implementing the TMP, the Agency and Contractor Implementation Managers must have sufficient authority to make adjustments and changes to the TMP by following the *Manual of Uniform Traffic Control Devices*² (MUTCD) and *Vermont Work*

² *Manual of Uniform Traffic Control Devices* (MUTCD) for Streets and Highways, USDOT and FHWA, 2009 Edition with 2012 Revisions

Zone Safety & Mobility Guidance Document. These Managers must observe and document changes to the TMP in the field, prepare evaluations, and refine the work zone impact process through continuous monitoring.

TMP Monitoring Task Leaders

| TMP Monitoring Task Leaders | |
|---|---|
| AOT | Contractor |
| Name/Title: Tim Pockette, PE / Resident Engineer | Name/Title: John Whittaker / Project Manager |
| Unit: Construction | Unit: Kubricky Construction |
| Phone: 802-793-4027 (mobile) | Phone: 518-792-5864 |
| Email: tim.pockette@vermont.gov | Email: jwhittaker@dacollins.com |

The TMP Monitoring Task Leaders are Agency and Contractor personnel that are responsible for day-to-day TMP oversight. The Agency's Monitoring Task Leader should be an on-site inspector, typically the Resident Engineer of the project with a working knowledge of the TMP, its goals and its performance standards, who can report deficiencies and recommend adjustments to improve the operation of the TMP. The Contractor's TMP Monitoring Task Leader should be the Contractor's personnel who is primarily responsible for the temporary traffic control and traffic operations within the work zones. This individual, typically a Project Manager or Traffic Control Manager, should have sufficient authority to implement changes to the TMP in accordance with the TMP Implementation Managers, the *Manual of Uniform Traffic Control Devices*, the *Vermont Work Zone Safety & Mobility Guidance Document* and direction from VTrans. The Contractor's TMP Monitoring Task Leader should be available 24/7 for on-site support, observation, and adjustment of the temporary traffic control and traffic operations. The TMP Monitoring Task Leaders are required to report the effectiveness of the TMP against the performance standards and make changes to the traffic control and traffic operations on a regular basis. Near the completion of EWP3(2), the TMP Monitoring Task Leaders should hold a lessons-learned discussion at one of the final construction progress meetings, prior to the finalization of the TMP for the Main Contract.

The TMP Monitoring Task Leaders are the primary contract personnel for identifying, verifying and reporting incidents in the work zone. The TMP Monitoring Task Leaders report to the TMP Implementation Managers, and the Public Information Officer and emergency services, as needed.

Public Information Officer

| TMP Public Information Officer | |
|--|--|
| AOT | Contractor |
| Name/Title: Jill Barrett / Public Information Officer Unit: Fitzgerald & Halliday, Inc. Phone: 860-570-0740 Email: jbarrett@fhiplan.com | Name/Title: N/A Unit: N/A Phone: N/A Email: N/A |

The TMP Public Information (PI) Officers are Agency (and Contractor personnel as required) that are responsible for distributing information, notifications and warnings to the public regarding the project as a whole, and specifically the traffic impacts of the project. Prior to construction, the PI Officer will notify local town and state officials of the proposed work plan and project schedule. The PI Officers will also be responsible for coordination with the railroad in the event any work activities will impact rail operations. In the days prior to the closure of parking spaces, the PI Officers will coordinate a local public outreach to alert local business owners to the pending construction.

As construction continues, the PI Officers will be notified by the TMP Monitoring Task Leaders of changes to the TMP implementation and of incidents that may have impact to pedestrians, bicyclists, local businesses and the railroad. When incidents occur, the PI Officers will be responsible for crafting messages and implementing notifications to the public about the situation and provide direction to travelers when changes in travel patterns are required (i.e.. detours for closed roadway(s)).

Emergency Contacts

| Emergency Service Contacts | |
|---|--|
| Middlebury Rescue Team | Middlebury Fire Department |
| Name/Title: Co-Executive Directors Teena Betourney and Lisa Northup, Middlebury Regional EMS Address: 5 Seymour Street, Middlebury, VT 05753 Phone: 802-388-3286 Email: teebetourney@yahoo.com mvaamoney@gmail.com | Name/Title: Chief David P. Shaw Address: 5 Seymour Street, Middlebury, VT 05753 Station Phone: 802-388-4462 Email: dshaw@middleburyfiredept.org |

| Middlebury Police Department | Vermont Railway |
|--|---|
| <p>Name/Title: Chief Thomas Hanley</p> <p>Address: 1 Lucius Shaw Lane, Middlebury, VT 05753</p> <p>Phone: 802-388-3191</p> <p>Email: thanley@middleburypolice.org</p> | <p>Name/Title: VRS Dispatcher</p> <p>(non-emergency contact: Matt Young – 802-775-4356 - myoung@vrs.us.com)</p> <p>Address: 118 Post Street, Rutland, VT 05701</p> <p>Phone: 1-888-265-2735</p> <p>Email: dispatcher@vrs.us.com</p> |
| Middlebury Operations/Public Works Dept. | Gas Utility – Vermont Gas Systems |
| <p>Name/Title: Dan Werner / Director of Operations</p> <p>Address: 1020 South Route 7, Middlebury, VT 05753</p> <p>Phone: 802-388-4045</p> <p>Email: dwnerner@townofmiddlebury.org</p> | <p>Name/Title: Matt Anderson / Vermont Gas</p> <p>Address:</p> <p>Phone: 802-318-0260</p> <p>Email 1: MAnderson@vermontgas.com</p> <p>Email 2: customerservice@vermontgas.com</p> |
| Electric Utility – Green Mountain Power | Telecom Utility - Fairpoint |
| <p>Name/Title: Theresa Dessureault / GMP</p> <p>Address: 163 Acorn Ln, Colchester, VT 05446</p> <p>Phone: 802-382-8718</p> <p>Email 1: Theresa.Dessureault@greenmountainpower.com</p> <p>Email 2: callcenter@greenmountainpower.com</p> | <p>Name/Title: Tucker Peterson / Fairpoint</p> <p>Address:</p> <p>Phone: 802-747-1071</p> <p>Email: tpeterson@fairpoint.com</p> |
| Telecom Utility – FirstLight Fiber | Telecom Utility - Comcast |
| <p>Name/Title: Bill Gray / FirstLight Fiber</p> <p>Address: 45 Krupp Dr, Williston, VT 05495</p> <p>Phone: 802-373-4319</p> <p>Email: wgray@firstlight.net</p> | <p>Name/Title: Jeremy Cota / Comcast</p> <p>Address: 96 Avenue B, Williston, VT 05495</p> <p>Phone: 802-846-2412</p> <p>Email: Jeremy_Cota@cable.comcast.com</p> |
| Telecom Utility - Sovernet | Middlebury College |
| <p>Name/Title: Mark Tessier / Sovernet Communications</p> <p>Address: 5 Canal Street, PO Box 495, Bellows Falls, VT 05101</p> <p>Phone: 802-460-9213</p> <p>Email: mtessier@sover.net</p> | <p>Name/Title: Howie McCausland / Middlebury College</p> <p>Address:</p> <p>Phone: 802-443-5754</p> <p>Email: mccausla@middlebury.edu</p> |

| VTrans Maintenance District 5 - Colchester | Vermont Agency of Natural Resources – Department of Environmental Conservation – Waste Management and Prevention Division |
|--|--|
| Name/Title: David Blackmore, District Transportation Administrator Address: PO Box 168, Essex Junction, VT 05453 Physical: 189 Troy Ave, Colchester, VT, 05446 Phone: 802-655-1580 Email: David.Blackmore@vermont.gov | Name/Title: Charles Schwer, Director Address: One National Life Dr, Montpelier, VT 05620 Office Phone: 802-828-1138 24 Hour Phone (Spills): 800-641-5005 |
| Vermont Department of Public Safety – Division of Emergency Management and Homeland Security | Addison County Transit Resources (ACTR) |
| Name/Title: Christopher Herrick, Director HQ Address: 45 State Dr, Waterbury, VT 05671 HQ Phone: 800-347-0488 Haz Mat Phone: 1-800-641-5005 Email: mark.bosma@vermont.gov | Name/Title: Community Transportation Center Address: 297 Creek Road, Middlebury, VT 05753 Phone: 802-388-2287 Email: info@actr-vt.org |

The emergency contacts are for local agencies, utilities, and First Responders that may need to be alerted in the event of an incident that occurs within the work zone. The TMP Implementation Manager and Public Information Officers shall make preliminary contact with these services at the beginning of the construction effort to coordinate processes and procedures in the event of an incident. Additional emergency contacts may be required during TMP implementation or based on the nature of the incident. For major incidents, additional support may be required from VTrans officials, neighboring communities and other State of Vermont agencies.

3.0 Preliminary Work Zone Impact Assessment

The preliminary assessment of the work zone impact of the project found that the overall project [Early Work Package 1 (EWP3(1)), Early Work Package 2 (EWP3(2)), and the Main Contract (WCRS(23))] constitutes a significant impact to traffic and requires a TMP. It was further determined that a separate TMP should be prepared for each breakout contract.

The preliminary assessment of the work zone impact of EWP3(2) finds that the impact to traffic is limited both in the degree of impact and the time the impact occurs. No long term road closures are anticipated; however, short duration road closures may be required occasionally during blasting operations. Several pedestrian corridors and pathways may be restricted with occasional stoppages for safety.

Railroad Facilities

There is one affected railroad corridor on the project. The single track shortline railroad track passing through downtown Middlebury is owned by VTrans and operated by the Vermont Railway (VTR). It is part of the Vermont Rail System serving the north-south corridor between Burlington and Bennington.

In EWP3(2), there will be limited impacts to the railroad facilities. The construction of the access roadway is occurring on the State's railroad right-of-way just outside of the rail's dynamic envelope. The access roadway does cross-over the rail near the midpoint of the access roadway; therefore, the construction of this access roadway includes constructing/improving an at-grade rail crossing. The microtunneling will also require excavation work adjacent to the track between STA 27+00 and STA 29+00.

Pedestrian and Bicycle Facilities

The Main Street corridor between Merchants Row and the Post Office includes a pedestrian bridge and sidewalk along the west sides of the roadway but no specific bicycle facilities. The sidewalk on the west side of Main Street abuts several buildings and store fronts while the sidewalk on the east side of Main Street abuts Triangle Park and St. Stephen's Episcopal Church, both adjacent to the railroad corridor. In addition, Triangle Park, will be closed to the public throughout EWP3(2).

There are existing marked crosswalks across Main Street at the north and south sides of the Merchants Row intersection as well as a midblock crosswalk connecting the Post Office to a paved path in the Village Green. There are also marked crosswalks across Merchants Row and across Printers Alley at the Main Street intersection.

There are no existing bicycle or pedestrian facilities along the affected segments of Water Street or Printers Alley. Printers Alley, closed to vehicles during EWP3(1) and remaining closed for the duration of the project, will be provided with a protected pedestrian walkway along the launch pit for microtunneling. A crosswalk will be realigned and enhanced to provide a pedestrian crossing from Printers Alley across the access roadway to the rear bank parking area. During some construction activities, flagging operations will be required at the crosswalk to assist pedestrian and vehicular traffic through this area.

On-Street Parking Impacts

It is anticipated that up to five on-street parking spaces will be unavailable to the public during the microtunneling construction. The location of these parking spaces is along the east side of Main Street between Merchants Row and the St. Stephen's Episcopal Church. These parking spaces will be closed to the public for construction access to Triangle Park throughout EWP3(2).

Utility Impacts

Some limited utility work is anticipated as part of EWP3(2) behind the bank and along Merchants Row. The Contractor shall contact the local utility companies and Dig Safe prior to construction regarding any impacts to utilities that could be affected by the access roadways or the microtunneling operations. The work behind the bank includes the relocation of power and telephone cables to underground conduits behind the buildings along the west side of Main Street as shown in Figure 2.

In preparation for the work required in the Main Contract, there will be some utility work at Merchants Row. It is anticipated that Merchants Row may be closed for up to three days for the underground utility work within EWP3(2). The existing aerial power and communications cables will be reinstalled underground behind the Battel Block.

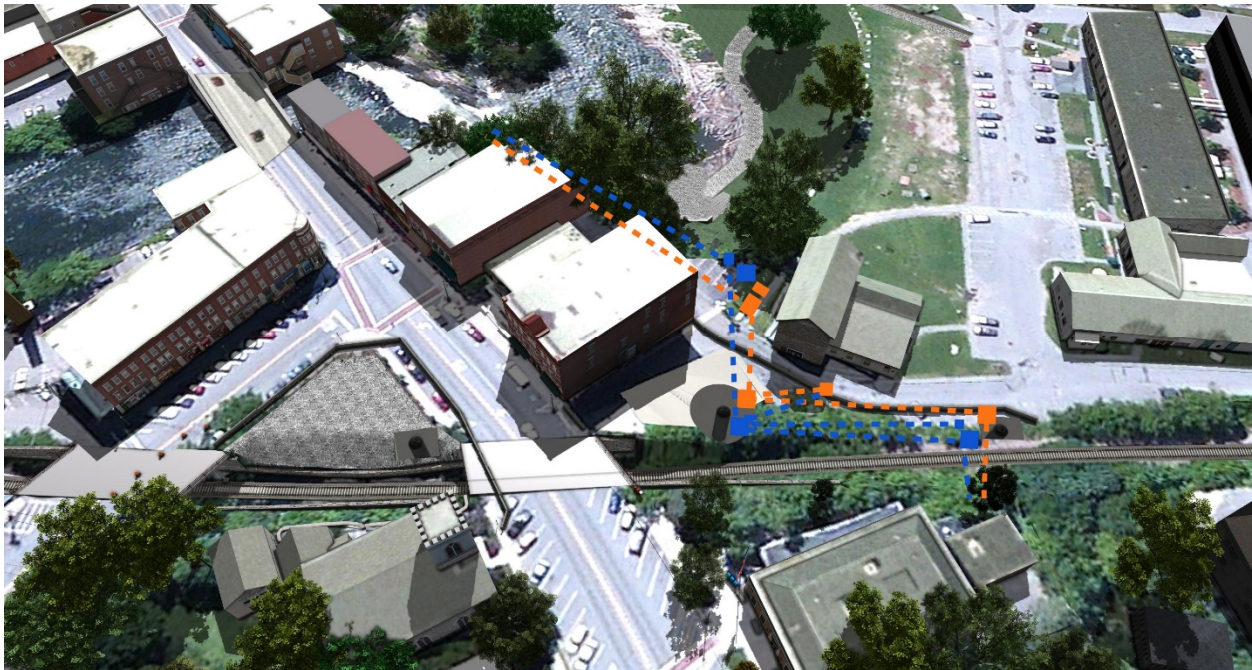


Figure 2: Sketch of utility work in EWP3(2)

Right of Way Impacts

The proposed work is expected to have several right-of-way impacts. The construction of the temporary access road along the railroad right-of-way will require access from Water Street, a Town roadway. The construction along Printers Alley and at the microtunneling access pits will require construction access rights from the adjacent bank and from Marble Works. Additional property impacts are anticipated along Town of Middlebury rights-of-way.

4.0 Existing Conditions

The following table shows the existing characteristics of the project area, including geometrics and traffic volumes.

Table 1 - Existing Conditions of Project Roadways

| Roadway Characteristics | | | | | | |
|-------------------------|---------------------------|-----------------------------|--|------------------------------|-----------|-------|
| Roadway/Street Name | Functional Classification | Number of Directional Lanes | Roadway Dimensions [in Feet] | Sidewalks | Bike Lane | Other |
| VT Route 30 / Main St | Minor Arterial | 2+ | 24' (across temporary bridge) 55', including parking lane other areas | 5' (Across temporary bridge) | N/A | |
| Merchants Row | Major Collector | 1 | 13' (One-way across temporary bridge) | 6' (Across temporary bridge) | N/A | |
| Printers Alley | Alleyway | 0* | Varies – 11' to 24.5' (no shoulders) | N/A | N/A | |
| Water Street | Local | 2 | 24' (no shoulders) | N/A | N/A | |

*Printers Alley is closed to vehicles but remains open for pedestrian use.

Existing Traffic Operations

VTrans is the authority on traffic data throughout the State of Vermont and provided traffic counts of major intersections to be affected by the Middlebury Bridges project:

- Main Street (VT 30) at Merchant's Row
- Main Street (VT 30) at Seymour Street
- Main Street (VT 30) at Cross Street (VT 125)
- Cross Street (VT 125) at South Pleasant Street
- Cross Street (VT 125) at Water Street
- Cross Street (VT 125) at Court Street (US 7)
- Merchant's Row at South Pleasant Street and Court Street (US 7)

The traffic data was collected at various times between 2012 and 2016. The raw traffic counts were modified using annual and seasonal adjustments to develop an average 2019 estimate of traffic volumes in Middlebury. The traffic networks derived from this data can be found in Appendix A.

Crash Data

VTrans maintains a crash database throughout the State of Vermont and provided crash data for Main Street (VT 30) and Merchant's Row. The organized crash data can be found as Tables 3 and 4, with the raw data included in Appendix C.

Table 2 - Main Street (Vermont Route 30) Crash Data Summary

| <u>Year</u> | 2011 | 2012 | 2013 | 2014 | 2015 | Total |
|--------------------------|------------------------|-----------------------|-------------------------|-----------------------|---------------------|-------|
| | 7 | 8 | 6 | 7 | 6 | 34 |
| | 20% | 24% | 18% | 20% | 18% | 100% |
| <u>Severity</u> | Fatality | Personal Injury | Property Damage | | | |
| | 1 | 6 | 27 | | | 34 |
| | 3% | 18% | 79% | | | 100% |
| <u>Time of Day</u> | Morning (6 AM – 10 AM) | Midday (10 AM – 1 PM) | Afternoon (1 PM – 4 PM) | Evening (4 PM – 8 PM) | Night (8 PM – 6 AM) | |
| | 2 | 19 | 9 | 3 | 0 | 33* |
| | 6% | 58% | 27% | 9% | 0% | 100% |
| <u>Season</u> | Winter (Dec-Feb) | Spring (Mar-May) | Summer (Jun-Aug) | Autumn (Sept-Nov) | | |
| | 9 | 7 | 10 | 8 | | 34 |
| | 26% | 21% | 29% | 24% | | 100% |
| <u>Weather Condition</u> | Clear | Cloudy | Rain | Other/Unknown | | |
| | 13 | 12 | 1 | 8 | | 34 |
| | 38% | 35% | 3% | 24% | | 100% |
| <u>Crash Type</u> | Rear End | Left Turn | Sideswipe | Single Car | Unknown/Other | |
| | 8 | 1 | 5 | 1 | 19 | 34 |
| | 24% | 3% | 15% | 3% | 55% | 100% |

Table 4 – Merchant's Row Crash Data Summary

| <u>Year</u> | 2011 | 2012 | 2013 | 2014 | 2015 | Total |
|--------------------------|------------------------|-----------------------|-------------------------|-----------------------|---------------------|-------|
| | 2 | 1 | 3 | 0 | 1 | 7 |
| | 29% | 14% | 43% | 0% | 14% | 100% |
| <u>Severity</u> | Fatality | Personal Injury | Property Damage | | | |
| | 0 | 0 | 7 | | | 7 |
| | 0% | 0% | 100% | | | 100% |
| <u>Time of Day</u> | Morning (6 AM – 10 AM) | Midday (10 AM – 1 PM) | Afternoon (1 PM – 4 PM) | Evening (4 PM – 8 PM) | Night (8 PM – 6 AM) | |
| | 2 | 2 | 1 | 1 | 1 | 7 |
| | 29% | 29% | 14% | 14% | 14% | 100% |
| <u>Season</u> | Winter (Dec-Feb) | Spring (Mar-May) | Summer (Jun-Aug) | Autumn (Sept-Nov) | | |
| | 2 | 2 | 2 | 1 | | 7 |
| | 29% | 29% | 29% | 14% | | 100% |
| <u>Weather Condition</u> | Clear | Cloudy | Rain | Other/Unknown | | |
| | 2 | 4 | 1 | 0 | | 7 |
| | 29% | 57% | 14% | 0% | | 100% |
| <u>Crash Type</u> | Rear End | Left Turn | Sideswipe | Single Car | Unknown/Other | |
| | 2 | 1 | 2 | 0 | 2 | 7 |
| | 29% | 14% | 29% | 0% | 29% | 100% |

Pedestrian and Bicycle Facilities

The downtown environment coupled with the nearby college (Middlebury College) means that the project area has a significant population of pedestrians and bicyclists. There are sidewalks throughout the downtown area, including paved walking paths through the Village Green and in the park between Marble Works and the Otter Creek. There are several existing crosswalks in the EWP3(2) construction area including:

- A crosswalk across Main Street between the Post Office and the park;
- A crosswalk across Printers Alley at the Main Street intersection;
- A crosswalk across the access roadway to the rear bank parking lot (between Printers Alley and the park);
- Three crosswalks across each of the three approaches to the Main Street at Merchants Row intersection; and
- A crosswalk across Water Street at the Charles Avenue intersection.

While bicycling is a popular activity in Middlebury, there are no bicycle-specific facilities within the project area. However, the ACTR buses provide bicycle racks.

Regional and Local Transit

Middlebury acts as the hub of the Addison County Transit Resources (ACTR) regional transit system. While a permanent transit hub is under construction, the downtown stop has been relocated from Merchants Row to S. Pleasant Street just north of Cross Street. ACTR provides five shuttle routes throughout the Town of Middlebury as well as regional connections to the neighboring communities of Bristol, Burlington, Rutland and Vergennes. A system map of the ACTR routes is shown below in Figure 3. Schedules for the various bus routes are available on the ACTR website.

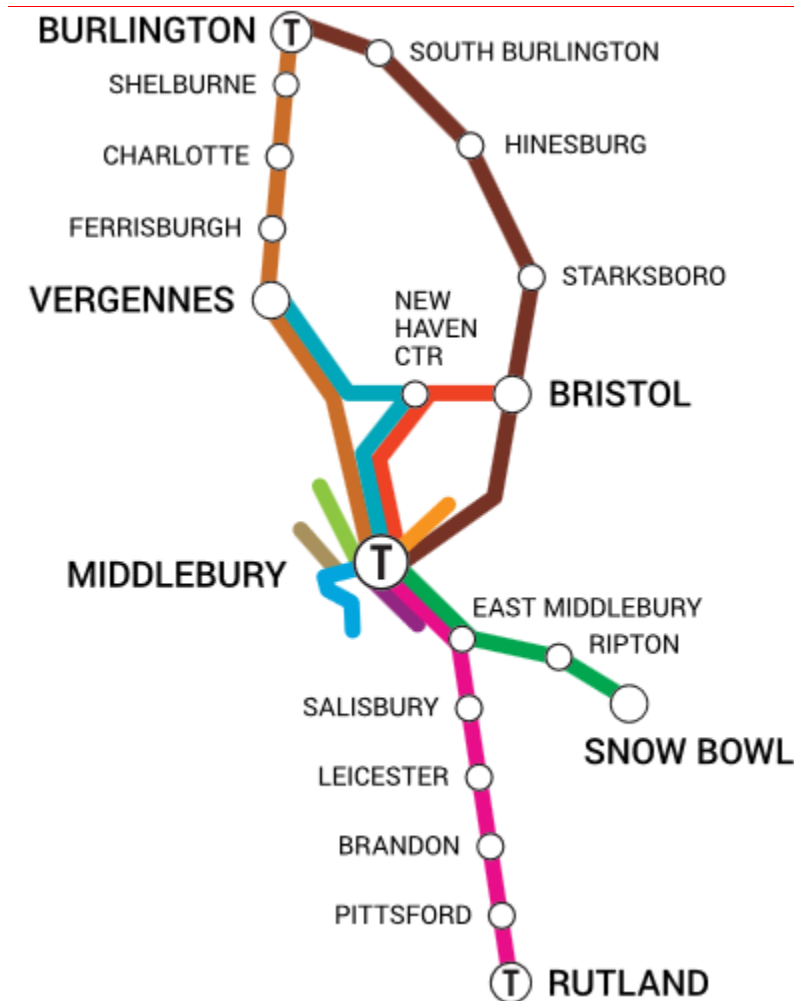


Figure 3: ACTR Regional System Map (courtesy of www.actr-vt.org)

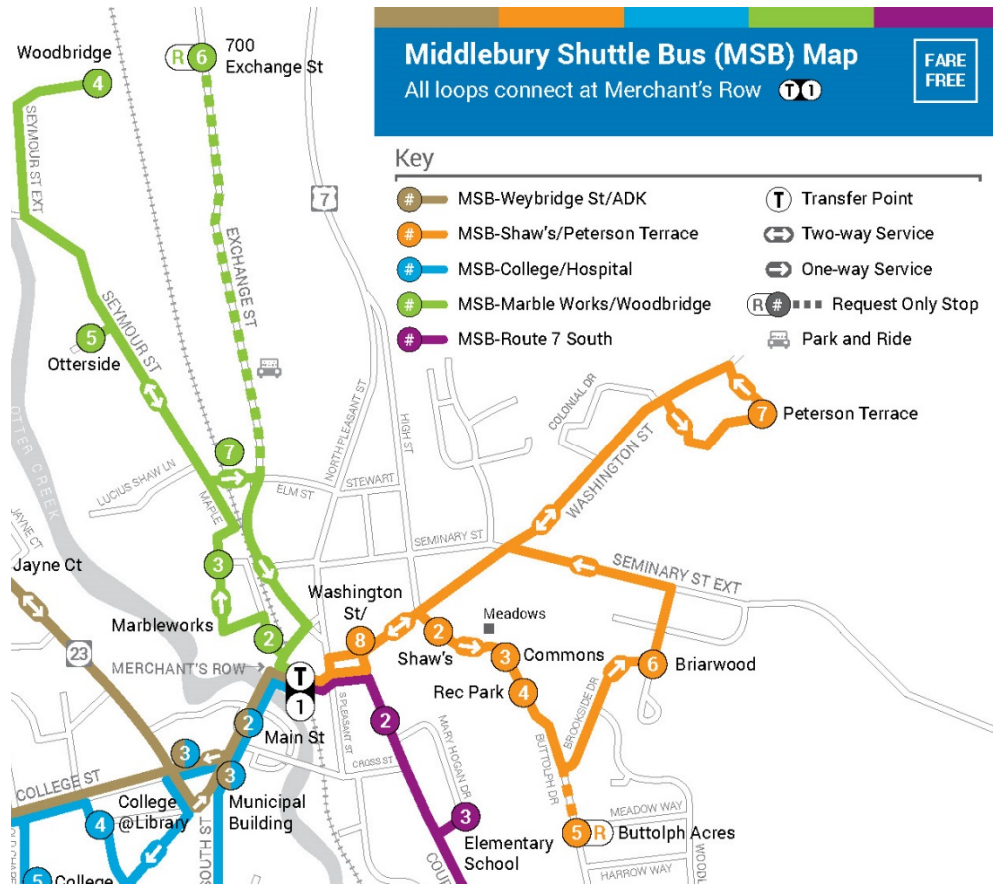


Figure 4: ACTR (Partial) Middlebury Shuttle Map (courtesy of www.actr-vt.org)

Figure 4 shows the route map that is being shown on the current ACTR website. It is noted that this graphic may not accurately reflect the current route paths as they may be detoured around the current downtown traffic restrictions.

Community and Business Impacts

During EWP3(2), there will be some added inconvenience to the community and some business impacts, in comparison to the conditions provided at the end of EWP3(1). All buildings in proximity to the microtunneling access pits will be subject to construction noise, dust and occasional blasting.

5.0 TCP Traffic Operations Analysis

Safety Analysis

Crash Data Analysis

The most notable, statistical standout from Tables 3 and 4 within Section 4 is the percentage of crashes during the midday hours along Main Street, at 58 percent, and nighttime, at 0 percent. As Middlebury is

an active downtown, the TMP Implementation and Monitoring leaders must stay vigilant to monitor the traffic interactions between vehicles, pedestrians, construction personnel and construction equipment in the Middlebury Bridges project area during the busier daytime business hours. Care must be taken to provide clear instructions and sufficient communication with travelers.

Traffic Analysis

The extent of the traffic analysis conducted for this TMP is to note that vehicular traffic detoured from a closed Printers Alley to access the Marble Works area will have nominal impact to the detour roadways. The traffic volume along Printers Alley prior to its closure was less than 400 vehicles per day with an estimated design hour volume of about 55 vehicles. During the peak hours for the road network, the addition of 55 vehicles along Main Street, Seymour Street, Middle Seymour Street and Maple Street has shown to have little impact to the operations and level of service along these roadways.

Alternatives Analysis

The work associated with EWP3(2) is expected to have limited additional impact to overall traffic flow through the town. The scope and nature of the work involved allows limited alternatives to consider for traffic control. Each of the three work areas associated with the microtunneling operations are located adjacent to rail and vehicular facilities and have been contained as much as feasible to isolate the work area from the rail and vehicular traffic. The proposed outfall area is isolated from any traffic impacts, although the access roadway to reach the outfall area begins at a parking lot along Maple Street and is adjacent to the pedestrian walking path in Riverfront Park.

6.0 Work Zone Impact Management Strategies

Temporary Traffic Control (TTC)

A temporary traffic control (TTC) plan has been prepared for this project. The TTC plan describes traffic control measures to be implemented to facilitate vehicular and pedestrian traffic flow through the work areas. This TTC plan includes the identification and location of signs, channelizing devices, temporary concrete barrier wall, portable temporary fencing, and other associated equipment necessary to provide positive guidance to the motorists and pedestrians through the work zone. The CM/GC has been involved in the development of the TTC and is therefore expected to accept and implement the proposed TTC plans as their approved traffic control plan. The CM/GC may supplement the TTC plans with additional details as to the methods and tools required by the Contractor to accomplish specific work activities (for example, the CM/GC will provide a nighttime lighting plan for night work). These changes shall be considered as modifications to the TMP through the TMP revision process.

Traffic Control Strategy

Much of the construction associated with EWP3(2) is off-line from the vehicular, rail, bicycle and pedestrian corridors in Middlebury. Where construction activity will impact traffic flow, the traffic control strategy is to deploy traffic control devices to maintain traffic flow where possible or detour

traffic flow when necessary. Roadway lane closures will use flaggers to maintain traffic. Sidewalk closures will include signing to re-direct pedestrians to alternative pedestrian paths using existing or interim crosswalks. The construction work will be conducted using best practices for work adjacent to railroad corridors, using rail flaggers to briefly halt work and allow rail traffic to proceed.

Traffic Control Devices

The Contractor will be required to use several traffic control devices to provide adequate warning and positive guidance through the work zone for vehicles and pedestrians. Temporary signs, channelization devices, flaggers, and uniformed police officers may all be necessary elements of the TTC plan for EWP3(2).

Project Coordination Strategies

Although impacts to other adjacent transportation projects and the infrastructure along the detour routes and within the local communities are not anticipated, the Contractor will be required to coordinate with all stakeholders during the execution of the project.

Innovative Contracting Strategies

This project will follow the CM/GC method for project development and delivery. A contractor has been involved in the design phase of the project. When the design plans are completed, the CM/GC will negotiate a price with the Agency. If the Agency fails to come to agreement with the CM/GC they shall cease negotiation and advertise the project as a traditional Design-Bid-Build contract. It is anticipated that the final selection of a contractor will occur before the start of the 2018 construction season.

Innovative or Accelerated Construction Techniques

No innovative or accelerated construction techniques are proposed for EWP3(2).

Table 5 - Temporary Traffic Control Strategies and Devices Required

| Temporary Traffic Control (TTC) | ✓ | Cost |
|---|---|------|
| Control Strategies | | |
| 1. Construction phasing/staging | ✓ | |
| 2. Full roadway closures | ✓ | |
| 3. Lane shifts or closures | ✓ | |
| 4. One-lane, two-way controlled operation | ✓ | |
| 5. Two-way, one-lane traffic/reversible lanes | | |
| 6. Ramp closures/relocation | | |
| 7. Freeway-to-freeway interchange closures | | |
| 8. Night work | ✓ | |
| 9. Weekend work | ✓ | |
| 10. Work hour restrictions for peak travel | ✓ | |
| 11. Pedestrian/bicycle access improvements | | |
| 12. Business access improvements | | |
| 13. Off-site detours/use of alternate routes | | |
| Traffic Control Devices | ✓ | |
| 14. Temporary signs | ✓ | |
| 15. Arrow boards | | |
| 16. Channelizing devices | ✓ | |
| 17. Temporary pavement markings | | |
| 18. Flaggers and uniformed traffic control officers | ✓ | |
| 19. Temporary traffic signals | | |
| 20. Lighting devices | ✓ | |
| Project Coordination Strategies | | |
| 21. Other area projects | | |
| 22. Utilities | ✓ | |
| 23. Right-of-Way | | |
| 24. Other transportation infrastructure | ✓ | |
| Innovative Contracting Strategies | | |
| 25. Design-Build | | |
| 26. A+B Bidding | | |

| | | |
|--|---|--|
| 27. Incentive/Disincentive clauses | | |
| 28. Lane rental | | |
| 29. Performance specifications | ✓ | |
| Innovative or Accelerated Construction Techniques | | |
| 30. Prefabricated/precast elements | | |
| 31. Rapid cure materials | | |

Transportation Operations (TO)

While the overall project is expected to include transportation operations strategies, the EWP3(2) project is not expected to employ any of these strategies. However, the work involved in EWP3(2) is suited to consideration of incident management plans.

Incident Management (IM) Plans

While the transportation impacts of EWP3(2) are limited, the unique construction operation (i.e. microtunneling in a downtown environment) is appropriate for the development of incident management (IM) plans before they are needed. As such, this TMP includes two hypothetical incidents that are described within this section: a minor incident and a major incident. Each scenario is described to provide a sense of scale for the incident, along with some incident management tactics that could be considered for this project to prepare for a similar type of incident.

Minor Incident Management

Under this hypothetical scenario, there is a failure in the Microtunnel Drive Number 3 near the receiving pit at STA 29+00 that results in a small sink hole at the edge of Maple Street.

Incident Detection and Verification

The microtunneling observer at STA 29+00 notices that the ground has shifted and a depression/hole has formed along Maple Street. The observer alerts the boring operator to stop work and contacts the project Superintendent. Meanwhile, the observer restricts Maple Street access to the parking lot behind the bank to a single lane or as a closure until further investigation can be completed.

Incident Classification and Response

The size and location of the sink hole will determine its incident classification. In this scenario, the sinkhole has formed on the edge of Maple Street at approximately STA 1+50 of Microtunnel Drive Number 3; therefore, the incident may be classified as minor. The TMP Monitoring Task Leader will communicate the incident to the PIO and the TMP Implementation Manager. The PIO will relay information to the affected property owners (bank and users of the parking lot) through direct contact and social media. The TMP Monitoring Task Leader will engage a geotechnical engineer to evaluate the soil conditions and extent of the sink hole in order to develop a mitigation plan.

Site Management and Clearance

The Contractor will have primary responsibility for incident management for the removal of the boring equipment and repair of the sink hole and microtunnel. Maple Street will remain restricted or may be closed in accordance with the geotechnical engineer's recommendations until the incident has been resolved.

Evaluation

The TMP Monitoring Task Leader and the TMP Implementation Managers will produce a work zone incident report and determine if any corrective actions should be taken to the TMP based on the lessons learned in the incident.

Major Incident Management

Under this hypothetical scenario, a tractor-trailer has broken down while traveling eastbound across the temporary Merchants Row Bridge, essentially blocking vehicular traffic across the bridge. This effectively blocks vehicle traffic from accessing the businesses east of the bridge along Merchants Row and may prevent Contractor access and Contractor materials delivery to the project, slowing down operations within the work zone.

Incident Detection and Verification

The driver of the truck notifies a nearby member of the Contractor's team, who notifies the TMP Monitoring Task Leader of the incident. The vehicle is not encroaching on the work directly, but has significant impact to the traffic operations adjacent to the work area which will be perceived as a failure in the project; therefore, the incident must be resolved efficiently and transparently.

Incident Classification and Response

This incident may be classified as major and the TMP Monitoring Task Leader will communicate the incident and plan for vehicle removal to the PIO and TMP Implementation Manager. The PIO will relay information to the community through the radio and social media that traffic will be detoured and transit delays may occur due to the incident. The local police will be called upon to control access at the intersection of S. Pleasant Street and Merchants Row for local access to the east side of the bridge until the incident is resolved. An on-call towing service (wrecker truck) may be called upon to access Merchants Row east of the railroad to tow the vehicle away.

Site Management

The Middlebury Police Department will have primary responsibility for incident management for the removal of the tractor-trailer truck. Due to some narrow streets and difficult turns through Middlebury, the police may lead the towing vehicle out of the project area along a predetermined route that would have the least impact on the transportation network.

Police should continue to control the scene until the incident has been cleared. Upon clearing the incident, the local officers should communicate to the PIO and TMP Monitoring Task Leader when the incident is cleared and can be returned to normal operations.

Motorist Information

The TMP Monitoring Task Leaders should communicate incident status to the PIO regarding delays that could occur for deliveries or buses so that these messages may be further shared with the affected groups.

Evaluation

The TMP Monitoring Task Leader and the TMP Implementation Managers will produce a work zone incident report and determine if any corrective actions should be taken to the TMP based on the lessons learned in the incident.

Public Information and Outreach (PI&O) Plan

A comprehensive and consistent public information and outreach (PI&O) plan will be critical to the success of the whole project, maintaining the momentum from EWP3(1) through both EWP3(2) and the Main Project. The Middlebury community is aware of the project and will be looking to Middlebury, VTrans and the Contractor for project updates regularly. The goal will be to proactively provide information to the community so that the businesses, residents, transit operators, rail operator, and travelers can make informed decisions throughout the project. To that end the Agency's Public Information consultant (Fitzgerald & Halliday, Inc) is following a PI&O Plan that describes the flow of information for the whole project. It is expected that EWP3(2) will continue with the same PI&O Plan, including the use of a project website and blog posting by the Town of Middlebury.

Table 6 - Public Information and Outreach Strategies and Techniques

| Public Information and Outreach (PI&O) | √ | Cost |
|--|---|------|
| Public Awareness Strategies | | |
| 1. Branding | | |
| 2. Press kits | | |
| 3. Brochures and mailers | | |
| 4. Press releases/media alerts | √ | |
| 5. Mass media (earned and/or paid) | | |
| 6. Paid advertisements | | |
| 7. Project Information Center | √ | |
| 8. Social Media/Blogging | √ | |
| 9. Planned lane closure website | | |

| Public Information and Outreach (PI&O) | √ | Cost |
|---|---|------|
| 10. Project website | √ | |
| 11. Public meetings/hearings, workshops | √ | |
| 12. Community task forces | | |
| 13. Coordination with media/schools/business/emergency services | √ | |
| 14. Work zone education and safety campaigns | | |
| 15. Work zone safety highway signs | | |
| 16. Rideshare promotions | | |
| 17. Visual information | √ | |
| Motorist Information Strategies | | |
| 18. Radio traffic news | √ | |
| 19. Changeable message signs | √ | |
| 20. Temporary motorist information signs | | |
| 21. Dynamic speed message sign | | |
| 22. Highway Advisory Radio (HAR) | | |
| 23. Extinguishable Signs | | |
| 24. Highway information network (web-based) | | |
| 25. Traveler information systems (wireless, handheld) | | |
| 26. Transportation Management Center (TMC) | | |
| 27. Live traffic camera(s) on a website | | |
| 28. Project information hotline | | |
| 29. Email alerts | √ | |

7.0 Notes

This section is reserved for responses to review comments or issues related to the development or modification of this TMP.

8.0 TMP Implementation/Monitoring

The TMP is intended to be implemented, monitored, and updated throughout construction. It is important that the Contractor's TMP Implementation Manager has sufficient authority to implement the TMP as approved, and to adjust the traffic control to maintain the mobility and safety of the work zones. The TMP should be monitored and reported on at each project meeting throughout the construction phase.

Both the Contractor and the Agency have a role in monitoring the TMP. The Contractor's TMP Monitoring Task Leader has the primary responsibility to maintain the elements of the TMP throughout construction. The Agency's TMP Monitoring Task Leader should be providing independent verification of the TMP implementation. The Agency's TMP Implementation Manager should have sufficient authority to review and approve changes to the TMP as needed throughout construction.

Monitoring the TMP consists of two parts: verification that the approved TMP is being followed; and reviewing the effects of the TMP on travel behavior and operations. An approved TMP that is not being followed is a liability to both the Contractor and the Agency. Similarly, an approved TMP that is creating unusual or unsafe travel behaviors or violates a driver's expectations has the potential to cause driver confusion and may lead to work zone crashes that should be avoided.

At the completion of the construction project, the TMP Implementation Managers and the TMP Monitoring Task Leaders should participate in a "lessons learned" discussion to discuss the elements of the TMP that worked and those areas that could be improved in future contracts.

9.0 TMP Review/Approvals and Change Process

The Regional Construction Engineer and Traffic Operations Engineer have the primary authority to review and approve the TMP. It is anticipated that the TMP will be formally reviewed at the completion of the Final Design phase in consultation with the CMCG. Once approved in writing by the Agency, any changes to the TMP must follow the TMP Change Process indicated below.

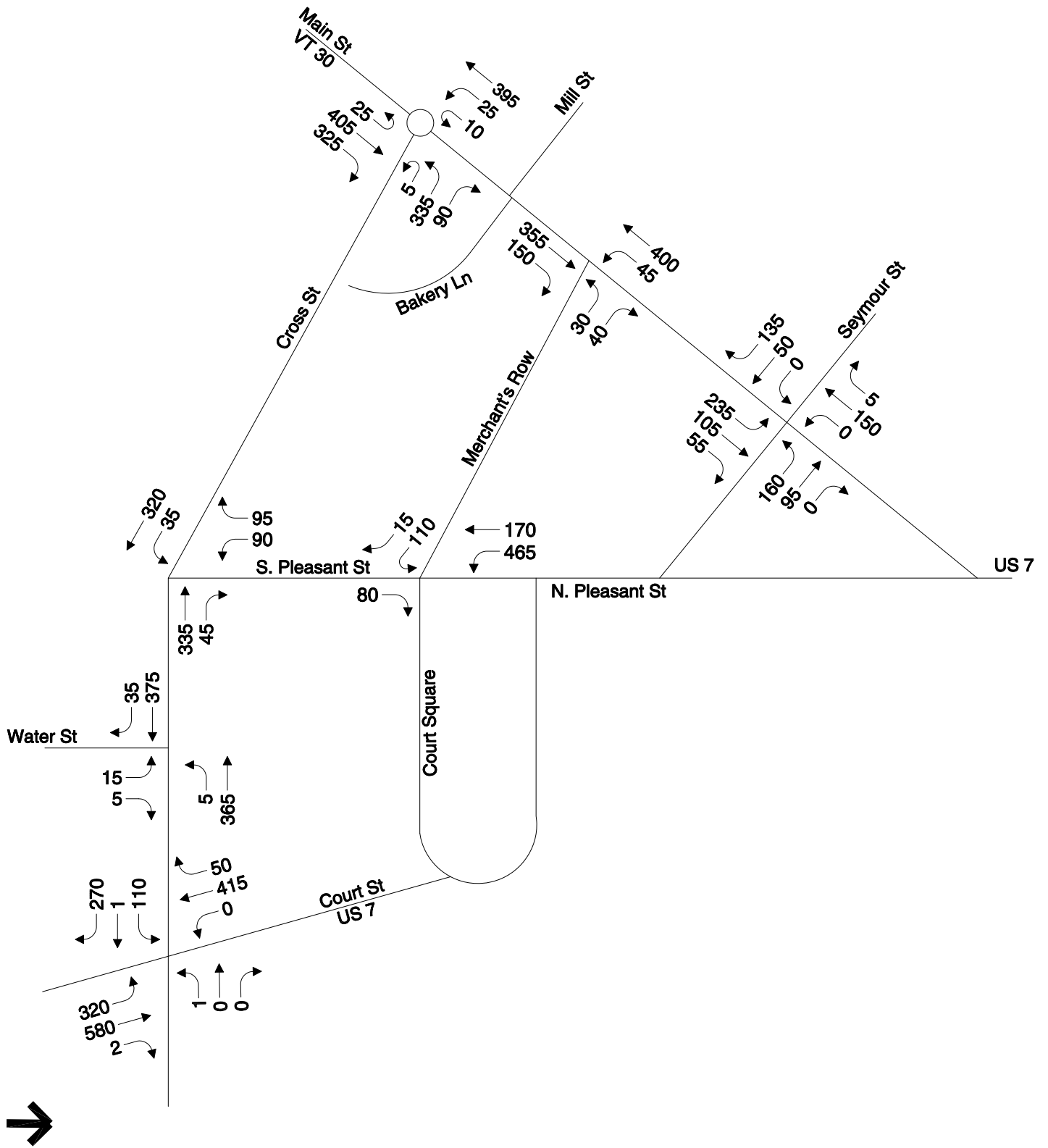
There are two types of changes that may be required to the TMP throughout construction: minor modifications and major modifications. An example of a minor modification could be modifying the location of a traffic control device. Any minor modification shall be discussed between the TMP Monitoring Task Leaders and approved by the Resident. Any approved minor modification should be documented in the next project meeting notes. An example of a major modification could be changes to the sequence of construction, traffic control phasing, or allowable times for lane closures. Major modifications shall be prepared in writing and submitted to the TMP Implementation Managers for review and discussion. Upon the Agency's written approval, the TMP shall be updated with the next Revision number and the modification shall be implemented.

Table 7 - Transportation Management Plan Approval Signatures

| Regional Construction Engineer | | | Traffic Operations Engineer | | |
|---|----------|------|------------------------------|----------|------|
| All approvals must be obtained prior to the start of work | | | | | |
| Signature: Name: Date: | | | Signature: Name: Date: | | |
| Revision# | Initials | Date | Revision# | Initials | Date |
| 1 | | | | | |
| 2 | | | | | |

10.0 Appendices

- A. Traffic Volume Networks
- B. Traffic Count Data (courtesy of VTrans)
- C. Crash Data (courtesy of VTrans)
- D. Public Information and Outreach Plan (*Independent Document*)
- E. TMP Review Notes (TBD)



➔
Not to Scale



Figure A-1
2019 Weekday Morning Peak Hour
Middlebury Traffic Volumes



Figure A-2
2019 Weekday Morning Peak Hour
Middlebury Traffic Volumes
Pedestrians

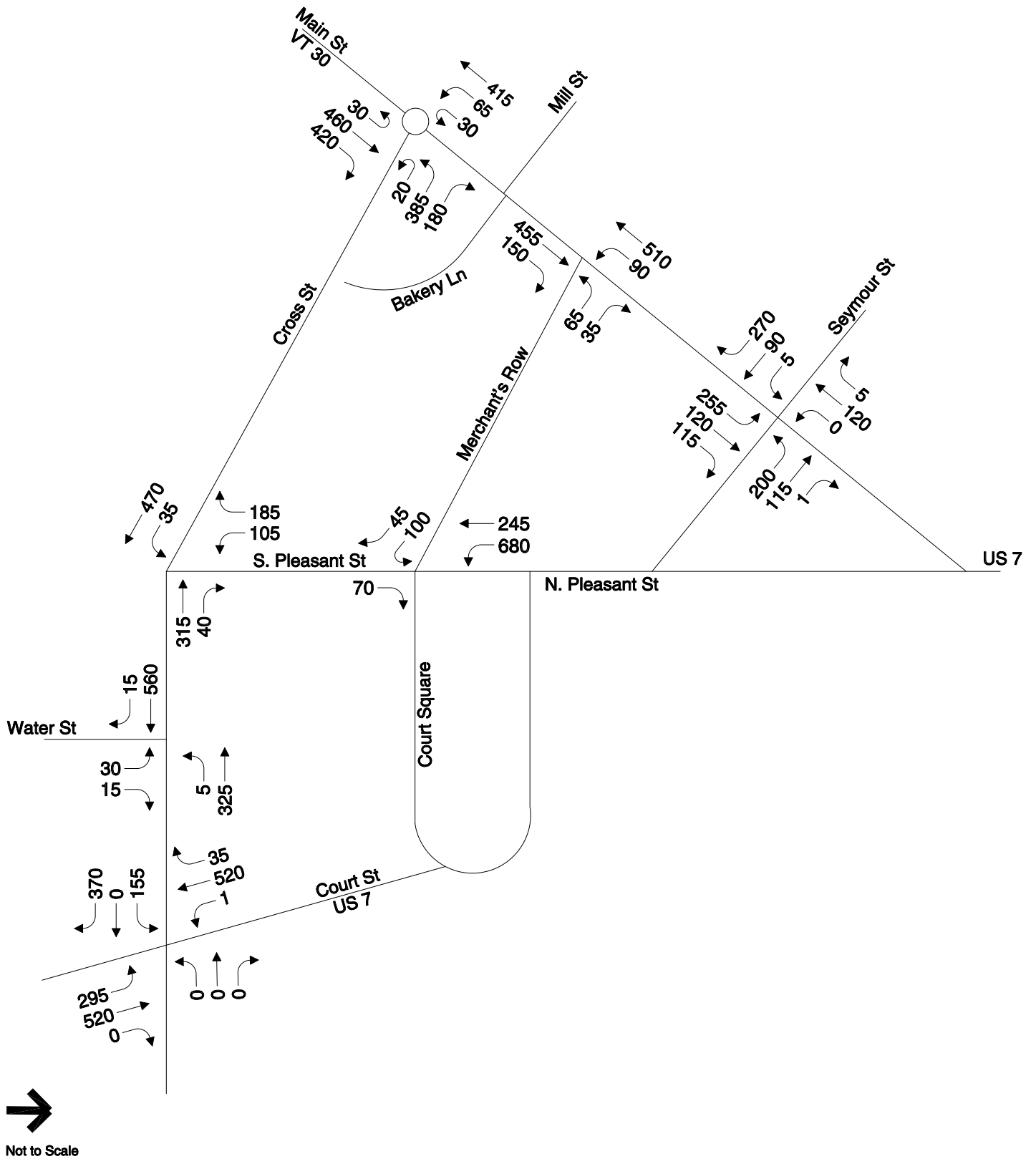
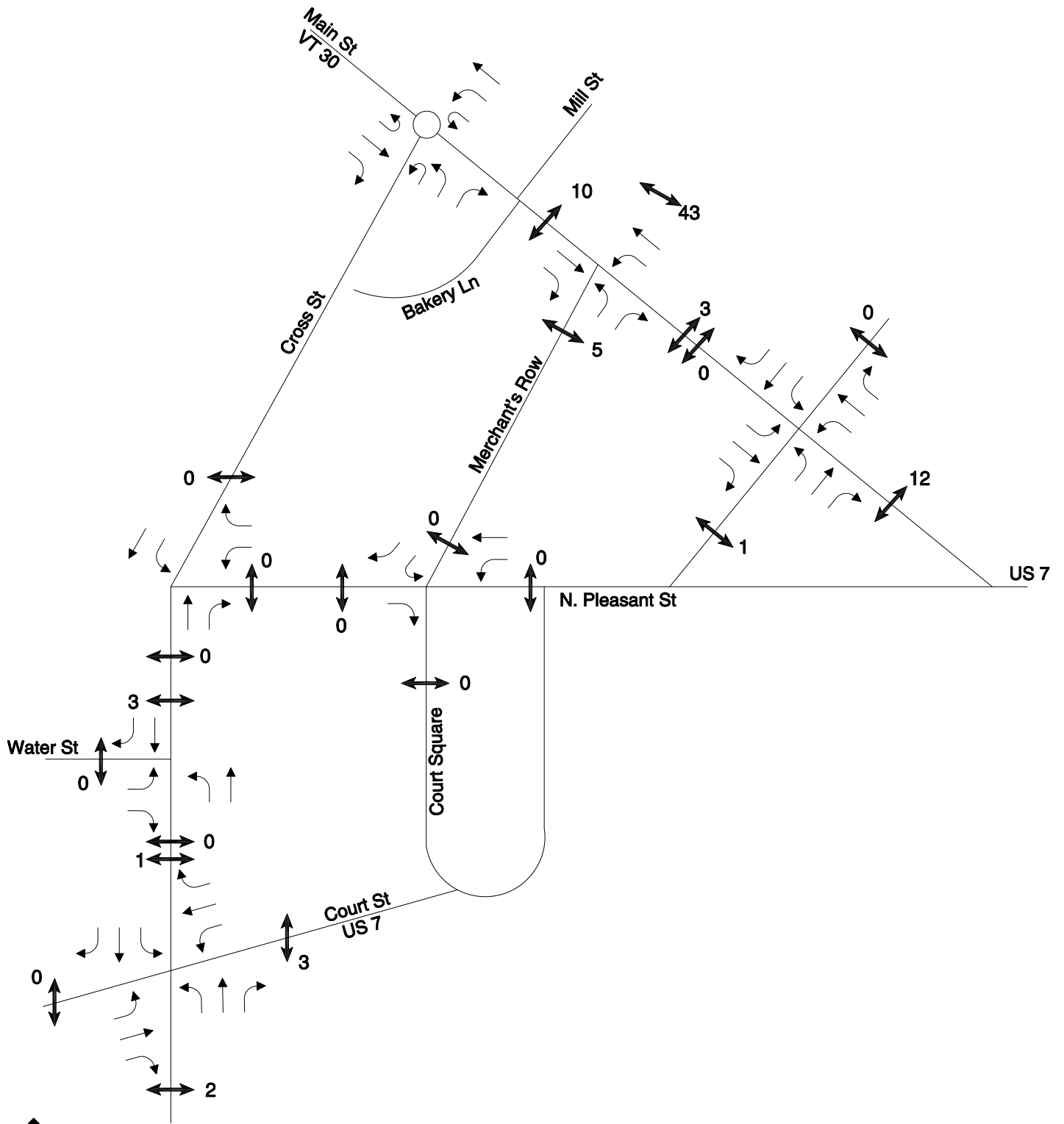


Figure A-3
2019 Weekday Midday Peak Hour
Middlebury Traffic Volumes



Not to Scale



Figure A-4
2019 Weekday Midday Peak Hour
Middlebury Traffic Volumes
Pedestrians

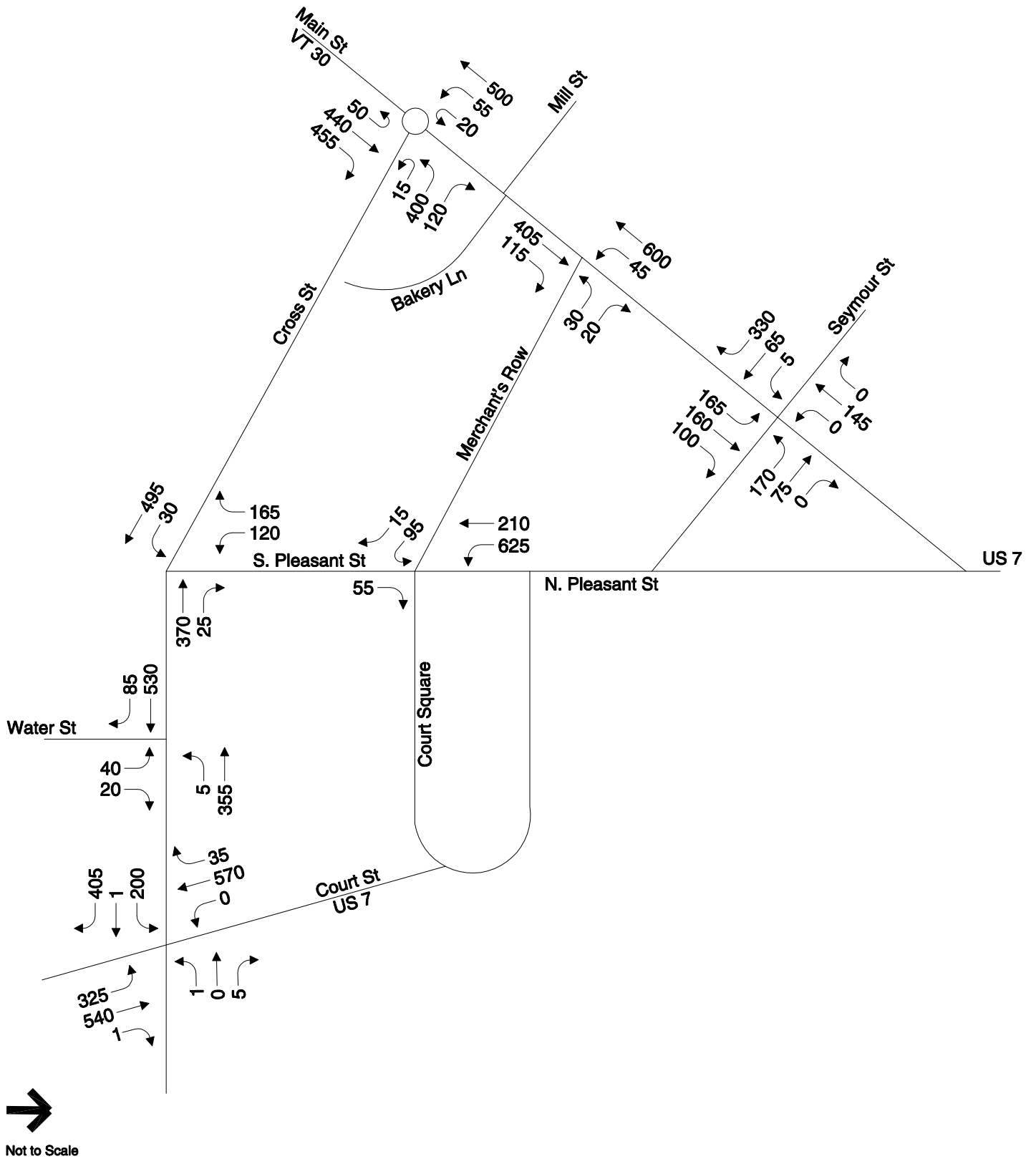
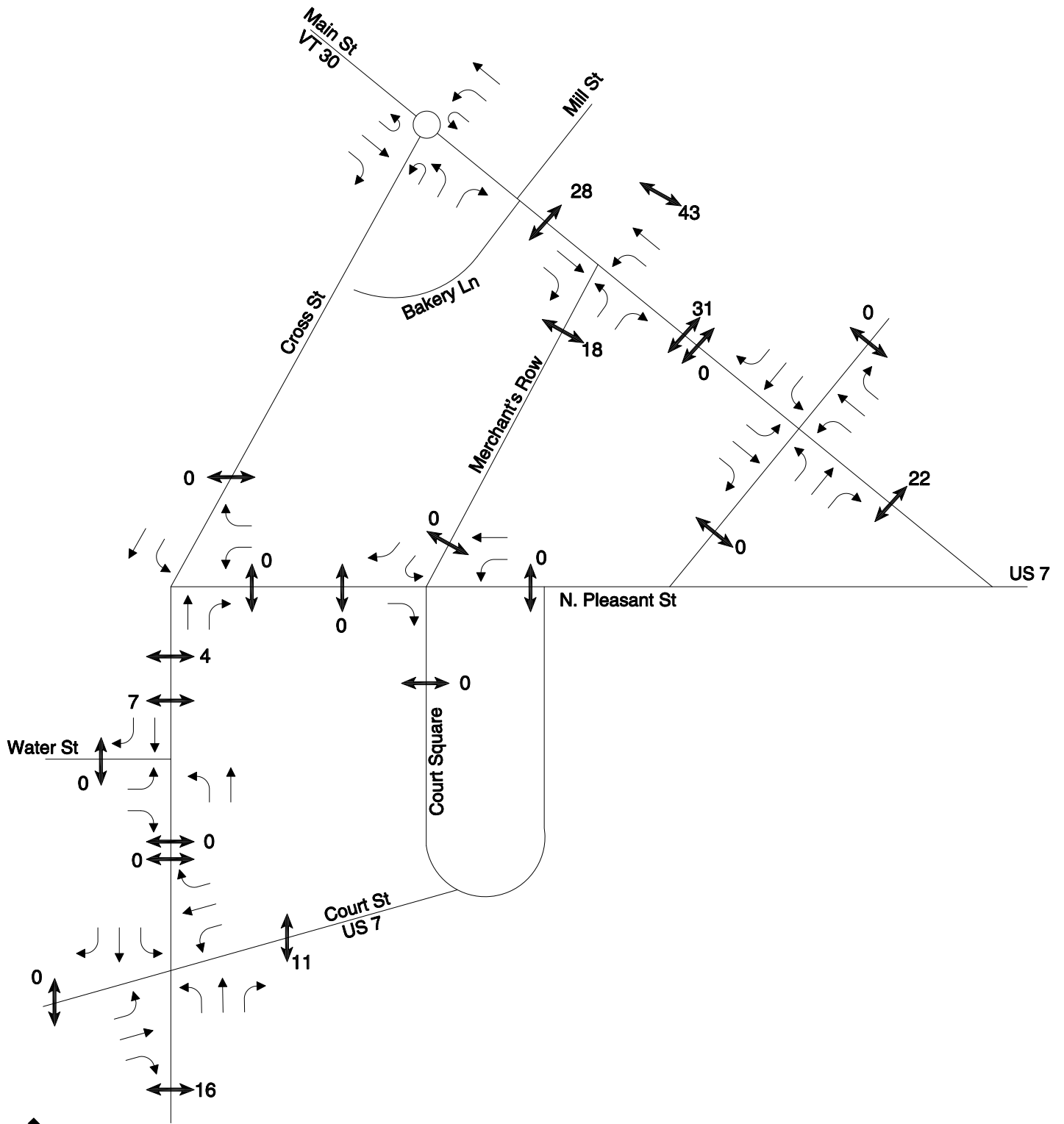


Figure A-5
2019 Weekday Evening Peak Hour
Middlebury Traffic Volumes



Not to Scale



Figure A-6
2019 Weekday Evening Peak Hour
Middlebury Traffic Volumes
Pedestrians

Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | ROAD 2 | ROAD 3 | ROAD 4 | COMMUNITY | TMC DATE |
|----------|--------|--------|---------------|--------------------|------------|-----------|
| 30111765 | US-7 | US-7 | S PLEASANT ST | MERCHANTS ROW FORK | MIDDLEBURY | 8/10/2016 |

CARS

NB

EB

SB

| Start Time | Left | Thru | Right | Ped | NB Total | Left | Thru | Right | Ped | EB Total | Left | Thru | Right | Ped | SB Total | Interval Total |
|------------|------|------|-------|-----|----------|------|------|-------|-----|----------|------|------|-------|-----|----------|----------------|
| 6:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 22 | 2 | 0 | 0 | 24 | 26 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 28 | 3 | 3 | 0 | 34 | 37 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 33 | 4 | 4 | 0 | 41 | 52 |
| 6:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 7 | 1 | 0 | 8 | 50 | 4 | 1 | 0 | 55 | 65 |
| 7:00 AM | 0 | 0 | 8 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 54 | 12 | 3 | 0 | 69 | 82 |
| 7:15 AM | 0 | 0 | 3 | 0 | 3 | 0 | 21 | 3 | 0 | 24 | 64 | 8 | 3 | 0 | 75 | 102 |
| 7:30 AM | 1 | 0 | 1 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 75 | 20 | 4 | 0 | 99 | 112 |
| 7:45 AM | 1 | 0 | 3 | 0 | 4 | 0 | 17 | 1 | 0 | 18 | 56 | 22 | 2 | 0 | 80 | 102 |
| 8:00 AM | 1 | 0 | 3 | 0 | 4 | 0 | 14 | 6 | 0 | 20 | 78 | 12 | 8 | 0 | 98 | 122 |
| 8:15 AM | 0 | 0 | 8 | 0 | 8 | 0 | 15 | 0 | 0 | 15 | 79 | 31 | 5 | 0 | 115 | 138 |
| 8:30 AM | 4 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 0 | 12 | 93 | 30 | 12 | 0 | 135 | 151 |
| 8:45 AM | 3 | 0 | 4 | 0 | 7 | 0 | 13 | 2 | 0 | 15 | 112 | 24 | 6 | 0 | 142 | 164 |
| 9:00 AM | 5 | 0 | 4 | 0 | 9 | 0 | 16 | 5 | 0 | 21 | 105 | 36 | 6 | 0 | 147 | 177 |
| 9:15 AM | 2 | 0 | 6 | 0 | 8 | 0 | 11 | 4 | 0 | 15 | 102 | 19 | 8 | 0 | 129 | 152 |
| 9:30 AM | 3 | 0 | 4 | 0 | 7 | 0 | 8 | 1 | 0 | 9 | 100 | 22 | 5 | 0 | 127 | 143 |
| 9:45 AM | 3 | 0 | 6 | 0 | 9 | 0 | 9 | 6 | 0 | 15 | 104 | 13 | 9 | 0 | 126 | 150 |
| 10:00 AM | 2 | 0 | 6 | 0 | 8 | 0 | 7 | 2 | 0 | 9 | 91 | 21 | 6 | 0 | 118 | 135 |
| 10:15 AM | 3 | 0 | 1 | 0 | 4 | 0 | 21 | 2 | 0 | 23 | 119 | 29 | 13 | 0 | 161 | 188 |
| 10:30 AM | 5 | 0 | 9 | 0 | 14 | 0 | 14 | 4 | 0 | 18 | 112 | 24 | 10 | 0 | 146 | 178 |
| 10:45 AM | 1 | 0 | 6 | 0 | 7 | 0 | 22 | 14 | 0 | 36 | 123 | 26 | 10 | 0 | 159 | 202 |
| 11:00 AM | 3 | 0 | 4 | 0 | 7 | 0 | 17 | 2 | 0 | 19 | 117 | 23 | 10 | 0 | 150 | 176 |
| 11:15 AM | 6 | 0 | 5 | 0 | 11 | 0 | 29 | 8 | 0 | 37 | 125 | 19 | 10 | 0 | 154 | 202 |
| 11:30 AM | 5 | 0 | 9 | 0 | 14 | 0 | 18 | 6 | 0 | 24 | 110 | 27 | 6 | 0 | 143 | 181 |
| 11:45 AM | 3 | 0 | 9 | 0 | 12 | 0 | 22 | 5 | 0 | 27 | 138 | 23 | 14 | 0 | 175 | 214 |
| Total | 51 | 0 | 102 | 0 | 153 | 0 | 323 | 73 | 0 | 396 | 2090 | 454 | 158 | 0 | 2702 | 3251 |
| App % | 33.3 | 0.0 | 66.7 | 0.0 | | 0.0 | 81.6 | 18.4 | 0.0 | | 77.4 | 16.8 | 5.8 | 0.0 | | |
| Total % | 1.6 | 0.0 | 3.1 | 0.0 | 4.7 | 0.0 | 9.9 | 2.2 | 0.0 | 12.2 | 64.3 | 14.0 | 4.9 | 0.0 | 83.1 | |

Turning Movement Count Report - Cars & Trucks

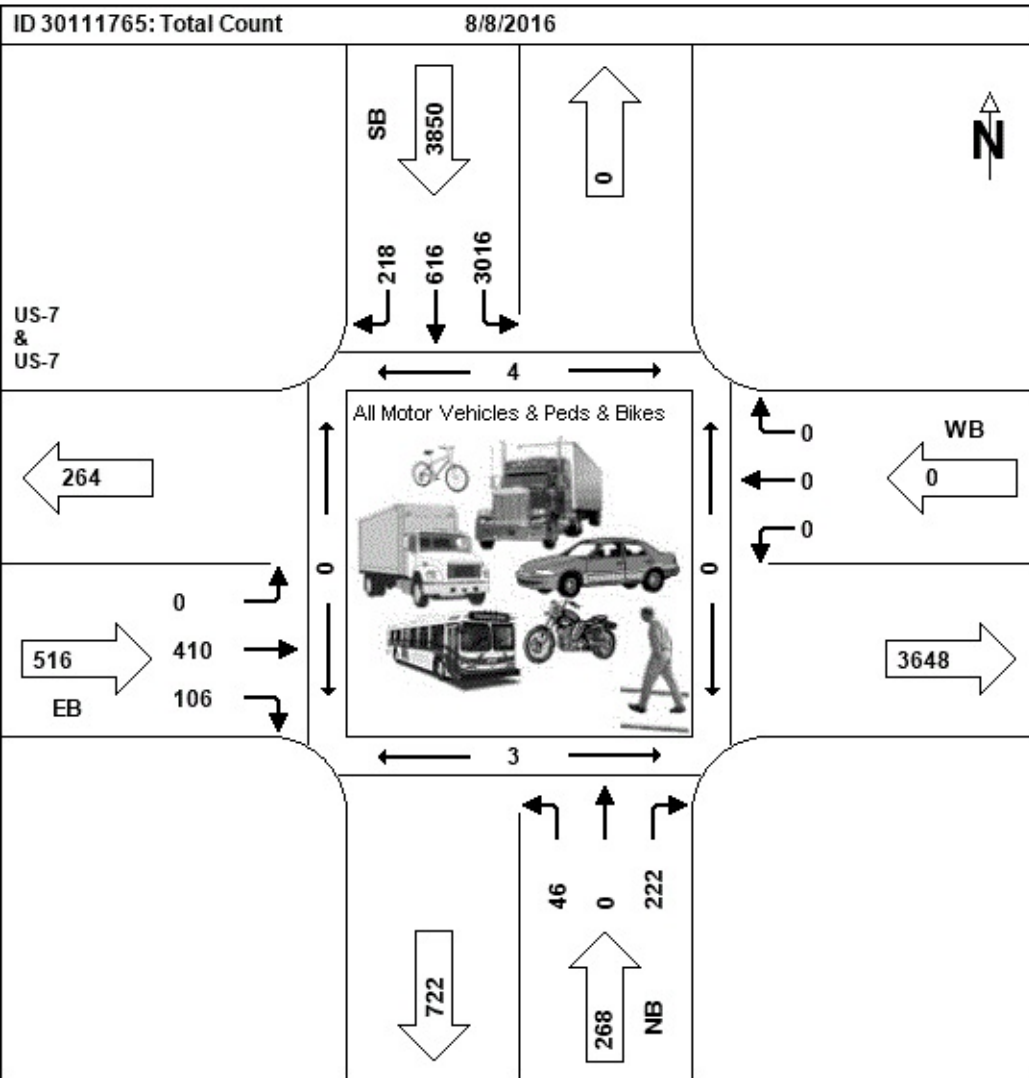
| INT ID | ROAD 1 | ROAD 2 | ROAD 3 | ROAD 4 | COMMUNITY | TMC DATE | | | | | | | | | | | | | | | |
|------------|--------|--------|---------------|--------------------|------------|----------|------|-------|-----|----------|------|------|-------|-----|----------|------|----------|----------------|------|-------|------|
| 30111765 | US-7 | US-7 | S PLEASANT ST | MERCHANTS ROW FORK | MIDDLEBURY | 8/8/2016 | | | | | | | | | | | | | | | |
| CARS | | | | | | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | EB | | | | SB | | | | WB | | | | WB Total | Interval Total | | | |
| | Left | Thru | Right | Ped | NB Total | Left | Thru | Right | Ped | EB Total | Left | Thru | Right | Ped | SB Total | Left | | | Thru | Right | Ped |
| 12:00 PM | 4 | 0 | 7 | 0 | 11 | 0 | 22 | 6 | 0 | 28 | 135 | 19 | 16 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 209 |
| 12:15 PM | 5 | 0 | 4 | 0 | 9 | 0 | 21 | 6 | 0 | 27 | 131 | 14 | 17 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 198 |
| 12:30 PM | 5 | 0 | 11 | 0 | 16 | 0 | 19 | 4 | 0 | 23 | 145 | 27 | 12 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 223 |
| 12:45 PM | 4 | 0 | 4 | 0 | 8 | 0 | 19 | 8 | 0 | 27 | 110 | 25 | 12 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 182 |
| 1:00 PM | 3 | 0 | 4 | 0 | 7 | 0 | 10 | 6 | 0 | 16 | 101 | 22 | 2 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 148 |
| 1:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 13 | 2 | 0 | 15 | 111 | 30 | 6 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 164 |
| 1:30 PM | 0 | 0 | 25 | 0 | 25 | 0 | 15 | 5 | 0 | 20 | 74 | 12 | 10 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 141 |
| 1:45 PM | 2 | 0 | 4 | 0 | 6 | 0 | 19 | 7 | 0 | 26 | 97 | 22 | 8 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 159 |
| 2:00 PM | 1 | 0 | 5 | 0 | 6 | 0 | 19 | 6 | 0 | 25 | 109 | 26 | 6 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 172 |
| 2:15 PM | 0 | 0 | 20 | 0 | 20 | 0 | 21 | 6 | 0 | 27 | 102 | 15 | 6 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 170 |
| 2:30 PM | 0 | 0 | 12 | 0 | 12 | 0 | 17 | 6 | 0 | 23 | 126 | 40 | 2 | 0 | 168 | 0 | 0 | 0 | 4 | 0 | 203 |
| 2:45 PM | 1 | 0 | 8 | 0 | 9 | 0 | 17 | 3 | 0 | 20 | 108 | 41 | 6 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 184 |
| 3:00 PM | 0 | 0 | 18 | 0 | 18 | 0 | 17 | 0 | 0 | 17 | 146 | 22 | 9 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 212 |
| 3:15 PM | 1 | 0 | 10 | 0 | 11 | 0 | 14 | 2 | 0 | 16 | 105 | 26 | 6 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 164 |
| 3:30 PM | 2 | 0 | 15 | 0 | 17 | 0 | 11 | 1 | 0 | 12 | 96 | 25 | 5 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 155 |
| 3:45 PM | 0 | 0 | 7 | 0 | 7 | 0 | 11 | 3 | 0 | 14 | 141 | 25 | 5 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 192 |
| 4:00 PM | 3 | 0 | 4 | 0 | 7 | 0 | 16 | 10 | 0 | 26 | 109 | 28 | 4 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 174 |
| 4:15 PM | 2 | 0 | 13 | 0 | 15 | 0 | 13 | 5 | 0 | 18 | 114 | 30 | 1 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 178 |
| 4:30 PM | 4 | 0 | 9 | 0 | 13 | 0 | 23 | 3 | 0 | 26 | 112 | 25 | 3 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 179 |
| 4:45 PM | 2 | 0 | 8 | 0 | 10 | 0 | 19 | 2 | 0 | 21 | 161 | 35 | 6 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 233 |
| 5:00 PM | 3 | 0 | 9 | 0 | 12 | 0 | 13 | 6 | 0 | 19 | 136 | 33 | 10 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 210 |
| 5:15 PM | 4 | 0 | 10 | 0 | 14 | 0 | 18 | 3 | 0 | 21 | 131 | 17 | 2 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 185 |
| 5:30 PM | 0 | 0 | 9 | 0 | 9 | 0 | 15 | 4 | 1 | 19 | 118 | 29 | 11 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 186 |
| 5:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 15 | 2 | 2 | 17 | 83 | 21 | 3 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 126 |
| Total | 46 | 0 | 220 | 0 | 266 | 0 | 397 | 106 | 3 | 503 | 2801 | 609 | 168 | 0 | 3578 | 0 | 0 | 0 | 4 | 0 | 4347 |
| App % | 17.3 | 0.0 | 82.7 | 0.0 | | 0.0 | 78.9 | 21.1 | 0.6 | | 78.3 | 17.0 | 4.7 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 1.1 | 0.0 | 5.1 | 0.0 | 6.1 | 0.0 | 9.1 | 2.4 | 0.1 | 11.6 | 64.4 | 14.0 | 3.9 | 0.0 | 82.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | |

| INT ID | ROAD1 | ROAD2 | ROAD3 | ROAD4 | COMMUNITY | TMC DATE |
|----------|-------|-------|---------------|--------------------|------------|----------|
| 30111765 | US-7 | US-7 | S PLEASANT ST | MERCHANTS ROW FORK | MIDDLEBURY | 8/8/2016 |

TRUCKS

| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | Interval Total |
|------------|------|------|-------|-----|----------|------|-------|-------|-----|----------|------|------|-------|-----|----------|----------------|
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 | 1 | 1 | 0 | 13 | 14 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 | 1 | 0 | 0 | 12 | 13 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 3 | 0 | 21 | 21 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 | 0 | 1 | 0 | 12 | 13 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 0 | 14 | 14 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 12 | 0 | 1 | 0 | 13 | 14 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 13 | 13 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 2 | 0 | 9 | 10 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 4 | 0 | 25 | 25 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 14 | 1 | 0 | 0 | 15 | 16 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 15 | 15 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 12 | 12 |
| 3:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 8 | 9 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 2 | 0 | 8 | 9 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9 | 0 | 3 | 0 | 12 | 13 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 2 | 0 | 8 | 9 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 15 | 15 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 1 | 2 | 0 | 10 | 11 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 7 | 7 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 3 | 0 | 7 | 8 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 10 | 10 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 5 | 6 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 6 |
| 5:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 4 |
| Total | 0 | 0 | 2 | 0 | 2 | 0 | 13 | 0 | 0 | 13 | 215 | 7 | 50 | 0 | 272 | 287 |
| App % | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 79.0 | 2.6 | 18.4 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 | 0.0 | 4.5 | 0.0 | 0.0 | 4.5 | 74.9 | 2.4 | 17.4 | 0.0 | 94.8 | |

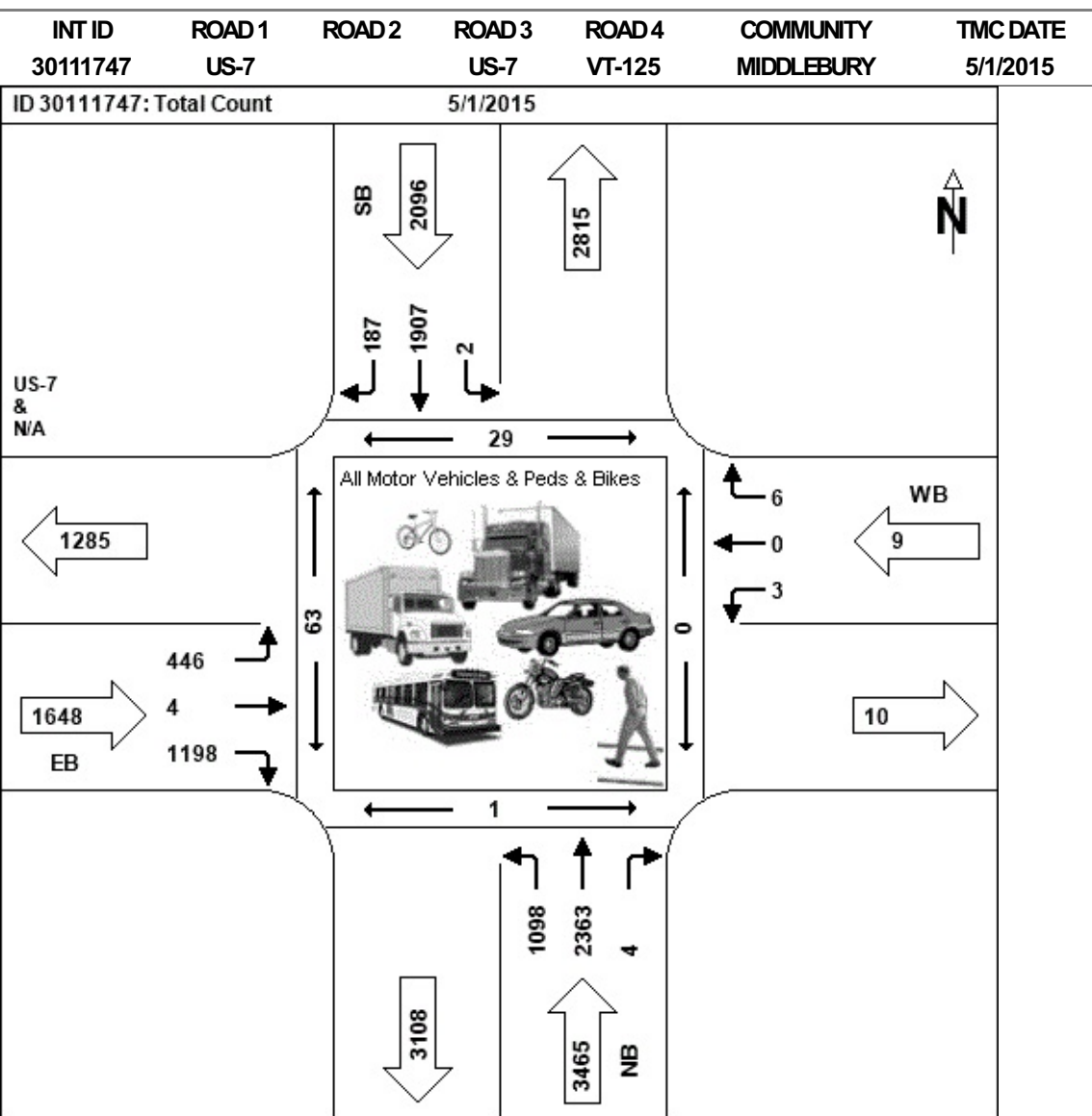
| INT ID | ROAD1 | ROAD2 | ROAD3 | ROAD4 | COMMUNITY | TMC DATE |
|----------|-------|-------|---------------|--------------------|------------|----------|
| 30111765 | US-7 | US-7 | S PLEASANT ST | MERCHANTS ROW FORK | MIDDLEBURY | 8/8/2016 |



Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|----------|------|------|-------|--------|----------|------|------|------------|-----|----------|------|-----------|-------|-------|----------|----------------|--|
| 30111747 | US-7 | | | | US-7 | | | | VT-125 | | | | MIDDLEBURY | | | | 5/1/2015 | | | | | |
| CARS | | | | | | | | | | | | | | | | | | | | | | |
| NB | | | | | EB | | | | | SB | | | | | WB | | | | | | | |
| Start Time | Left | Thru | Right | Ped | NB Total | Left | Thru | Right | Ped | EB Total | Left | Thru | Right | Ped | SB Total | Left | Thru | Right | Ped | WB Total | Interval Total | |
| 6:00 AM | 14 | 24 | 0 | 0 | 38 | 1 | 0 | 9 | 0 | 10 | 0 | 11 | 4 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 63 | |
| 6:15 AM | 15 | 38 | 0 | 0 | 53 | 3 | 0 | 12 | 0 | 15 | 0 | 19 | 1 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 88 | |
| 6:30 AM | 22 | 50 | 0 | 0 | 72 | 9 | 0 | 19 | 0 | 28 | 0 | 34 | 7 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 141 | |
| 6:45 AM | 37 | 62 | 0 | 0 | 99 | 10 | 0 | 42 | 0 | 52 | 1 | 38 | 5 | 0 | 44 | 0 | 0 | 1 | 0 | 1 | 196 | |
| 7:00 AM | 51 | 57 | 0 | 0 | 108 | 9 | 0 | 36 | 0 | 45 | 0 | 54 | 7 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 214 | |
| 7:15 AM | 42 | 90 | 0 | 0 | 132 | 21 | 0 | 42 | 0 | 63 | 0 | 47 | 7 | 2 | 54 | 0 | 0 | 1 | 0 | 1 | 250 | |
| 7:30 AM | 34 | 96 | 0 | 0 | 130 | 21 | 0 | 70 | 0 | 91 | 0 | 58 | 7 | 3 | 65 | 0 | 0 | 0 | 0 | 0 | 286 | |
| 7:45 AM | 53 | 133 | 0 | 0 | 186 | 28 | 2 | 50 | 0 | 80 | 0 | 72 | 15 | 2 | 87 | 0 | 0 | 0 | 2 | 0 | 353 | |
| 8:00 AM | 78 | 144 | 1 | 0 | 223 | 32 | 0 | 61 | 0 | 93 | 0 | 79 | 13 | 1 | 92 | 0 | 0 | 0 | 1 | 0 | 408 | |
| 8:15 AM | 83 | 109 | 1 | 0 | 193 | 23 | 0 | 51 | 0 | 74 | 0 | 89 | 11 | 1 | 100 | 0 | 0 | 0 | 2 | 0 | 367 | |
| 8:30 AM | 54 | 96 | 0 | 0 | 150 | 21 | 1 | 49 | 0 | 71 | 0 | 91 | 12 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 324 | |
| 8:45 AM | 50 | 93 | 0 | 0 | 143 | 14 | 0 | 56 | 0 | 70 | 0 | 66 | 5 | 8 | 71 | 1 | 0 | 0 | 0 | 1 | 285 | |
| 9:00 AM | 47 | 85 | 0 | 0 | 132 | 15 | 0 | 51 | 0 | 66 | 0 | 71 | 7 | 9 | 78 | 0 | 0 | 0 | 0 | 0 | 276 | |
| 9:15 AM | 42 | 79 | 0 | 0 | 121 | 17 | 0 | 44 | 0 | 61 | 0 | 83 | 8 | 10 | 91 | 0 | 0 | 0 | 0 | 0 | 273 | |
| 9:30 AM | 36 | 98 | 0 | 0 | 134 | 19 | 0 | 44 | 0 | 63 | 0 | 74 | 7 | 1 | 81 | 0 | 0 | 1 | 2 | 1 | 279 | |
| 9:45 AM | 36 | 95 | 0 | 0 | 131 | 15 | 0 | 77 | 0 | 92 | 0 | 87 | 11 | 3 | 98 | 0 | 0 | 0 | 5 | 0 | 321 | |
| 10:00 AM | 43 | 105 | 0 | 0 | 148 | 24 | 0 | 53 | 0 | 77 | 0 | 106 | 10 | 4 | 116 | 0 | 0 | 0 | 3 | 0 | 341 | |
| 10:15 AM | 43 | 118 | 0 | 0 | 161 | 17 | 0 | 45 | 0 | 62 | 0 | 96 | 8 | 3 | 104 | 1 | 0 | 1 | 1 | 2 | 329 | |
| 10:30 AM | 54 | 120 | 1 | 0 | 175 | 32 | 0 | 49 | 0 | 81 | 0 | 81 | 6 | 4 | 87 | 0 | 0 | 1 | 2 | 1 | 344 | |
| 10:45 AM | 39 | 104 | 1 | 0 | 144 | 12 | 1 | 53 | 0 | 66 | 0 | 112 | 5 | 2 | 117 | 1 | 0 | 0 | 3 | 1 | 328 | |
| 11:00 AM | 38 | 92 | 0 | 0 | 130 | 25 | 0 | 62 | 0 | 87 | 0 | 88 | 8 | 4 | 96 | 0 | 0 | 1 | 0 | 1 | 314 | |
| 11:15 AM | 53 | 109 | 0 | 0 | 162 | 21 | 0 | 54 | 0 | 75 | 0 | 86 | 8 | 2 | 94 | 0 | 0 | 0 | 4 | 0 | 331 | |
| 11:30 AM | 43 | 109 | 0 | 0 | 152 | 23 | 0 | 69 | 0 | 92 | 0 | 115 | 2 | 1 | 117 | 0 | 0 | 0 | 4 | 0 | 361 | |
| 11:45 AM | 48 | 130 | 0 | 0 | 178 | 20 | 0 | 54 | 1 | 74 | 1 | 125 | 11 | 1 | 137 | 0 | 0 | 0 | 0 | 0 | 389 | |
| Total | 1055 | 2236 | 4 | 0 | 3295 | 432 | 4 | 1152 | 1 | 1588 | 2 | 1782 | 185 | 63 | 1969 | 3 | 0 | 6 | 29 | 9 | 6861 | |
| App % | 32.0 | 67.9 | 0.1 | 0.0 | | 27.2 | 0.3 | 72.5 | 0.1 | | 0.1 | 90.5 | 9.4 | 3.2 | | 33.3 | 0.0 | 66.7 | 322.2 | | | |
| Total % | 15.4 | 32.6 | 0.1 | 0.0 | 48.0 | 6.3 | 0.1 | 16.8 | 0.0 | 23.1 | 0.0 | 26.0 | 2.7 | 0.9 | 28.7 | 0.0 | 0.0 | 0.1 | 0.4 | 0.1 | | |

| INT ID | ROAD 1 | | | | ROAD 2 | ROAD 3 | | | | ROAD 4 | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|----------|--------|------|-------|-----|----------|------------|------|-------|-----|----------|----------------|
| 30111747 | US-7 | | | | | US-7 | | | | VT-125 | MIDDLEBURY | | | | 5/1/2015 | |
| TRUCKS | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | Interval Total |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | |
| 6:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 6 |
| 6:15 AM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 6:30 AM | 1 | 5 | 0 | 0 | 6 | 1 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 14 |
| 6:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 8 |
| 7:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 8 |
| 7:15 AM | 3 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 14 |
| 7:30 AM | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 8 |
| 7:45 AM | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 13 |
| 8:00 AM | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 21 |
| 8:15 AM | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 23 |
| 8:30 AM | 2 | 7 | 0 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 0 | 7 | 0 | 0 | 7 | 18 |
| 8:45 AM | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 2 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 23 |
| 9:00 AM | 2 | 9 | 0 | 0 | 11 | 2 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 19 |
| 9:15 AM | 2 | 8 | 0 | 0 | 10 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 15 |
| 9:30 AM | 2 | 5 | 0 | 0 | 7 | 2 | 0 | 3 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 17 |
| 9:45 AM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 8 |
| 10:00 AM | 2 | 7 | 0 | 0 | 9 | 1 | 0 | 3 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 19 |
| 10:15 AM | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 9 |
| 10:30 AM | 3 | 3 | 0 | 0 | 6 | 1 | 0 | 3 | 0 | 4 | 0 | 8 | 0 | 0 | 8 | 18 |
| 10:45 AM | 3 | 9 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 0 | 9 | 0 | 0 | 9 | 23 |
| 11:00 AM | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 14 |
| 11:15 AM | 3 | 5 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 17 |
| 11:30 AM | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 5 | 0 | 5 | 0 | 8 | 1 | 0 | 9 | 20 |
| 11:45 AM | 4 | 6 | 0 | 0 | 10 | 2 | 0 | 4 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 18 |
| Total | 43 | 127 | 0 | 0 | 170 | 14 | 0 | 46 | 0 | 60 | 0 | 125 | 2 | 0 | 127 | 357 |
| App % | 25.3 | 74.7 | 0.0 | 0.0 | | 23.3 | 0.0 | 76.7 | 0.0 | | 0.0 | 98.4 | 1.6 | 0.0 | | |
| Total % | 12.0 | 35.6 | 0.0 | 0.0 | 47.6 | 3.9 | 0.0 | 12.9 | 0.0 | 16.8 | 0.0 | 35.0 | 0.6 | 0.0 | 35.6 | |

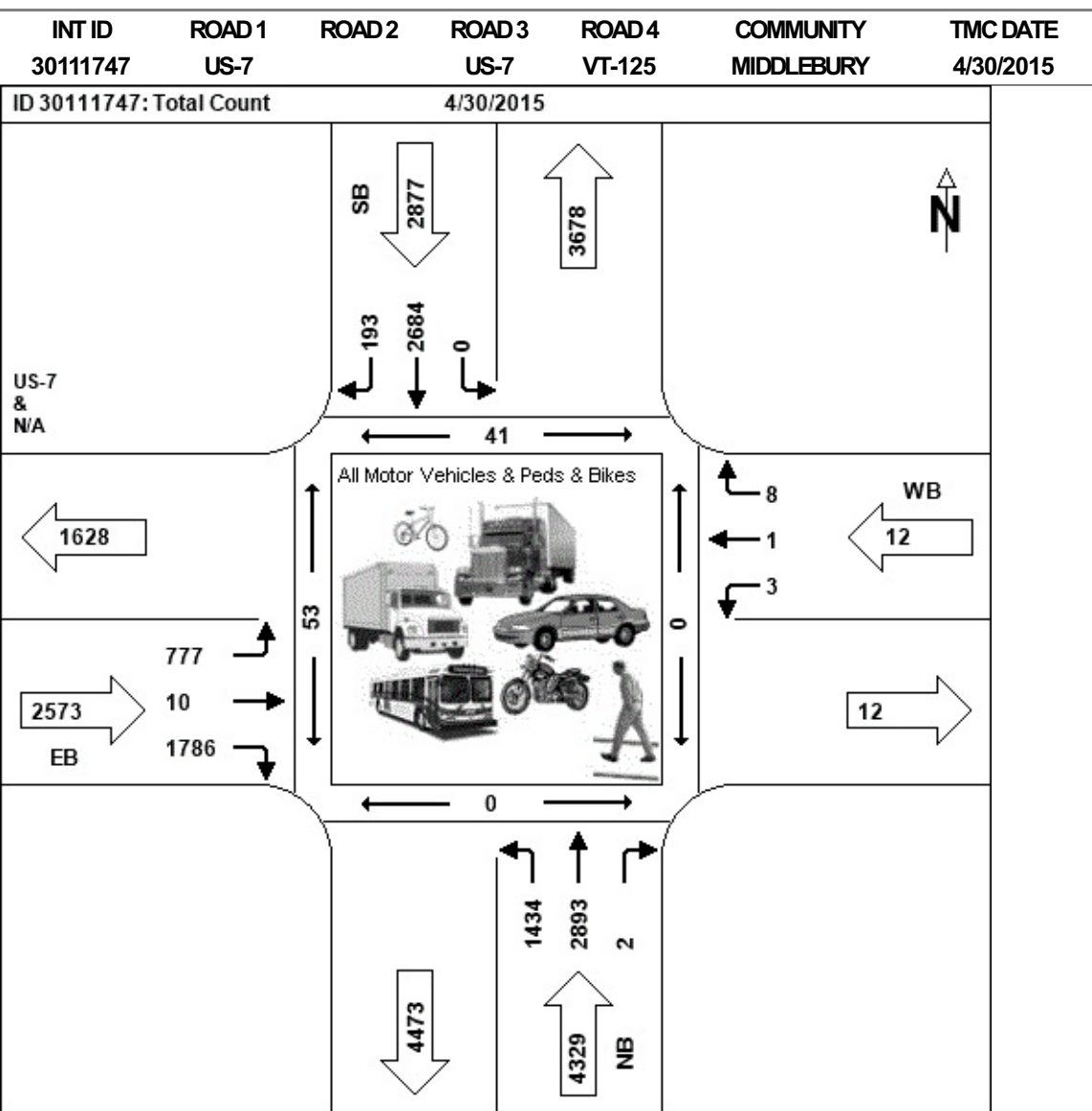


Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|----------|------|------|-------|--------|----------|------|------|--------|-----|----------|------|------------|-------|-------|----------|----------------|--|
| 30111747 | US-7 | | | | | | | | US-7 | | | | VT-125 | | | | MIDDLEBURY | | | | 4/30/2015 | |
| CARS | | | | | | | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | WB | | | | WB Total | Interval Total | |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | | |
| 12:00 PM | 48 | 103 | 0 | 0 | 151 | 34 | 0 | 70 | 0 | 104 | 0 | 103 | 7 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 365 | |
| 12:15 PM | 55 | 100 | 0 | 0 | 155 | 27 | 0 | 60 | 0 | 87 | 0 | 107 | 5 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 354 | |
| 12:30 PM | 50 | 99 | 0 | 0 | 149 | 21 | 0 | 63 | 0 | 84 | 0 | 100 | 3 | 2 | 103 | 0 | 0 | 0 | 2 | 0 | 336 | |
| 12:45 PM | 54 | 116 | 0 | 0 | 170 | 22 | 0 | 57 | 0 | 79 | 0 | 93 | 10 | 4 | 103 | 0 | 0 | 0 | 1 | 0 | 352 | |
| 1:00 PM | 52 | 115 | 0 | 0 | 167 | 19 | 0 | 51 | 0 | 70 | 0 | 89 | 6 | 2 | 95 | 0 | 0 | 0 | 0 | 0 | 332 | |
| 1:15 PM | 57 | 95 | 0 | 0 | 152 | 24 | 0 | 65 | 0 | 89 | 0 | 92 | 9 | 0 | 101 | 0 | 0 | 0 | 1 | 0 | 342 | |
| 1:30 PM | 60 | 99 | 0 | 0 | 159 | 26 | 0 | 45 | 0 | 71 | 0 | 90 | 4 | 3 | 94 | 0 | 1 | 0 | 0 | 1 | 325 | |
| 1:45 PM | 53 | 107 | 0 | 0 | 160 | 23 | 1 | 63 | 0 | 87 | 0 | 73 | 8 | 3 | 81 | 0 | 0 | 0 | 0 | 0 | 328 | |
| 2:00 PM | 44 | 106 | 1 | 0 | 151 | 30 | 1 | 58 | 0 | 89 | 0 | 112 | 11 | 0 | 123 | 1 | 0 | 0 | 0 | 1 | 364 | |
| 2:15 PM | 50 | 123 | 0 | 0 | 173 | 31 | 1 | 58 | 0 | 90 | 0 | 114 | 7 | 1 | 121 | 0 | 0 | 0 | 1 | 0 | 384 | |
| 2:30 PM | 62 | 116 | 0 | 0 | 178 | 34 | 0 | 72 | 0 | 106 | 0 | 93 | 9 | 1 | 102 | 0 | 0 | 0 | 0 | 0 | 386 | |
| 2:45 PM | 42 | 104 | 0 | 0 | 146 | 25 | 1 | 70 | 0 | 96 | 0 | 97 | 6 | 5 | 103 | 0 | 0 | 0 | 4 | 0 | 345 | |
| 3:00 PM | 55 | 127 | 0 | 0 | 182 | 40 | 2 | 93 | 0 | 135 | 0 | 88 | 8 | 8 | 96 | 0 | 0 | 0 | 7 | 0 | 413 | |
| 3:15 PM | 69 | 134 | 0 | 0 | 203 | 41 | 0 | 91 | 0 | 132 | 0 | 108 | 7 | 1 | 115 | 0 | 0 | 0 | 1 | 0 | 450 | |
| 3:30 PM | 72 | 140 | 0 | 0 | 212 | 20 | 0 | 82 | 0 | 102 | 0 | 106 | 11 | 3 | 117 | 0 | 0 | 0 | 1 | 0 | 431 | |
| 3:45 PM | 62 | 110 | 0 | 0 | 172 | 24 | 0 | 76 | 0 | 100 | 0 | 113 | 10 | 1 | 123 | 1 | 0 | 1 | 4 | 2 | 397 | |
| 4:00 PM | 46 | 149 | 0 | 0 | 195 | 42 | 0 | 87 | 0 | 129 | 0 | 126 | 10 | 2 | 136 | 0 | 0 | 1 | 0 | 1 | 461 | |
| 4:15 PM | 59 | 108 | 0 | 0 | 167 | 38 | 3 | 91 | 0 | 132 | 0 | 130 | 11 | 6 | 141 | 0 | 0 | 1 | 1 | 1 | 441 | |
| 4:30 PM | 63 | 123 | 0 | 0 | 186 | 45 | 1 | 89 | 0 | 135 | 0 | 123 | 8 | 2 | 131 | 0 | 0 | 1 | 1 | 1 | 453 | |
| 4:45 PM | 64 | 109 | 0 | 0 | 173 | 38 | 0 | 94 | 0 | 132 | 0 | 117 | 8 | 2 | 125 | 0 | 0 | 1 | 4 | 1 | 431 | |
| 5:00 PM | 86 | 124 | 0 | 0 | 210 | 49 | 0 | 86 | 0 | 135 | 0 | 145 | 12 | 7 | 157 | 0 | 0 | 1 | 4 | 1 | 503 | |
| 5:15 PM | 79 | 122 | 1 | 0 | 202 | 49 | 0 | 93 | 0 | 142 | 0 | 122 | 3 | 0 | 125 | 1 | 0 | 2 | 7 | 3 | 472 | |
| 5:30 PM | 68 | 130 | 0 | 0 | 198 | 33 | 0 | 74 | 0 | 107 | 0 | 117 | 5 | 0 | 122 | 0 | 0 | 0 | 2 | 0 | 427 | |
| 5:45 PM | 51 | 109 | 0 | 0 | 160 | 19 | 0 | 54 | 0 | 73 | 0 | 96 | 11 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 340 | |
| Total | 1401 | 2768 | 2 | 0 | 4171 | 754 | 10 | 1742 | 0 | 2506 | 0 | 2554 | 189 | 53 | 2743 | 3 | 1 | 8 | 41 | 12 | 9432 | |
| App % | 33.6 | 66.4 | 0.0 | 0.0 | | 30.1 | 0.4 | 69.5 | 0.0 | | 0.0 | 93.1 | 6.9 | 1.9 | | 25.0 | 8.3 | 66.7 | 341.7 | | | |
| Total % | 14.9 | 29.3 | 0.0 | 0.0 | 44.2 | 8.0 | 0.1 | 18.5 | 0.0 | 26.6 | 0.0 | 27.1 | 2.0 | 0.6 | 29.1 | 0.0 | 0.0 | 0.1 | 0.4 | 0.1 | | |

| INT ID | ROAD 1 | | | | ROAD 2 | ROAD 3 | | | | ROAD 4 | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|----------|--------|------|-------|-----|----------|------------|------|-------|-----|-----------|----------------|
| 30111747 | US-7 | | | | | US-7 | | | | VT-125 | MIDDLEBURY | | | | 4/30/2015 | |
| TRUCKS | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | Interval Total |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | |
| 12:00 PM | 4 | 4 | 0 | 0 | 8 | 5 | 0 | 1 | 0 | 6 | 0 | 7 | 0 | 0 | 7 | 21 |
| 12:15 PM | 5 | 6 | 0 | 0 | 11 | 1 | 0 | 5 | 0 | 6 | 0 | 8 | 0 | 0 | 8 | 25 |
| 12:30 PM | 2 | 6 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 11 |
| 12:45 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 9 | 1 | 0 | 10 | 21 |
| 1:00 PM | 1 | 6 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 17 |
| 1:15 PM | 2 | 7 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 15 |
| 1:30 PM | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 10 | 0 | 0 | 10 | 17 |
| 1:45 PM | 2 | 8 | 0 | 0 | 10 | 2 | 0 | 3 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 18 |
| 2:00 PM | 1 | 5 | 0 | 0 | 6 | 2 | 0 | 5 | 0 | 7 | 0 | 10 | 1 | 0 | 11 | 24 |
| 2:15 PM | 2 | 11 | 0 | 0 | 13 | 2 | 0 | 2 | 0 | 4 | 0 | 11 | 1 | 0 | 12 | 29 |
| 2:30 PM | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 19 |
| 2:45 PM | 2 | 9 | 0 | 0 | 11 | 1 | 0 | 4 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 21 |
| 3:00 PM | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 6 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 16 |
| 3:15 PM | 2 | 9 | 0 | 0 | 11 | 3 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 20 |
| 3:30 PM | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 16 |
| 3:45 PM | 1 | 4 | 0 | 0 | 5 | 2 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 13 |
| 4:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 0 | 7 | 0 | 0 | 7 | 14 |
| 4:15 PM | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 14 |
| 4:30 PM | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 8 |
| 4:45 PM | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 5:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 5:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 5:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 5:45 PM | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 33 | 125 | 0 | 0 | 158 | 23 | 0 | 44 | 0 | 67 | 0 | 130 | 4 | 0 | 134 | 359 |
| App % | 20.9 | 79.1 | 0.0 | 0.0 | | 34.3 | 0.0 | 65.7 | 0.0 | | 0.0 | 97.0 | 3.0 | 0.0 | | |
| Total % | 9.2 | 34.8 | 0.0 | 0.0 | 44.0 | 6.4 | 0.0 | 12.3 | 0.0 | 18.7 | 0.0 | 36.2 | 1.1 | 0.0 | 37.3 | |

359



The Vermont Agency of Transportation

Traffic Research/Highway Division Turning Movement Report

Counter: Miovision Camera
Counted by: R Gustafson
Weather: Sunny, showers
Town: 30-20.5 Middlebury

File Name : 30-20_5ampm12
Site Code : 30111810
Start Date : 8/9/2012
Page No : 1

Groups Printed- Car - Medium - Heavy

| | VT 30/Main St from US 7 From North | | | VT 125/Cross St From East | | | VT 30/Main St from Cornwall From South | | | |
|------------|---------------------------------------|------|--------|------------------------------|-------|--------|---|-------|--------|------------|
| Start Time | Left | Thru | U-Turn | Left | Right | U-Turn | Thru | Right | U-Turn | Int. Total |
| 06:00 AM | 0 | 17 | 0 | 15 | 1 | 0 | 29 | 8 | 1 | 71 |
| 06:15 AM | 0 | 18 | 0 | 22 | 0 | 0 | 19 | 18 | 1 | 78 |
| 06:30 AM | 0 | 53 | 0 | 38 | 0 | 1 | 43 | 33 | 1 | 169 |
| 06:45 AM | 0 | 70 | 0 | 32 | 4 | 0 | 44 | 49 | 4 | 203 |
| Total | 0 | 158 | 0 | 107 | 5 | 1 | 135 | 108 | 7 | 521 |
| 07:00 AM | 2 | 51 | 0 | 26 | 3 | 0 | 69 | 51 | 5 | 207 |
| 07:15 AM | 1 | 43 | 1 | 45 | 4 | 1 | 60 | 42 | 5 | 202 |
| 07:30 AM | 6 | 50 | 1 | 62 | 4 | 0 | 86 | 48 | 10 | 267 |
| 07:45 AM | 3 | 82 | 0 | 73 | 8 | 1 | 102 | 77 | 5 | 351 |
| Total | 12 | 226 | 2 | 206 | 19 | 2 | 317 | 218 | 25 | 1027 |
| 08:00 AM | 3 | 71 | 1 | 44 | 7 | 0 | 79 | 62 | 8 | 275 |
| 08:15 AM | 5 | 95 | 2 | 58 | 8 | 0 | 91 | 70 | 4 | 333 |
| 08:30 AM | 3 | 79 | 2 | 61 | 4 | 2 | 72 | 72 | 6 | 301 |
| 08:45 AM | 9 | 88 | 3 | 66 | 9 | 2 | 100 | 70 | 4 | 351 |
| Total | 20 | 333 | 8 | 229 | 28 | 4 | 342 | 274 | 22 | 1260 |
| 09:00 AM | 12 | 85 | 1 | 59 | 8 | 2 | 73 | 79 | 7 | 326 |
| 09:15 AM | 11 | 75 | 0 | 54 | 15 | 2 | 64 | 60 | 6 | 287 |
| 09:30 AM | 7 | 77 | 7 | 56 | 11 | 0 | 67 | 51 | 2 | 278 |
| 09:45 AM | 14 | 67 | 2 | 59 | 13 | 1 | 88 | 79 | 5 | 328 |
| Total | 44 | 304 | 10 | 228 | 47 | 5 | 292 | 269 | 20 | 1219 |
| 10:00 AM | 8 | 67 | 3 | 55 | 17 | 0 | 91 | 50 | 12 | 303 |
| 10:15 AM | 12 | 67 | 4 | 49 | 13 | 1 | 70 | 79 | 4 | 299 |
| 10:30 AM | 9 | 73 | 3 | 49 | 16 | 3 | 66 | 72 | 4 | 295 |
| 10:45 AM | 13 | 75 | 7 | 51 | 19 | 2 | 85 | 70 | 9 | 331 |
| Total | 42 | 282 | 17 | 204 | 65 | 6 | 312 | 271 | 29 | 1228 |
| 11:00 AM | 14 | 64 | 4 | 59 | 13 | 3 | 83 | 60 | 7 | 307 |
| 11:15 AM | 18 | 68 | 5 | 55 | 21 | 4 | 63 | 80 | 7 | 321 |
| 11:30 AM | 9 | 67 | 4 | 46 | 24 | 7 | 94 | 78 | 7 | 336 |
| 11:45 AM | 18 | 98 | 5 | 88 | 18 | 2 | 100 | 89 | 3 | 421 |
| Total | 59 | 297 | 18 | 248 | 76 | 16 | 340 | 307 | 24 | 1385 |
| 12:00 PM | 12 | 87 | 12 | 83 | 21 | 6 | 129 | 82 | 9 | 441 |
| 12:15 PM | 14 | 80 | 3 | 84 | 28 | 4 | 91 | 102 | 11 | 417 |
| 12:30 PM | 9 | 88 | 7 | 71 | 21 | 5 | 68 | 83 | 4 | 356 |
| 12:45 PM | 16 | 93 | 4 | 86 | 23 | 2 | 72 | 69 | 3 | 368 |
| Total | 51 | 348 | 26 | 324 | 93 | 17 | 360 | 336 | 27 | 1582 |
| 01:00 PM | 12 | 79 | 3 | 72 | 20 | 0 | 79 | 67 | 10 | 342 |
| 01:15 PM | 13 | 92 | 3 | 47 | 18 | 6 | 82 | 79 | 8 | 348 |
| 01:30 PM | 4 | 71 | 3 | 65 | 30 | 4 | 71 | 62 | 6 | 316 |
| 01:45 PM | 16 | 71 | 3 | 77 | 16 | 3 | 73 | 60 | 13 | 332 |
| Total | 45 | 313 | 12 | 261 | 84 | 13 | 305 | 268 | 37 | 1338 |
| 02:00 PM | 14 | 79 | 2 | 54 | 24 | 2 | 92 | 116 | 8 | 391 |
| 02:15 PM | 13 | 77 | 2 | 53 | 23 | 3 | 82 | 82 | 6 | 341 |
| 02:30 PM | 13 | 84 | 4 | 66 | 16 | 4 | 76 | 73 | 9 | 345 |
| 02:45 PM | 16 | 89 | 4 | 62 | 16 | 5 | 79 | 96 | 8 | 375 |
| Total | 56 | 329 | 12 | 235 | 79 | 14 | 329 | 367 | 31 | 1452 |
| 03:00 PM | 6 | 65 | 7 | 56 | 26 | 4 | 99 | 80 | 9 | 352 |
| 03:15 PM | 10 | 117 | 3 | 73 | 27 | 3 | 83 | 95 | 7 | 418 |
| 03:30 PM | 9 | 94 | 4 | 72 | 18 | 4 | 102 | 93 | 17 | 413 |
| 03:45 PM | 7 | 90 | 5 | 73 | 14 | 5 | 97 | 95 | 12 | 398 |
| Total | 32 | 366 | 19 | 274 | 85 | 16 | 381 | 363 | 45 | 1581 |

The Vermont Agency of Transportation

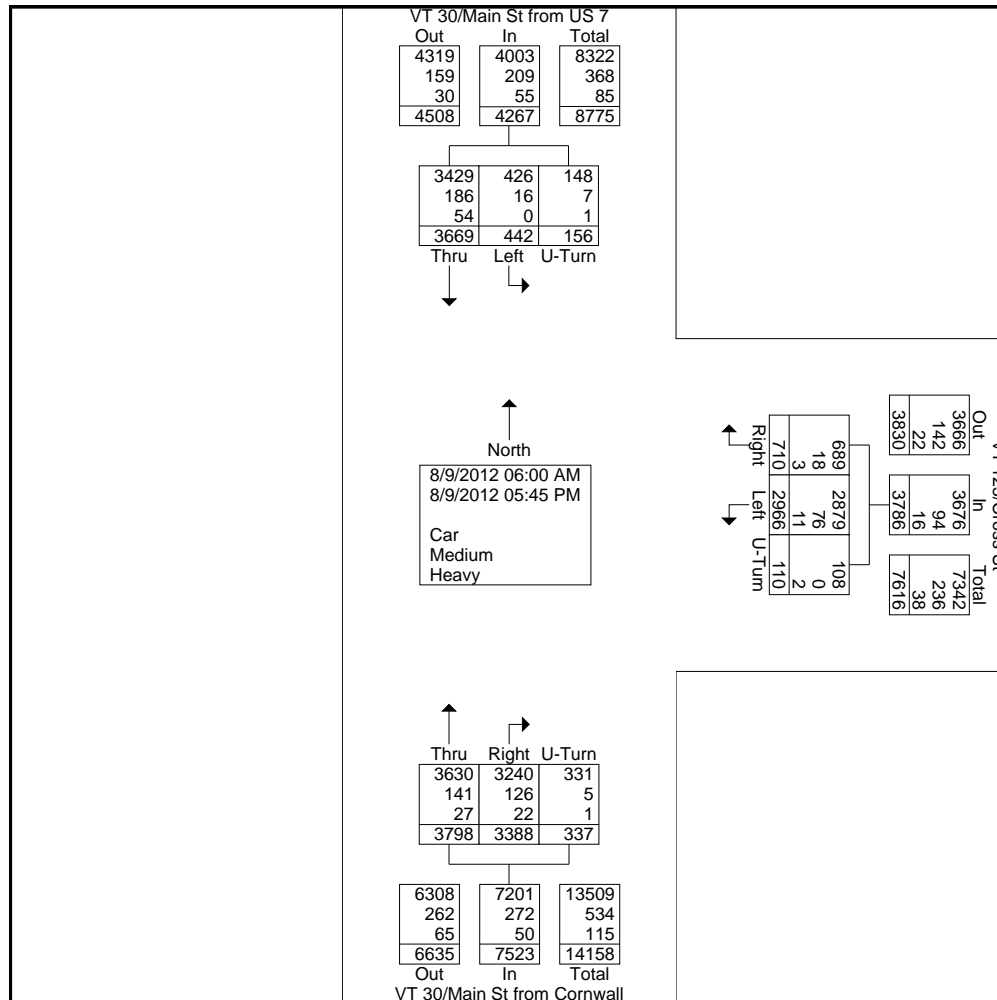
Traffic Research/Highway Division Turning Movement Report

Counter: Miovision Camera
Counted by: R Gustafson
Weather: Sunny, showers
Town: 30-20.5 Middlebury

File Name : 30-20_5ampm12
Site Code : 30111810
Start Date : 8/9/2012
Page No : 2

Groups Printed- Car - Medium - Heavy

| | VT 30/Main St from US 7 From North | | | VT 125/Cross St From East | | | VT 30/Main St from Cornwall From South | | | |
|-------------|---------------------------------------|------|--------|------------------------------|-------|--------|---|-------|--------|------------|
| Start Time | Left | Thru | U-Turn | Left | Right | U-Turn | Thru | Right | U-Turn | Int. Total |
| 04:00 PM | 10 | 109 | 6 | 80 | 16 | 3 | 85 | 89 | 7 | 405 |
| 04:15 PM | 15 | 77 | 4 | 81 | 12 | 1 | 78 | 77 | 13 | 358 |
| 04:30 PM | 15 | 96 | 4 | 67 | 16 | 5 | 100 | 85 | 10 | 398 |
| 04:45 PM | 7 | 98 | 3 | 77 | 18 | 4 | 92 | 90 | 9 | 398 |
| Total | 47 | 380 | 17 | 305 | 62 | 13 | 355 | 341 | 39 | 1559 |
| 05:00 PM | 9 | 94 | 5 | 103 | 27 | 1 | 88 | 84 | 14 | 425 |
| 05:15 PM | 9 | 103 | 5 | 94 | 12 | 1 | 94 | 69 | 10 | 397 |
| 05:30 PM | 6 | 71 | 3 | 77 | 15 | 1 | 76 | 62 | 5 | 316 |
| 05:45 PM | 10 | 65 | 2 | 71 | 13 | 0 | 72 | 51 | 2 | 286 |
| Total | 34 | 333 | 15 | 345 | 67 | 3 | 330 | 266 | 31 | 1424 |
| Grand Total | 442 | 3669 | 156 | 2966 | 710 | 110 | 3798 | 3388 | 337 | 15576 |
| Apprch % | 10.4 | 86 | 3.7 | 78.3 | 18.8 | 2.9 | 50.5 | 45 | 4.5 | |
| Total % | 2.8 | 23.6 | 1 | 19 | 4.6 | 0.7 | 24.4 | 21.8 | 2.2 | |
| Car | 426 | 3429 | 148 | 2879 | 689 | 108 | 3630 | 3240 | 331 | 14880 |
| % Car | 96.4 | 93.5 | 94.9 | 97.1 | 97 | 98.2 | 95.6 | 95.6 | 98.2 | 95.5 |
| Medium | 16 | 186 | 7 | 76 | 18 | 0 | 141 | 126 | 5 | 575 |
| % Medium | 3.6 | 5.1 | 4.5 | 2.6 | 2.5 | 0 | 3.7 | 3.7 | 1.5 | 3.7 |
| Heavy | 0 | 54 | 1 | 11 | 3 | 2 | 27 | 22 | 1 | 121 |
| % Heavy | 0 | 1.5 | 0.6 | 0.4 | 0.4 | 1.8 | 0.7 | 0.6 | 0.3 | 0.8 |



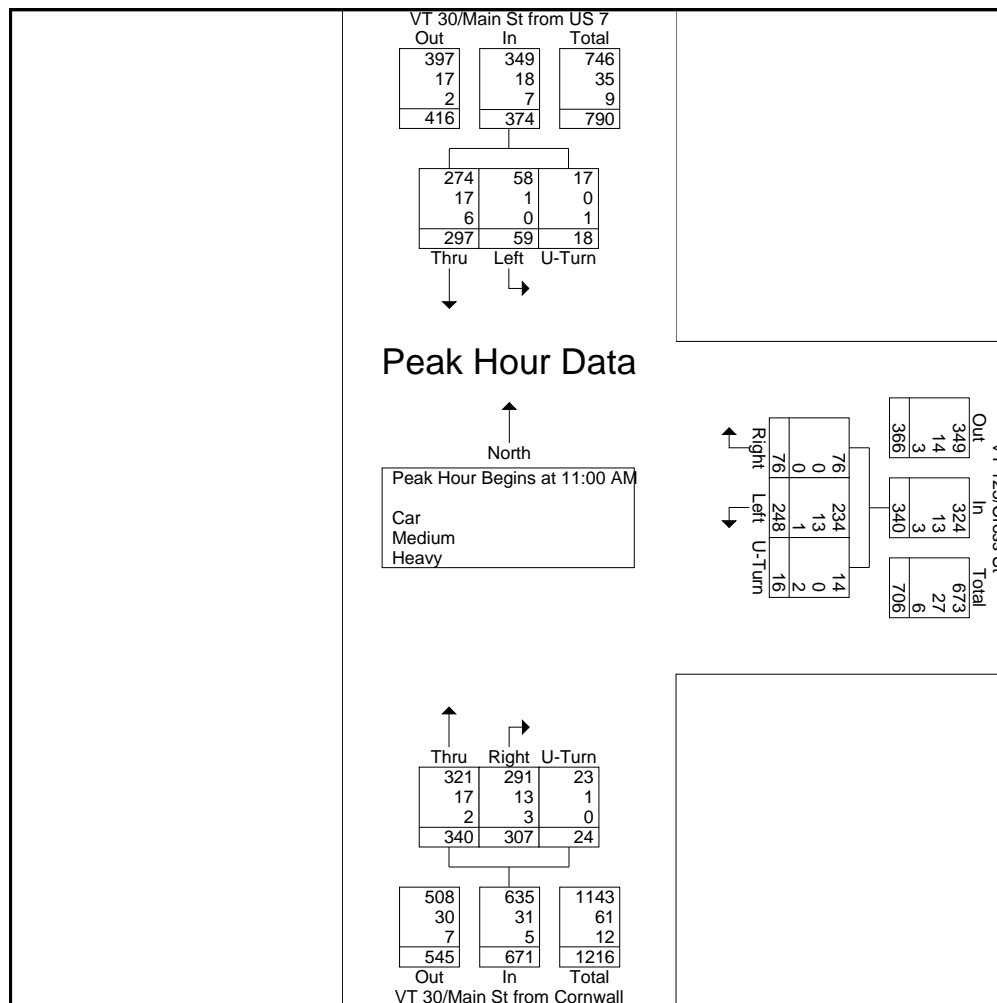
The Vermont Agency of Transportation

Traffic Research/Highway Division Turning Movement Report

Counter: Miovision Camera
Counted by: R Gustafson
Weather: Sunny, showers
Town: 30-20.5 Middlebury

File Name : 30-20_5ampm12
Site Code : 30111810
Start Date : 8/9/2012
Page No : 3

| | VT 30/Main St from US 7 From North | | | | VT 125/Cross St From East | | | | VT 30/Main St from Cornwall From South | | | | |
|--|---------------------------------------|------|--------|------------|------------------------------|-------|--------|------------|---|-------|--------|------------|------------|
| Start Time | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | |
| 11:00 AM | 14 | 64 | 4 | 82 | 59 | 13 | 3 | 75 | 83 | 60 | 7 | 150 | 307 |
| 11:15 AM | 18 | 68 | 5 | 91 | 55 | 21 | 4 | 80 | 63 | 80 | 7 | 150 | 321 |
| 11:30 AM | 9 | 67 | 4 | 80 | 46 | 24 | 7 | 77 | 94 | 78 | 7 | 179 | 336 |
| 11:45 AM | 18 | 98 | 5 | 121 | 88 | 18 | 2 | 108 | 100 | 89 | 3 | 192 | 421 |
| Total Volume | 59 | 297 | 18 | 374 | 248 | 76 | 16 | 340 | 340 | 307 | 24 | 671 | 1385 |
| % App. Total | 15.8 | 79.4 | 4.8 | | 72.9 | 22.4 | 4.7 | | 50.7 | 45.8 | 3.6 | | |
| PHF | .819 | .758 | .900 | .773 | .705 | .792 | .571 | .787 | .850 | .862 | .857 | .874 | .822 |
| Car | 58 | 274 | 17 | 349 | 234 | 76 | 14 | 324 | 321 | 291 | 23 | 635 | 1308 |
| % Car | 98.3 | 92.3 | 94.4 | 93.3 | 94.4 | 100 | 87.5 | 95.3 | 94.4 | 94.8 | 95.8 | 94.6 | 94.4 |
| Medium | 1 | 17 | 0 | 18 | 13 | 0 | 0 | 13 | 17 | 13 | 1 | 31 | 62 |
| % Medium | 1.7 | 5.7 | 0 | 4.8 | 5.2 | 0 | 0 | 3.8 | 5.0 | 4.2 | 4.2 | 4.6 | 4.5 |
| Heavy | 0 | 6 | 1 | 7 | 1 | 0 | 2 | 3 | 2 | 3 | 0 | 5 | 15 |
| % Heavy | 0 | 2.0 | 5.6 | 1.9 | 0.4 | 0 | 12.5 | 0.9 | 0.6 | 1.0 | 0 | 0.7 | 1.1 |



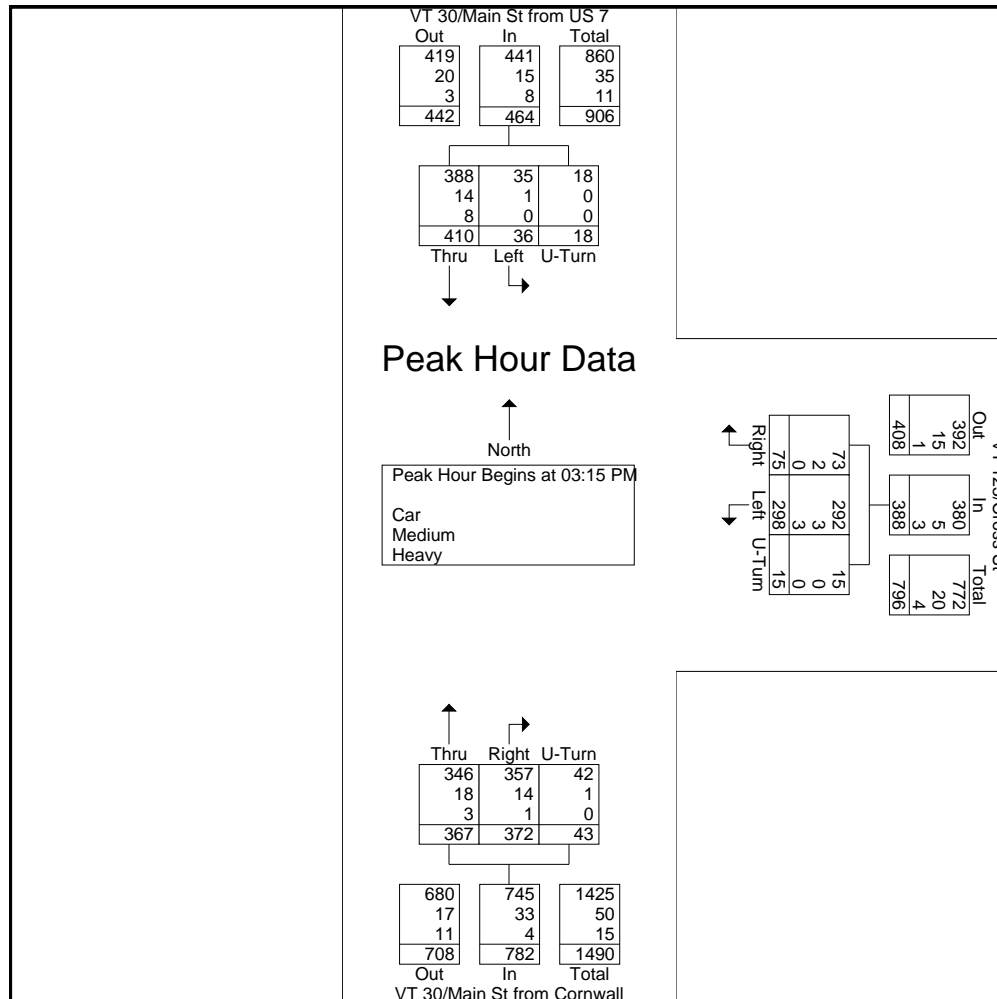
The Vermont Agency of Transportation

Traffic Research/Highway Division Turning Movement Report

Counter: Miovision Camera
Counted by: R Gustafson
Weather: Sunny, showers
Town: 30-20.5 Middlebury

File Name : 30-20_5ampm12
Site Code : 30111810
Start Date : 8/9/2012
Page No : 4

| | VT 30/Main St from US 7 From North | | | | VT 125/Cross St From East | | | | VT 30/Main St from Cornwall From South | | | | |
|--|---------------------------------------|------|--------|------------|------------------------------|-------|--------|------------|---|-------|--------|------------|------------|
| Start Time | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | |
| 03:15 PM | 10 | 117 | 3 | 130 | 73 | 27 | 3 | 103 | 83 | 95 | 7 | 185 | 418 |
| 03:30 PM | 9 | 94 | 4 | 107 | 72 | 18 | 4 | 94 | 102 | 93 | 17 | 212 | 413 |
| 03:45 PM | 7 | 90 | 5 | 102 | 73 | 14 | 5 | 92 | 97 | 95 | 12 | 204 | 398 |
| 04:00 PM | 10 | 109 | 6 | 125 | 80 | 16 | 3 | 99 | 85 | 89 | 7 | 181 | 405 |
| Total Volume | 36 | 410 | 18 | 464 | 298 | 75 | 15 | 388 | 367 | 372 | 43 | 782 | 1634 |
| % App. Total | 7.8 | 88.4 | 3.9 | | 76.8 | 19.3 | 3.9 | | 46.9 | 47.6 | 5.5 | | |
| PHF | .900 | .876 | .750 | .892 | .931 | .694 | .750 | .942 | .900 | .979 | .632 | .922 | .977 |
| Car | 35 | 388 | 18 | 441 | 292 | 73 | 15 | 380 | 346 | 357 | 42 | 745 | 1566 |
| % Car | 97.2 | 94.6 | 100 | 95.0 | 98.0 | 97.3 | 100 | 97.9 | 94.3 | 96.0 | 97.7 | 95.3 | 95.8 |
| Medium | 1 | 14 | 0 | 15 | 3 | 2 | 0 | 5 | 18 | 14 | 1 | 33 | 53 |
| % Medium | 2.8 | 3.4 | 0 | 3.2 | 1.0 | 2.7 | 0 | 1.3 | 4.9 | 3.8 | 2.3 | 4.2 | 3.2 |
| Heavy | 0 | 8 | 0 | 8 | 3 | 0 | 0 | 3 | 3 | 1 | 0 | 4 | 15 |
| % Heavy | 0 | 2.0 | 0 | 1.7 | 1.0 | 0 | 0 | 0.8 | 0.8 | 0.3 | 0 | 0.5 | 0.9 |



Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|------|----------|------|------|-------|---------------|----------|------|------|--------|-----|----------|------|------------|-------|-----|----------|----------------|--|
| 30111815 | | | | | VT-30 | | | | MERCHANTS ROW | | | | VT-30 | | | | MIDDLEBURY | | | | 8/15/2013 | |
| CARS | | | | | | | | | | | | | | | | | | | | | | |
| NB | | | | | EB | | | | | SB | | | | | WB | | | | | | | |
| Start Time | Left | Thru | Right | Ped | NB Total | Left | Thru | Right | Ped | EB Total | Left | Thru | Right | Ped | SB Total | Left | Thru | Right | Ped | WB Total | Interval Total | |
| 6:00 AM | 6 | 0 | 8 | 0 | 14 | 0 | 8 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 20 | 47 | |
| 6:15 AM | 10 | 0 | 8 | 0 | 18 | 0 | 15 | 6 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 0 | 0 | 20 | 59 | |
| 6:30 AM | 2 | 0 | 0 | 0 | 2 | 0 | 29 | 10 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 0 | 0 | 36 | 77 | |
| 6:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 33 | 17 | 1 | 50 | 0 | 0 | 0 | 0 | 0 | 1 | 68 | 0 | 0 | 69 | 122 | |
| 7:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 39 | 10 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 2 | 46 | 0 | 0 | 48 | 98 | |
| 7:15 AM | 3 | 0 | 0 | 0 | 3 | 0 | 44 | 17 | 0 | 61 | 0 | 0 | 0 | 1 | 0 | 1 | 49 | 0 | 0 | 50 | 114 | |
| 7:30 AM | 2 | 0 | 4 | 0 | 6 | 0 | 49 | 25 | 1 | 74 | 0 | 0 | 0 | 0 | 0 | 4 | 45 | 0 | 0 | 49 | 129 | |
| 7:45 AM | 3 | 0 | 1 | 0 | 4 | 0 | 69 | 15 | 0 | 84 | 0 | 0 | 0 | 1 | 0 | 2 | 72 | 0 | 0 | 74 | 162 | |
| 8:00 AM | 4 | 0 | 2 | 0 | 6 | 0 | 82 | 13 | 4 | 95 | 0 | 0 | 0 | 5 | 0 | 1 | 72 | 0 | 3 | 73 | 174 | |
| 8:15 AM | 5 | 0 | 1 | 0 | 6 | 0 | 53 | 18 | 0 | 71 | 0 | 0 | 0 | 2 | 0 | 6 | 68 | 0 | 1 | 74 | 151 | |
| 8:30 AM | 2 | 0 | 2 | 0 | 4 | 0 | 59 | 19 | 6 | 78 | 0 | 0 | 0 | 5 | 0 | 4 | 59 | 0 | 1 | 63 | 145 | |
| 8:45 AM | 3 | 0 | 13 | 0 | 16 | 0 | 64 | 27 | 2 | 91 | 0 | 0 | 0 | 7 | 0 | 4 | 87 | 0 | 1 | 91 | 198 | |
| 9:00 AM | 5 | 0 | 5 | 1 | 10 | 0 | 48 | 23 | 0 | 71 | 0 | 0 | 0 | 4 | 0 | 6 | 84 | 0 | 8 | 90 | 171 | |
| 9:15 AM | 6 | 0 | 2 | 8 | 8 | 0 | 48 | 18 | 7 | 66 | 0 | 0 | 0 | 9 | 0 | 3 | 76 | 0 | 1 | 79 | 153 | |
| 9:30 AM | 4 | 0 | 7 | 1 | 11 | 0 | 58 | 14 | 5 | 72 | 0 | 0 | 0 | 8 | 0 | 7 | 72 | 0 | 2 | 79 | 162 | |
| 9:45 AM | 3 | 0 | 4 | 3 | 7 | 0 | 52 | 16 | 5 | 68 | 0 | 0 | 0 | 14 | 0 | 13 | 73 | 0 | 6 | 86 | 161 | |
| 10:00 AM | 3 | 0 | 3 | 0 | 6 | 0 | 57 | 14 | 0 | 71 | 0 | 0 | 0 | 9 | 0 | 11 | 75 | 0 | 2 | 86 | 163 | |
| 10:15 AM | 6 | 0 | 3 | 0 | 9 | 0 | 62 | 8 | 0 | 70 | 0 | 0 | 0 | 7 | 0 | 5 | 76 | 0 | 8 | 81 | 160 | |
| 10:30 AM | 2 | 0 | 15 | 2 | 17 | 0 | 54 | 25 | 5 | 79 | 0 | 0 | 0 | 15 | 0 | 14 | 74 | 0 | 7 | 88 | 184 | |
| 10:45 AM | 5 | 0 | 8 | 5 | 13 | 0 | 55 | 16 | 5 | 71 | 0 | 0 | 0 | 21 | 0 | 8 | 79 | 0 | 7 | 87 | 171 | |
| 11:00 AM | 6 | 0 | 3 | 1 | 9 | 0 | 75 | 7 | 2 | 82 | 0 | 0 | 0 | 8 | 0 | 9 | 86 | 0 | 0 | 95 | 186 | |
| 11:15 AM | 8 | 0 | 5 | 3 | 13 | 0 | 70 | 11 | 3 | 81 | 0 | 0 | 0 | 11 | 0 | 11 | 77 | 0 | 0 | 88 | 182 | |
| 11:30 AM | 11 | 0 | 7 | 2 | 18 | 0 | 69 | 14 | 6 | 83 | 0 | 0 | 0 | 12 | 0 | 13 | 89 | 0 | 0 | 102 | 203 | |
| 11:45 AM | 19 | 0 | 4 | 3 | 23 | 0 | 73 | 10 | 5 | 83 | 0 | 0 | 0 | 13 | 0 | 12 | 88 | 0 | 0 | 100 | 206 | |
| Total | 119 | 0 | 108 | 29 | 227 | 0 | 1265 | 358 | 57 | 1623 | 0 | 0 | 0 | 152 | 0 | 155 | 1573 | 0 | 47 | 1728 | 3578 | |
| App % | 52.4 | 0.0 | 47.6 | 12.8 | | 0.0 | 77.9 | 22.1 | 3.5 | | 0.0 | 0.0 | 0.0 | 0.0 | | 9.0 | 91.0 | 0.0 | 2.7 | | | |
| Total % | 3.3 | 0.0 | 3.0 | 0.8 | 6.3 | 0.0 | 35.4 | 10.0 | 1.6 | 45.4 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 4.3 | 44.0 | 0.0 | 1.3 | 48.3 | | |

| INT ID | ROAD 1 | | ROAD 2 | | ROAD 3 | | | | ROAD 4 | | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|--------|-----|---------------|------|------|-------|--------|----------|------------|------|-------|-----|-----------|----------------|
| 30111815 | VT-30 | | VT-30 | | MERCHANTS ROW | | | | VT-30 | | MIDDLEBURY | | | | 8/15/2013 | |
| TRUCKS | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | WB | | | | WB Total | Interval Total |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 6:45 AM | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 2 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 11 |
| 7:00 AM | 2 | 0 | 2 | 0 | 4 | 0 | 3 | 2 | 0 | 5 | 1 | 3 | 0 | 0 | 4 | 13 |
| 7:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 10 |
| 7:30 AM | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 13 |
| 7:45 AM | 2 | 0 | 1 | 0 | 3 | 0 | 5 | 1 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 14 |
| 8:00 AM | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 9 |
| 8:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 0 | 8 | 0 | 0 | 8 | 15 |
| 8:30 AM | 2 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 7 | 15 |
| 8:45 AM | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 2 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 12 |
| 9:00 AM | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 10 | 0 | 0 | 10 | 17 |
| 9:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 9 |
| 9:30 AM | 2 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 14 |
| 9:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 8 |
| 10:00 AM | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 13 |
| 10:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 8 | 14 |
| 10:30 AM | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 2 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 14 |
| 10:45 AM | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 12 |
| 11:00 AM | 1 | 0 | 3 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 11 |
| 11:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 10 |
| 11:30 AM | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 10 |
| 11:45 AM | 1 | 0 | 3 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 7 | 13 |
| Total | 21 | 0 | 39 | 0 | 60 | 0 | 68 | 15 | 0 | 83 | 1 | 120 | 0 | 0 | 121 | 264 |
| App % | 35.0 | 0.0 | 65.0 | 0.0 | | 0.0 | 81.9 | 18.1 | 0.0 | | 0.8 | 99.2 | 0.0 | 0.0 | | |
| Total % | 8.0 | 0.0 | 14.8 | 0.0 | 22.7 | 0.0 | 25.8 | 5.7 | 0.0 | 31.4 | 0.4 | 45.5 | 0.0 | 0.0 | 45.8 | |

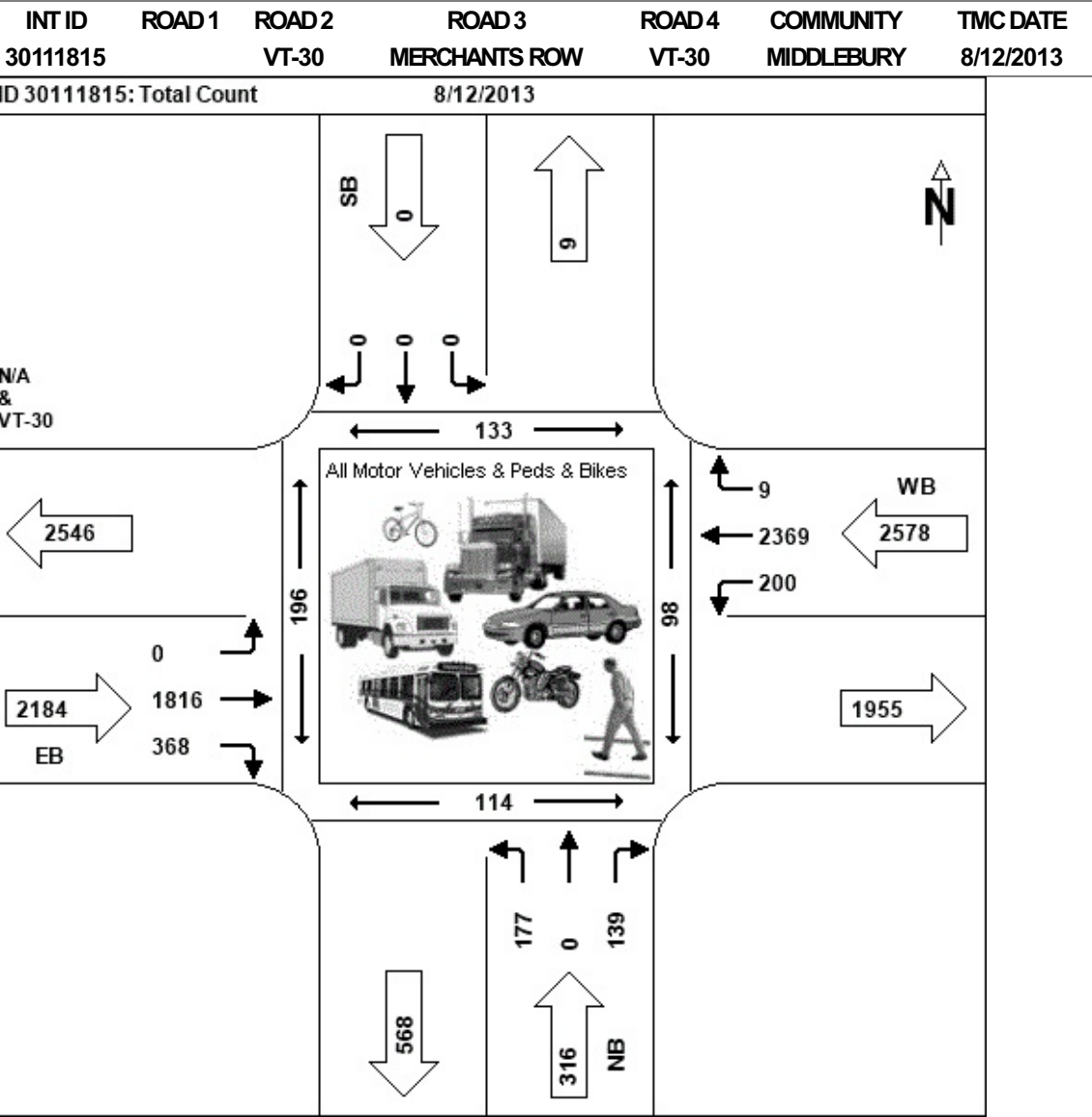
| INT ID | ROAD 1 | ROAD 2 | ROAD 3 | ROAD 4 | COMMUNITY | TMC DATE |
|------------------------------------|--------|--------|---------------|--------|------------|-----------|
| 30111815 | | VT-30 | MERCHANTS ROW | VT-30 | MIDDLEBURY | 8/15/2013 |
| ID 30111815: Total Count 8/15/2013 | | | | | | |
| | | | | | | |

Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE |
|------------|--------|------|-------|------|----------|------|------|-------|---------------|----------|------|------|--------|-----|----------|------|------------|-------|-----|----------|----------------|
| 30111815 | | | | | VT-30 | | | | MERCHANTS ROW | | | | VT-30 | | | | MIDDLEBURY | | | | 8/12/2013 |
| CARS | | | | | | | | | | | | | | | | | | | | | |
| NB | | | | | EB | | | | | SB | | | | | WB | | | | | | |
| Start Time | Left | Thru | Right | Ped | NB Total | Left | Thru | Right | Ped | EB Total | Left | Thru | Right | Ped | SB Total | Left | Thru | Right | Ped | WB Total | Interval Total |
| 12:00 PM | 12 | 0 | 5 | 2 | 17 | 0 | 71 | 9 | 1 | 80 | 0 | 0 | 0 | 11 | 0 | 11 | 89 | 0 | 0 | 100 | 197 |
| 12:15 PM | 9 | 0 | 5 | 0 | 14 | 0 | 68 | 13 | 3 | 81 | 0 | 0 | 0 | 10 | 0 | 9 | 92 | 0 | 2 | 101 | 196 |
| 12:30 PM | 8 | 0 | 6 | 0 | 14 | 0 | 63 | 15 | 1 | 78 | 0 | 0 | 0 | 9 | 0 | 9 | 91 | 0 | 1 | 100 | 192 |
| 12:45 PM | 5 | 0 | 7 | 2 | 12 | 0 | 60 | 18 | 7 | 78 | 0 | 0 | 0 | 11 | 0 | 7 | 95 | 0 | 12 | 102 | 192 |
| 1:00 PM | 5 | 0 | 7 | 8 | 12 | 0 | 59 | 13 | 3 | 72 | 0 | 0 | 0 | 10 | 0 | 12 | 94 | 0 | 2 | 106 | 190 |
| 1:15 PM | 7 | 0 | 7 | 6 | 14 | 0 | 76 | 15 | 10 | 91 | 0 | 0 | 0 | 10 | 0 | 10 | 85 | 0 | 8 | 95 | 200 |
| 1:30 PM | 8 | 0 | 5 | 8 | 13 | 0 | 50 | 12 | 0 | 62 | 0 | 0 | 0 | 2 | 0 | 9 | 68 | 1 | 1 | 78 | 153 |
| 1:45 PM | 8 | 0 | 1 | 1 | 9 | 0 | 63 | 11 | 8 | 74 | 0 | 0 | 0 | 3 | 0 | 12 | 89 | 1 | 10 | 102 | 185 |
| 2:00 PM | 6 | 0 | 3 | 6 | 9 | 0 | 79 | 11 | 8 | 90 | 0 | 0 | 0 | 4 | 0 | 8 | 94 | 1 | 6 | 103 | 202 |
| 2:15 PM | 8 | 0 | 3 | 2 | 11 | 0 | 75 | 17 | 3 | 92 | 0 | 0 | 0 | 8 | 0 | 7 | 100 | 0 | 4 | 107 | 210 |
| 2:30 PM | 6 | 0 | 4 | 6 | 10 | 0 | 69 | 15 | 6 | 84 | 0 | 0 | 0 | 12 | 0 | 14 | 78 | 0 | 11 | 92 | 186 |
| 2:45 PM | 10 | 0 | 8 | 5 | 18 | 0 | 73 | 16 | 4 | 89 | 0 | 0 | 0 | 10 | 0 | 5 | 90 | 0 | 11 | 95 | 202 |
| 3:00 PM | 8 | 0 | 7 | 2 | 15 | 0 | 69 | 15 | 3 | 84 | 0 | 0 | 0 | 13 | 0 | 11 | 81 | 1 | 4 | 93 | 192 |
| 3:15 PM | 8 | 0 | 2 | 3 | 10 | 0 | 76 | 18 | 5 | 94 | 0 | 0 | 0 | 8 | 0 | 8 | 81 | 0 | 10 | 89 | 193 |
| 3:30 PM | 4 | 0 | 5 | 9 | 9 | 0 | 81 | 23 | 9 | 104 | 0 | 0 | 0 | 21 | 0 | 10 | 88 | 2 | 4 | 100 | 213 |
| 3:45 PM | 4 | 0 | 3 | 4 | 7 | 0 | 74 | 16 | 2 | 90 | 0 | 0 | 0 | 8 | 0 | 10 | 100 | 0 | 7 | 110 | 207 |
| 4:00 PM | 1 | 0 | 2 | 5 | 3 | 0 | 88 | 23 | 0 | 111 | 0 | 0 | 0 | 2 | 0 | 8 | 94 | 0 | 6 | 102 | 216 |
| 4:15 PM | 4 | 0 | 3 | 2 | 7 | 0 | 64 | 10 | 5 | 74 | 0 | 0 | 0 | 4 | 0 | 8 | 107 | 0 | 3 | 115 | 196 |
| 4:30 PM | 5 | 0 | 6 | 3 | 11 | 0 | 65 | 13 | 8 | 78 | 0 | 0 | 0 | 11 | 0 | 5 | 109 | 0 | 16 | 114 | 203 |
| 4:45 PM | 5 | 0 | 4 | 3 | 9 | 0 | 74 | 15 | 8 | 89 | 0 | 0 | 0 | 3 | 0 | 9 | 122 | 0 | 8 | 131 | 229 |
| 5:00 PM | 6 | 0 | 2 | 3 | 8 | 0 | 90 | 15 | 3 | 105 | 0 | 0 | 0 | 11 | 0 | 5 | 107 | 3 | 3 | 115 | 228 |
| 5:15 PM | 9 | 0 | 2 | 9 | 11 | 0 | 85 | 17 | 9 | 102 | 0 | 0 | 0 | 6 | 0 | 2 | 107 | 0 | 4 | 109 | 222 |
| 5:30 PM | 9 | 0 | 2 | 3 | 11 | 0 | 86 | 13 | 3 | 99 | 0 | 0 | 0 | 0 | 0 | 7 | 108 | 0 | 0 | 115 | 225 |
| 5:45 PM | 7 | 0 | 3 | 6 | 10 | 0 | 91 | 11 | 5 | 102 | 0 | 0 | 0 | 9 | 0 | 4 | 102 | 0 | 0 | 106 | 218 |
| Total | 162 | 0 | 102 | 98 | 264 | 0 | 1749 | 354 | 114 | 2103 | 0 | 0 | 0 | 196 | 0 | 200 | 2271 | 9 | 133 | 2480 | 4847 |
| App % | 61.4 | 0.0 | 38.6 | 37.1 | | 0.0 | 83.2 | 16.8 | 5.4 | | 0.0 | 0.0 | 0.0 | 0.0 | | 8.1 | 91.6 | 0.4 | 5.4 | | |
| Total % | 3.3 | 0.0 | 2.1 | 2.0 | 5.4 | 0.0 | 36.1 | 7.3 | 2.4 | 43.4 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 4.1 | 46.9 | 0.2 | 2.7 | 51.2 | |

| INT ID | ROAD 1 | ROAD 2 | ROAD 3 | ROAD 4 | COMMUNITY | TMC DATE |
|----------|--------|--------|---------------|--------|------------|-----------|
| 30111815 | | VT-30 | MERCHANTS ROW | VT-30 | MIDDLEBURY | 8/12/2013 |

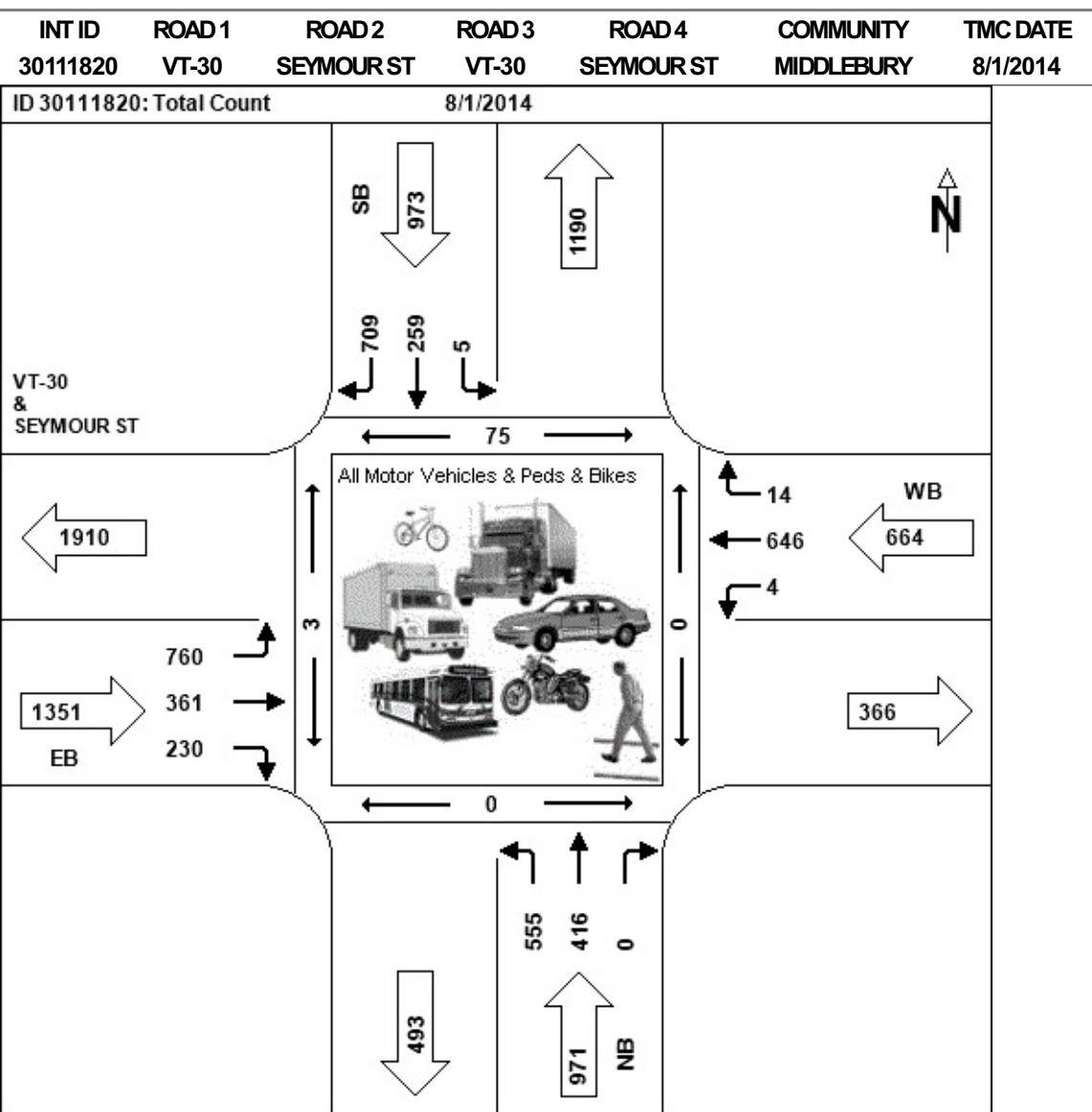
| Start Time | TRUCKS NB | | | | NB Total | EB | | | | EB Total | WB | | | | WB Total | Interval Total |
|------------|-----------|------|-------|-----|----------|------|------|-------|-----|----------|------|-------|-------|-----|----------|----------------|
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | |
| | | | | | | | | | | | | | | | | |
| 12:00 PM | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 10 |
| 12:15 PM | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 12 |
| 12:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 6 |
| 12:45 PM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 9 |
| 1:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 8 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 9 |
| 1:30 PM | 1 | 0 | 3 | 0 | 4 | 0 | 6 | 1 | 0 | 7 | 0 | 7 | 0 | 0 | 7 | 18 |
| 1:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 7 |
| 2:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 7 | 1 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 15 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 6 |
| 2:30 PM | 1 | 0 | 2 | 0 | 3 | 0 | 5 | 1 | 0 | 6 | 0 | 8 | 0 | 0 | 8 | 17 |
| 2:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 11 |
| 3:00 PM | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | 0 | 0 | 8 | 15 |
| 3:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 10 |
| 3:30 PM | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 10 |
| 3:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 4 |
| 4:00 PM | 2 | 0 | 2 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 13 |
| 4:15 PM | 1 | 0 | 3 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 10 |
| 4:30 PM | 2 | 0 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 9 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 11 |
| 5:00 PM | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 6 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| 5:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 6 |
| 5:45 PM | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 15 | 0 | 37 | 0 | 52 | 0 | 67 | 14 | 0 | 81 | 0 | 98 | 0 | 0 | 98 | 231 |
| App % | 28.8 | 0.0 | 71.2 | 0.0 | | 0.0 | 82.7 | 17.3 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| Total % | 6.5 | 0.0 | 16.0 | 0.0 | 22.5 | 0.0 | 29.0 | 6.1 | 0.0 | 35.1 | 0.0 | 42.4 | 0.0 | 0.0 | 42.4 | |



Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|------------|------|------|-------|--------|----------|------|------|------------|-----|----------|------|------------|-------|------|----------|----------------|--|
| 30111820 | VT-30 | | | | SEYMOUR ST | | | | VT-30 | | | | SEYMOUR ST | | | | MIDDLEBURY | | | | 8/1/2014 | |
| CARS | | | | | | | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | WB | | | | WB Total | Interval Total | |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | | |
| 6:00 AM | 2 | 5 | 0 | 0 | 7 | 4 | 2 | 1 | 0 | 7 | 0 | 1 | 6 | 0 | 7 | 0 | 7 | 1 | 2 | 8 | 29 | |
| 6:15 AM | 3 | 7 | 0 | 0 | 10 | 11 | 6 | 2 | 0 | 19 | 0 | 3 | 2 | 0 | 5 | 0 | 16 | 0 | 0 | 16 | 50 | |
| 6:30 AM | 5 | 12 | 0 | 0 | 17 | 23 | 15 | 1 | 0 | 39 | 0 | 2 | 3 | 0 | 5 | 0 | 17 | 0 | 2 | 17 | 78 | |
| 6:45 AM | 13 | 10 | 0 | 0 | 23 | 22 | 10 | 4 | 0 | 36 | 0 | 3 | 10 | 1 | 13 | 0 | 20 | 0 | 0 | 20 | 92 | |
| 7:00 AM | 4 | 4 | 0 | 0 | 8 | 18 | 8 | 7 | 0 | 33 | 0 | 5 | 9 | 0 | 14 | 0 | 20 | 0 | 1 | 20 | 75 | |
| 7:15 AM | 9 | 17 | 0 | 0 | 26 | 24 | 10 | 1 | 0 | 35 | 0 | 4 | 10 | 0 | 14 | 0 | 34 | 0 | 0 | 34 | 109 | |
| 7:30 AM | 9 | 12 | 0 | 0 | 21 | 32 | 16 | 4 | 0 | 52 | 0 | 6 | 16 | 0 | 22 | 0 | 28 | 0 | 0 | 28 | 123 | |
| 7:45 AM | 15 | 10 | 0 | 0 | 25 | 41 | 21 | 9 | 0 | 71 | 0 | 5 | 18 | 0 | 23 | 0 | 34 | 1 | 4 | 35 | 154 | |
| 8:00 AM | 20 | 16 | 0 | 0 | 36 | 31 | 16 | 4 | 0 | 51 | 0 | 6 | 27 | 0 | 33 | 0 | 27 | 0 | 2 | 27 | 147 | |
| 8:15 AM | 27 | 24 | 0 | 0 | 51 | 36 | 18 | 7 | 0 | 61 | 0 | 5 | 24 | 0 | 29 | 0 | 42 | 0 | 5 | 42 | 183 | |
| 8:30 AM | 30 | 17 | 0 | 0 | 47 | 20 | 14 | 9 | 0 | 43 | 0 | 11 | 23 | 0 | 34 | 0 | 29 | 4 | 3 | 33 | 157 | |
| 8:45 AM | 34 | 16 | 0 | 0 | 50 | 41 | 12 | 12 | 0 | 65 | 0 | 20 | 31 | 0 | 51 | 0 | 24 | 0 | 6 | 24 | 190 | |
| 9:00 AM | 32 | 15 | 0 | 0 | 47 | 33 | 20 | 9 | 0 | 62 | 0 | 14 | 40 | 0 | 54 | 0 | 28 | 0 | 6 | 28 | 191 | |
| 9:15 AM | 21 | 20 | 0 | 0 | 41 | 24 | 16 | 11 | 0 | 51 | 0 | 8 | 29 | 0 | 37 | 0 | 27 | 0 | 3 | 27 | 156 | |
| 9:30 AM | 44 | 14 | 0 | 0 | 58 | 30 | 13 | 13 | 0 | 56 | 0 | 16 | 35 | 0 | 51 | 0 | 23 | 0 | 6 | 23 | 188 | |
| 9:45 AM | 33 | 12 | 0 | 0 | 45 | 37 | 21 | 15 | 0 | 73 | 1 | 8 | 44 | 2 | 53 | 1 | 25 | 1 | 6 | 27 | 198 | |
| 10:00 AM | 28 | 24 | 0 | 0 | 52 | 39 | 11 | 16 | 0 | 66 | 1 | 14 | 43 | 0 | 58 | 0 | 23 | 1 | 5 | 24 | 200 | |
| 10:15 AM | 38 | 21 | 0 | 0 | 59 | 32 | 25 | 13 | 0 | 70 | 2 | 8 | 50 | 0 | 60 | 1 | 32 | 0 | 5 | 33 | 222 | |
| 10:30 AM | 24 | 16 | 0 | 0 | 40 | 30 | 14 | 15 | 0 | 59 | 0 | 16 | 30 | 0 | 46 | 2 | 34 | 0 | 5 | 36 | 181 | |
| 10:45 AM | 26 | 20 | 0 | 0 | 46 | 37 | 15 | 18 | 0 | 70 | 0 | 20 | 50 | 0 | 70 | 0 | 33 | 1 | 4 | 34 | 220 | |
| 11:00 AM | 28 | 23 | 0 | 0 | 51 | 34 | 16 | 11 | 0 | 61 | 0 | 13 | 33 | 0 | 46 | 0 | 25 | 1 | 4 | 26 | 184 | |
| 11:15 AM | 23 | 18 | 0 | 0 | 41 | 42 | 21 | 11 | 0 | 74 | 0 | 16 | 27 | 0 | 43 | 0 | 27 | 0 | 4 | 27 | 185 | |
| 11:30 AM | 35 | 26 | 0 | 0 | 61 | 33 | 11 | 16 | 0 | 60 | 0 | 18 | 52 | 0 | 70 | 0 | 19 | 2 | 2 | 21 | 212 | |
| 11:45 AM | 38 | 28 | 0 | 0 | 66 | 38 | 17 | 19 | 0 | 74 | 1 | 19 | 50 | 0 | 70 | 0 | 21 | 0 | 0 | 21 | 231 | |
| Total | 541 | 387 | 0 | 0 | 928 | 712 | 348 | 228 | 0 | 1288 | 5 | 241 | 662 | 3 | 908 | 4 | 615 | 12 | 75 | 631 | 3755 | |
| App % | 58.3 | 41.7 | 0.0 | 0.0 | | 55.3 | 27.0 | 17.7 | 0.0 | | 0.6 | 26.5 | 72.9 | 0.3 | | 0.6 | 97.5 | 1.9 | 11.9 | | | |
| Total % | 14.4 | 10.3 | 0.0 | 0.0 | 24.7 | 19.0 | 9.3 | 6.1 | 0.0 | 34.3 | 0.1 | 6.4 | 17.6 | 0.1 | 24.2 | 0.1 | 16.4 | 0.3 | 2.0 | 16.8 | | |

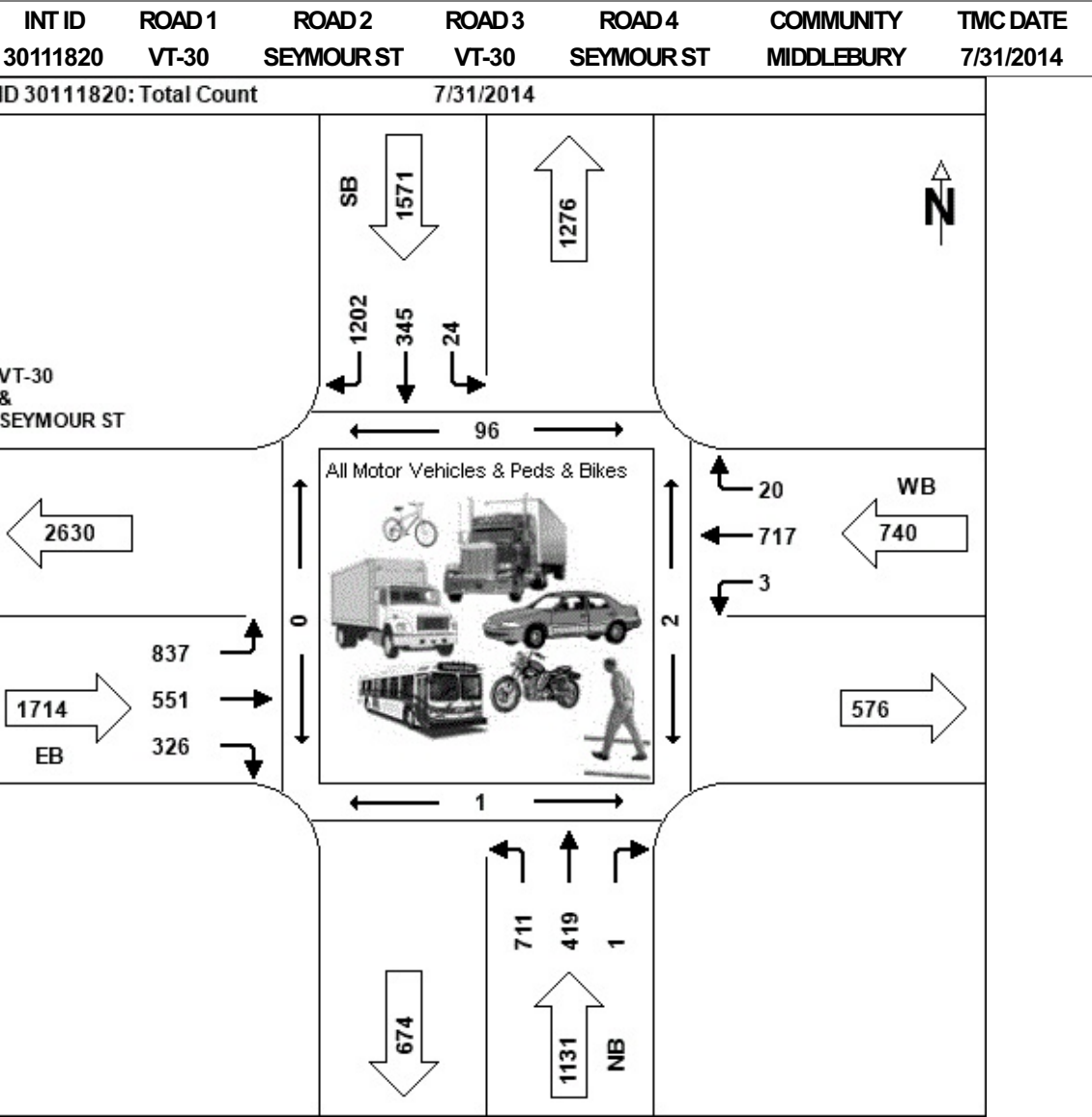
| INT ID | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|------------|------|------|-------|--------|----------|------|------|------------|-----|----------|------|------------|-------|-----|----------|----------------|--|
| 30111820 | VT-30 | | | | SEYMOUR ST | | | | VT-30 | | | | SEYMOUR ST | | | | MIDDLEBURY | | | | 8/1/2014 | |
| TRUCKS | | | | | | | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | WB | | | | WB Total | Interval Total | |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | | |
| 6:00 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 6:30 AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | | |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | | |
| 7:15 AM | 1 | 2 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | | |
| 7:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | | |
| 7:45 AM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 7 | | |
| 8:00 AM | 0 | 3 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 12 | | |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | | |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 7 | | |
| 8:45 AM | 2 | 1 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 12 | | |
| 9:00 AM | 1 | 1 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 4 | 0 | 1 | 4 | 0 | 5 | 0 | 2 | 0 | 0 | 13 | | |
| 9:15 AM | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 1 | 0 | 11 | | |
| 9:30 AM | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 3 | 1 | 0 | 11 | | |
| 9:45 AM | 2 | 2 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 5 | 0 | 6 | 0 | 2 | 0 | 0 | 14 | | |
| 10:00 AM | 0 | 1 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 9 | | |
| 10:15 AM | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 8 | | |
| 10:30 AM | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 0 | 12 | | |
| 10:45 AM | 0 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 11 | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 10 | | |
| 11:15 AM | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | | |
| 11:30 AM | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 4 | 0 | 9 | 0 | 1 | 0 | 0 | 13 | | |
| 11:45 AM | 1 | 2 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 12 | | |
| Total | 14 | 29 | 0 | 0 | 43 | 48 | 13 | 2 | 0 | 63 | 0 | 18 | 47 | 0 | 65 | 0 | 31 | 2 | 0 | 33 | 204 | |
| App % | 32.6 | 67.4 | 0.0 | 0.0 | | 76.2 | 20.6 | 3.2 | 0.0 | | 0.0 | 27.7 | 72.3 | 0.0 | | 0.0 | 93.9 | 6.1 | 0.0 | | | |
| Total % | 6.9 | 14.2 | 0.0 | 0.0 | 21.1 | 23.5 | 6.4 | 1.0 | 0.0 | 30.9 | 0.0 | 8.8 | 23.0 | 0.0 | 31.9 | 0.0 | 15.2 | 1.0 | 0.0 | 16.2 | | |



Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|------------|------|------|-------|--------|----------|------|------|------------|-----|----------|------|------------|-------|------|----------|----------------|--|
| 30111820 | VT-30 | | | | SEYMOUR ST | | | | VT-30 | | | | SEYMOUR ST | | | | MIDDLEBURY | | | | 7/31/2014 | |
| CARS | | | | | | | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | WB | | | | WB Total | Interval Total | |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | | |
| 12:00 PM | 40 | 30 | 0 | 0 | 70 | 44 | 22 | 23 | 0 | 89 | 2 | 21 | 48 | 0 | 71 | 0 | 25 | 2 | 5 | 27 | 257 | |
| 12:15 PM | 30 | 18 | 0 | 1 | 48 | 25 | 15 | 19 | 0 | 59 | 1 | 21 | 58 | 0 | 80 | 0 | 25 | 1 | 4 | 26 | 213 | |
| 12:30 PM | 37 | 17 | 1 | 0 | 55 | 34 | 17 | 9 | 0 | 60 | 1 | 11 | 65 | 0 | 77 | 0 | 24 | 1 | 3 | 25 | 217 | |
| 12:45 PM | 46 | 19 | 0 | 0 | 65 | 39 | 19 | 13 | 0 | 71 | 0 | 13 | 50 | 0 | 63 | 0 | 28 | 0 | 2 | 28 | 227 | |
| 1:00 PM | 21 | 16 | 0 | 0 | 37 | 38 | 21 | 10 | 0 | 69 | 2 | 14 | 34 | 0 | 50 | 0 | 25 | 1 | 0 | 26 | 182 | |
| 1:15 PM | 33 | 17 | 0 | 0 | 50 | 27 | 24 | 5 | 0 | 56 | 0 | 15 | 43 | 0 | 58 | 0 | 24 | 0 | 0 | 24 | 188 | |
| 1:30 PM | 28 | 18 | 0 | 0 | 46 | 34 | 17 | 15 | 0 | 66 | 0 | 8 | 38 | 0 | 46 | 0 | 28 | 1 | 3 | 29 | 187 | |
| 1:45 PM | 18 | 12 | 0 | 0 | 30 | 29 | 20 | 5 | 0 | 54 | 3 | 14 | 27 | 0 | 44 | 1 | 36 | 5 | 2 | 42 | 170 | |
| 2:00 PM | 31 | 10 | 0 | 0 | 41 | 30 | 20 | 14 | 0 | 64 | 2 | 17 | 27 | 0 | 46 | 0 | 21 | 0 | 4 | 21 | 172 | |
| 2:15 PM | 23 | 24 | 0 | 0 | 47 | 24 | 21 | 13 | 1 | 58 | 0 | 12 | 41 | 0 | 53 | 0 | 43 | 0 | 6 | 43 | 201 | |
| 2:30 PM | 19 | 16 | 0 | 0 | 35 | 42 | 32 | 11 | 0 | 85 | 0 | 13 | 43 | 0 | 56 | 0 | 33 | 0 | 0 | 33 | 209 | |
| 2:45 PM | 23 | 19 | 0 | 0 | 42 | 32 | 8 | 13 | 0 | 53 | 1 | 12 | 46 | 0 | 59 | 0 | 7 | 6 | 5 | 13 | 167 | |
| 3:00 PM | 29 | 18 | 0 | 0 | 47 | 36 | 15 | 18 | 0 | 69 | 1 | 16 | 45 | 0 | 62 | 0 | 17 | 0 | 6 | 17 | 195 | |
| 3:15 PM | 24 | 16 | 0 | 0 | 40 | 36 | 37 | 10 | 0 | 83 | 0 | 19 | 57 | 0 | 76 | 0 | 33 | 1 | 3 | 34 | 233 | |
| 3:30 PM | 29 | 10 | 0 | 0 | 39 | 56 | 27 | 10 | 0 | 93 | 1 | 15 | 50 | 0 | 66 | 0 | 33 | 0 | 3 | 33 | 231 | |
| 3:45 PM | 33 | 17 | 0 | 0 | 50 | 36 | 18 | 16 | 0 | 70 | 1 | 17 | 36 | 0 | 54 | 0 | 37 | 1 | 6 | 38 | 212 | |
| 4:00 PM | 29 | 20 | 0 | 0 | 49 | 34 | 26 | 14 | 0 | 74 | 2 | 9 | 51 | 0 | 62 | 0 | 31 | 0 | 6 | 31 | 216 | |
| 4:15 PM | 21 | 20 | 0 | 1 | 41 | 33 | 26 | 11 | 0 | 70 | 0 | 17 | 62 | 0 | 79 | 2 | 28 | 0 | 10 | 30 | 220 | |
| 4:30 PM | 27 | 18 | 0 | 0 | 45 | 25 | 30 | 17 | 0 | 72 | 1 | 16 | 84 | 0 | 101 | 0 | 25 | 0 | 7 | 25 | 243 | |
| 4:45 PM | 46 | 14 | 0 | 0 | 60 | 36 | 18 | 26 | 0 | 80 | 0 | 12 | 75 | 0 | 87 | 0 | 34 | 0 | 4 | 34 | 261 | |
| 5:00 PM | 28 | 13 | 0 | 0 | 41 | 33 | 30 | 17 | 0 | 80 | 1 | 19 | 53 | 0 | 73 | 0 | 36 | 0 | 7 | 36 | 230 | |
| 5:15 PM | 31 | 15 | 0 | 0 | 46 | 23 | 34 | 10 | 0 | 67 | 0 | 9 | 61 | 0 | 70 | 0 | 25 | 0 | 4 | 25 | 208 | |
| 5:30 PM | 27 | 10 | 0 | 0 | 37 | 16 | 16 | 11 | 0 | 43 | 0 | 12 | 42 | 0 | 54 | 0 | 29 | 1 | 1 | 30 | 164 | |
| 5:45 PM | 29 | 12 | 0 | 0 | 41 | 34 | 21 | 5 | 0 | 60 | 4 | 5 | 29 | 0 | 38 | 0 | 38 | 0 | 5 | 38 | 177 | |
| Total | 702 | 399 | 1 | 2 | 1102 | 796 | 534 | 315 | 1 | 1645 | 23 | 337 | 1165 | 0 | 1525 | 3 | 685 | 20 | 96 | 708 | 4980 | |
| App % | 63.7 | 36.2 | 0.1 | 0.2 | | 48.4 | 32.5 | 19.1 | 0.1 | | 1.5 | 22.1 | 76.4 | 0.0 | | 0.4 | 96.8 | 2.8 | 13.6 | | | |
| Total % | 14.1 | 8.0 | 0.0 | 0.0 | 22.1 | 16.0 | 10.7 | 6.3 | 0.0 | 33.0 | 0.5 | 6.8 | 23.4 | 0.0 | 30.6 | 0.1 | 13.8 | 0.4 | 1.9 | 14.2 | | |

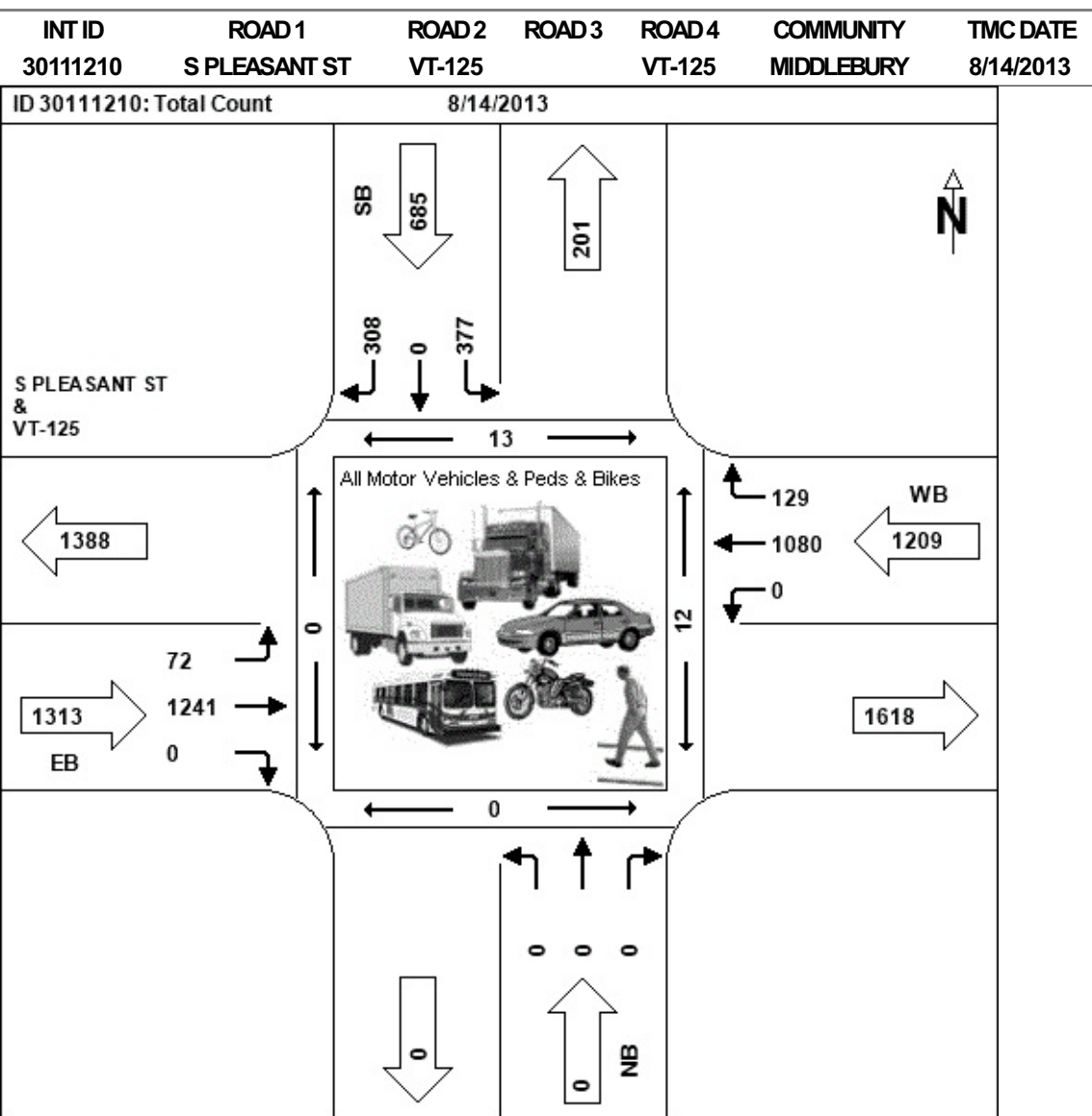
| INT ID | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|------------|------|------|-------|--------|----------|------|------|------------|-----|----------|------|------------|-------|-----|----------|----------------|--|
| 30111820 | VT-30 | | | | SEYMOUR ST | | | | VT-30 | | | | SEYMOUR ST | | | | MIDDLEBURY | | | | 7/31/2014 | |
| TRUCKS | | | | | | | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | WB | | | | WB Total | Interval Total | |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | | |
| 12:00 PM | 2 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 12 | |
| 12:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 6 | |
| 12:30 PM | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 6 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 11 | |
| 12:45 PM | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 8 | |
| 1:00 PM | 0 | 1 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 12 | |
| 1:15 PM | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 10 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 7 | |
| 1:45 PM | 1 | 2 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 12 | |
| 2:00 PM | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 2:15 PM | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 11 | |
| 2:30 PM | 3 | 3 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 3:00 PM | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 7 | |
| 3:15 PM | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 8 | |
| 3:45 PM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 9 | |
| 4:00 PM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 7 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 | |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 5 | |
| 4:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 5 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Total | 9 | 20 | 0 | 0 | 29 | 41 | 17 | 11 | 0 | 69 | 1 | 8 | 37 | 0 | 46 | 0 | 32 | 0 | 0 | 32 | 176 | |
| App % | 31.0 | 69.0 | 0.0 | 0.0 | | 59.4 | 24.6 | 15.9 | 0.0 | | 2.2 | 17.4 | 80.4 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | | |
| Total % | 5.1 | 11.4 | 0.0 | 0.0 | 16.5 | 23.3 | 9.7 | 6.2 | 0.0 | 39.2 | 0.6 | 4.5 | 21.0 | 0.0 | 26.1 | 0.0 | 18.2 | 0.0 | 0.0 | 18.2 | | |



Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | | | | ROAD 2 | ROAD 3 | ROAD 4 | COMMUNITY | TMC DATE | | | | | | | | | | | | |
|------------|---------------|------|-------|-----|----------|--------|--------|------------|-----------|----------|------|------|-------|-----|----------|------|----------------|------|-------|------|----------|
| 30111210 | S PLEASANT ST | | | | VT-125 | | VT-125 | MIDDLEBURY | 8/14/2013 | | | | | | | | | | | | |
| CARS | | | | | | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | EB | | | | SB | | | | WB | | | | Interval Total | | | | |
| | Left | Thru | Right | Ped | NB Total | Left | Thru | Right | Ped | EB Total | Left | Thru | Right | Ped | SB Total | Left | | Thru | Right | Ped | WB Total |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 4 | 0 | 3 | 0 | 7 | 0 | 7 | 0 | 2 | 7 | 20 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 4 | 0 | 5 | 0 | 13 | 1 | 0 | 14 | 30 |
| 6:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 24 | 0 | 0 | 25 | 4 | 0 | 6 | 0 | 10 | 0 | 29 | 0 | 0 | 29 | 64 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 38 | 0 | 0 | 44 | 16 | 0 | 4 | 0 | 20 | 0 | 18 | 1 | 0 | 19 | 83 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 0 | 0 | 34 | 13 | 0 | 7 | 0 | 20 | 0 | 25 | 7 | 0 | 32 | 86 |
| 7:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 28 | 0 | 0 | 28 | 16 | 0 | 5 | 0 | 21 | 0 | 25 | 4 | 0 | 29 | 78 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 2 | 31 | 0 | 0 | 33 | 6 | 0 | 15 | 0 | 21 | 0 | 28 | 3 | 0 | 31 | 85 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 7 | 0 | 4 | 0 | 11 | 0 | 25 | 6 | 0 | 31 | 76 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 0 | 0 | 46 | 6 | 0 | 6 | 0 | 12 | 0 | 53 | 7 | 1 | 60 | 118 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 48 | 0 | 0 | 56 | 17 | 0 | 14 | 0 | 31 | 0 | 53 | 6 | 2 | 59 | 146 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 46 | 0 | 0 | 50 | 12 | 0 | 12 | 0 | 24 | 0 | 56 | 3 | 0 | 59 | 133 |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 3 | 66 | 0 | 0 | 69 | 25 | 0 | 6 | 0 | 31 | 0 | 38 | 9 | 0 | 47 | 147 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 53 | 0 | 0 | 54 | 23 | 0 | 13 | 0 | 36 | 0 | 39 | 8 | 1 | 47 | 137 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 59 | 0 | 0 | 63 | 12 | 0 | 7 | 0 | 19 | 0 | 47 | 4 | 0 | 51 | 133 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 63 | 0 | 0 | 65 | 18 | 0 | 12 | 0 | 30 | 0 | 42 | 2 | 0 | 44 | 139 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 65 | 0 | 0 | 68 | 14 | 0 | 22 | 0 | 36 | 0 | 58 | 8 | 3 | 66 | 170 |
| 10:00 AM | 0 | 0 | 0 | 1 | 0 | 4 | 59 | 0 | 0 | 63 | 21 | 0 | 25 | 0 | 46 | 0 | 67 | 11 | 0 | 78 | 187 |
| 10:15 AM | 0 | 0 | 0 | 1 | 0 | 3 | 56 | 0 | 0 | 59 | 19 | 0 | 18 | 0 | 37 | 0 | 77 | 6 | 1 | 83 | 179 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 5 | 49 | 0 | 0 | 54 | 22 | 0 | 14 | 0 | 36 | 0 | 45 | 9 | 0 | 54 | 144 |
| 10:45 AM | 0 | 0 | 0 | 2 | 0 | 3 | 74 | 0 | 0 | 77 | 26 | 0 | 17 | 0 | 43 | 0 | 60 | 3 | 1 | 63 | 183 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 68 | 0 | 0 | 70 | 12 | 0 | 14 | 0 | 26 | 0 | 70 | 11 | 2 | 81 | 177 |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 3 | 59 | 0 | 0 | 62 | 32 | 0 | 28 | 0 | 60 | 0 | 54 | 1 | 0 | 55 | 177 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 69 | 0 | 0 | 75 | 24 | 0 | 24 | 0 | 48 | 0 | 47 | 3 | 0 | 50 | 173 |
| 11:45 AM | 0 | 0 | 0 | 2 | 0 | 7 | 90 | 0 | 0 | 97 | 23 | 0 | 24 | 0 | 47 | 0 | 62 | 9 | 0 | 71 | 215 |
| Total | 0 | 0 | 0 | 12 | 0 | 70 | 1173 | 0 | 0 | 1243 | 373 | 0 | 304 | 0 | 677 | 0 | 1038 | 122 | 13 | 1160 | 3080 |
| App % | 0.0 | 0.0 | 0.0 | 0.0 | | 5.6 | 94.4 | 0.0 | 0.0 | | 55.1 | 0.0 | 44.9 | 0.0 | | 0.0 | 89.5 | 10.5 | 1.1 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 2.3 | 38.1 | 0.0 | 0.0 | 40.4 | 12.1 | 0.0 | 9.9 | 0.0 | 22.0 | 0.0 | 33.7 | 4.0 | 0.4 | 37.7 | |

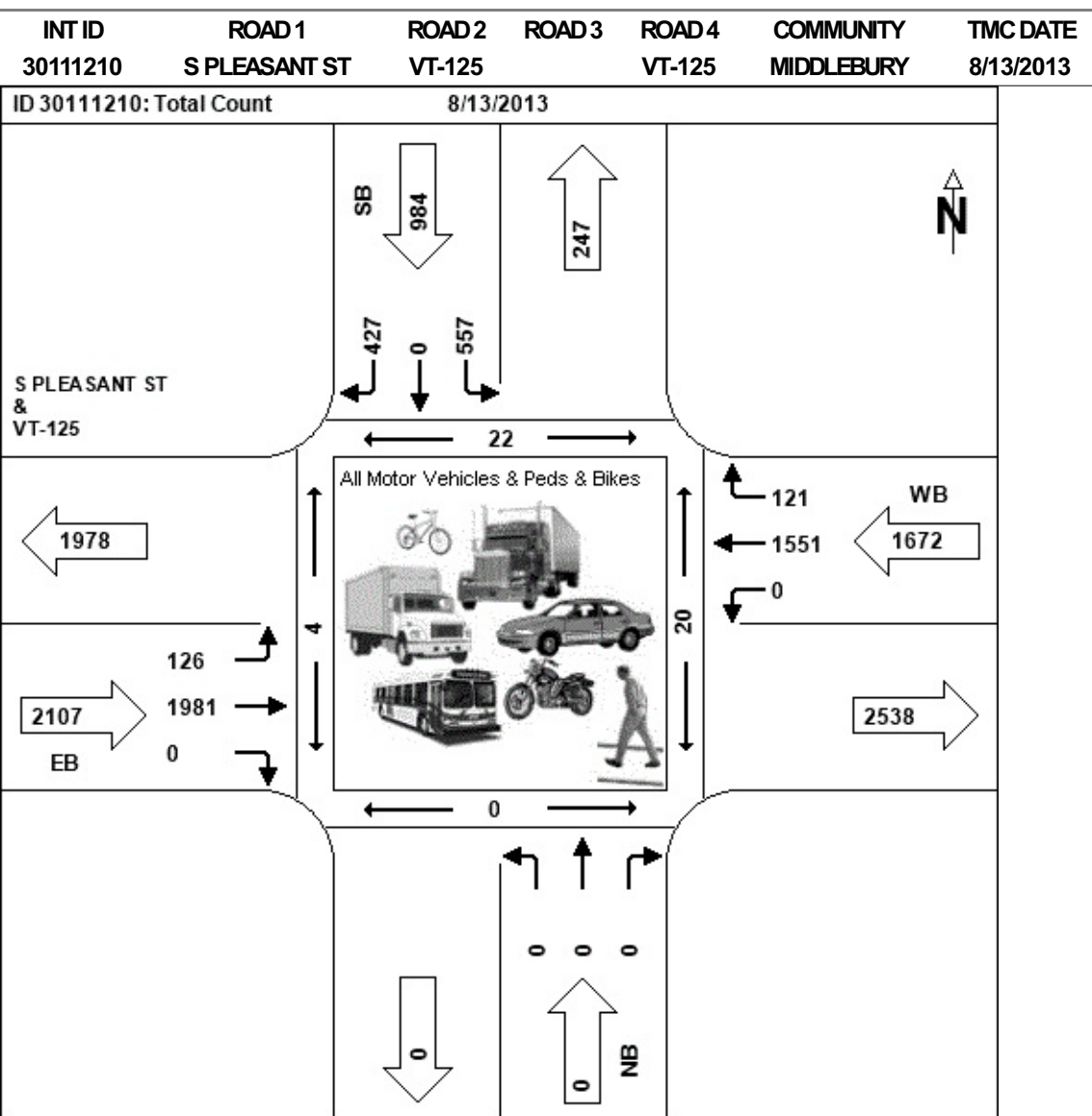
| INT ID | ROAD 1 | | | | ROAD 2 | ROAD 3 | | | | ROAD 4 | COMMUNITY | | | | TMC DATE | |
|------------|---------------|------|-------|-----|----------|--------|------|-------|-----|----------|------------|------|-------|-----|-----------|----------------|
| 30111210 | S PLEASANT ST | | | | VT-125 | | | | | VT-125 | MIDDLEBURY | | | | 8/14/2013 | |
| TRUCKS | | | | | | | | | | | | | | | | |
| Start Time | EB | | | | EB Total | SB | | | | SB Total | WB | | | | WB Total | Interval Total |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | |
| 6:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 6:45 AM | 1 | 4 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 9 |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 6 |
| 7:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 8:00 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 5 |
| 8:30 AM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 8:45 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 6 |
| 9:00 AM | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 7 |
| 9:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 4 |
| 9:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 9:45 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 10 |
| 10:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 5 |
| 10:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 6 |
| 10:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 10:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 |
| 11:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 6 |
| 11:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 11:30 AM | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 12 |
| 11:45 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 9 |
| Total | 2 | 68 | 0 | 0 | 70 | 4 | 0 | 4 | 0 | 8 | 0 | 42 | 7 | 0 | 49 | 127 |
| App % | 2.9 | 97.1 | 0.0 | 0.0 | | 50.0 | 0.0 | 50.0 | 0.0 | | 0.0 | 85.7 | 14.3 | 0.0 | | |
| Total % | 1.6 | 53.5 | 0.0 | 0.0 | 55.1 | 3.1 | 0.0 | 3.1 | 0.0 | 6.3 | 0.0 | 33.1 | 5.5 | 0.0 | 38.6 | |



Turning Movement Count Report - Cars & Trucks

| INT ID | | | | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE | |
|------------|------|------|-------|---------------|----------|------|------|--------|-----|----------|------|--------|-------|-----|----------|--------|------|-------|-----|------------|----------------|--|--|-----------|--|
| 30111210 | | | | S PLEASANT ST | | | | VT-125 | | | | | | | | VT-125 | | | | MIDDLEBURY | | | | 8/13/2013 | |
| CARS | | | | | | | | | | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | WB | | | | WB Total | Interval Total | | | | |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 2 | 0 | 7 | 86 | 0 | 0 | 93 | 26 | 0 | 26 | 0 | 52 | 0 | 63 | 8 | 0 | 71 | 216 | | | | |
| 12:15 PM | 0 | 0 | 0 | 1 | 0 | 5 | 85 | 0 | 0 | 90 | 23 | 0 | 22 | 0 | 45 | 0 | 70 | 12 | 0 | 82 | 217 | | | | |
| 12:30 PM | 0 | 0 | 0 | 1 | 0 | 7 | 76 | 0 | 0 | 83 | 20 | 0 | 20 | 0 | 40 | 0 | 69 | 6 | 0 | 75 | 198 | | | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 87 | 0 | 0 | 92 | 18 | 0 | 25 | 0 | 43 | 0 | 87 | 4 | 4 | 91 | 226 | | | | |
| 1:00 PM | 0 | 0 | 0 | 1 | 0 | 5 | 100 | 0 | 0 | 105 | 20 | 0 | 28 | 0 | 48 | 0 | 60 | 3 | 0 | 63 | 216 | | | | |
| 1:15 PM | 0 | 0 | 0 | 2 | 0 | 4 | 64 | 0 | 0 | 68 | 30 | 0 | 13 | 0 | 43 | 0 | 70 | 5 | 1 | 75 | 186 | | | | |
| 1:30 PM | 0 | 0 | 0 | 2 | 0 | 6 | 69 | 0 | 0 | 75 | 14 | 0 | 11 | 0 | 25 | 0 | 50 | 9 | 0 | 59 | 159 | | | | |
| 1:45 PM | 0 | 0 | 0 | 1 | 0 | 4 | 44 | 0 | 0 | 48 | 18 | 0 | 12 | 0 | 30 | 0 | 28 | 2 | 2 | 30 | 108 | | | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 77 | 0 | 0 | 83 | 22 | 0 | 11 | 0 | 33 | 0 | 58 | 4 | 1 | 62 | 178 | | | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 82 | 0 | 0 | 88 | 20 | 0 | 14 | 0 | 34 | 0 | 70 | 4 | 2 | 74 | 196 | | | | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 77 | 0 | 0 | 80 | 21 | 0 | 12 | 0 | 33 | 0 | 70 | 3 | 0 | 73 | 186 | | | | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 70 | 0 | 0 | 73 | 46 | 0 | 14 | 2 | 60 | 0 | 61 | 7 | 0 | 68 | 201 | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 7 | 101 | 0 | 0 | 108 | 15 | 0 | 10 | 0 | 25 | 0 | 75 | 2 | 1 | 77 | 210 | | | | |
| 3:15 PM | 0 | 0 | 0 | 3 | 0 | 3 | 93 | 0 | 0 | 96 | 32 | 0 | 7 | 0 | 39 | 0 | 79 | 6 | 2 | 85 | 220 | | | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 83 | 0 | 0 | 86 | 25 | 0 | 13 | 0 | 38 | 0 | 52 | 5 | 3 | 57 | 181 | | | | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 0 | 0 | 79 | 34 | 0 | 24 | 0 | 58 | 0 | 67 | 7 | 0 | 74 | 211 | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 90 | 0 | 0 | 93 | 16 | 0 | 21 | 0 | 37 | 0 | 63 | 4 | 1 | 67 | 197 | | | | |
| 4:15 PM | 0 | 0 | 0 | 3 | 0 | 4 | 83 | 0 | 0 | 87 | 30 | 0 | 16 | 0 | 46 | 0 | 72 | 4 | 1 | 76 | 209 | | | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 7 | 87 | 0 | 0 | 94 | 20 | 0 | 17 | 0 | 37 | 0 | 68 | 7 | 2 | 75 | 206 | | | | |
| 4:45 PM | 0 | 0 | 0 | 3 | 0 | 3 | 69 | 0 | 0 | 72 | 18 | 0 | 21 | 0 | 39 | 0 | 52 | 5 | 0 | 57 | 168 | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 12 | 112 | 0 | 0 | 124 | 25 | 0 | 32 | 0 | 57 | 0 | 88 | 3 | 2 | 91 | 272 | | | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 77 | 0 | 0 | 78 | 25 | 0 | 20 | 0 | 45 | 0 | 60 | 4 | 0 | 64 | 187 | | | | |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 4 | 56 | 0 | 0 | 60 | 17 | 0 | 25 | 0 | 42 | 0 | 46 | 4 | 0 | 50 | 152 | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 63 | 0 | 0 | 66 | 18 | 0 | 9 | 2 | 27 | 0 | 50 | 0 | 0 | 50 | 143 | | | | |
| Total | 0 | 0 | 0 | 20 | 0 | 115 | 1906 | 0 | 0 | 2021 | 553 | 0 | 423 | 4 | 976 | 0 | 1528 | 118 | 22 | 1646 | 4643 | | | | |
| App % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 94.3 | 0.0 | 0.0 | 56.7 | 0.0 | 43.3 | 0.4 | | | 0.0 | 92.8 | 7.2 | 1.3 | | | | | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 2.5 | 41.1 | 0.0 | 0.0 | 43.5 | 11.9 | 0.0 | 9.1 | 0.1 | 21.0 | 0.0 | 32.9 | 2.5 | 0.5 | 35.5 | | | | | |

| INT ID | ROAD 1 | | | | ROAD 2 | ROAD 3 | ROAD 4 | COMMUNITY | TMC DATE | | | | | | | |
|------------|---------------|------|-------|-----|----------|--------|--------|------------|-----------|----------|------|------|-------|-----|----------|----------------|
| 30111210 | S PLEASANT ST | | | | VT-125 | | VT-125 | MIDDLEBURY | 8/13/2013 | | | | | | | |
| TRUCKS | | | | | | | | | | | | | | | | |
| Start Time | EB | | | | EB Total | SB | | | | SB Total | WB | | | | WB Total | Interval Total |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | |
| 12:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 12:15 PM | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 12:30 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 10 |
| 12:45 PM | 2 | 4 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| 1:15 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 8 |
| 1:30 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 6 |
| 1:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 2:00 PM | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 10 |
| 2:15 PM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 6 |
| 2:30 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 2:45 PM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 3:15 PM | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 8 |
| 3:30 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 3:45 PM | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 4:15 PM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 6 |
| 5:15 PM | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 11 | 75 | 0 | 0 | 86 | 4 | 0 | 4 | 0 | 8 | 0 | 23 | 3 | 0 | 26 | 120 |
| App % | 12.8 | 87.2 | 0.0 | 0.0 | | 50.0 | 0.0 | 50.0 | 0.0 | | 0.0 | 88.5 | 11.5 | 0.0 | | |
| Total % | 9.2 | 62.5 | 0.0 | 0.0 | 71.7 | 3.3 | 0.0 | 3.3 | 0.0 | 6.7 | 0.0 | 19.2 | 2.5 | 0.0 | 21.7 | |

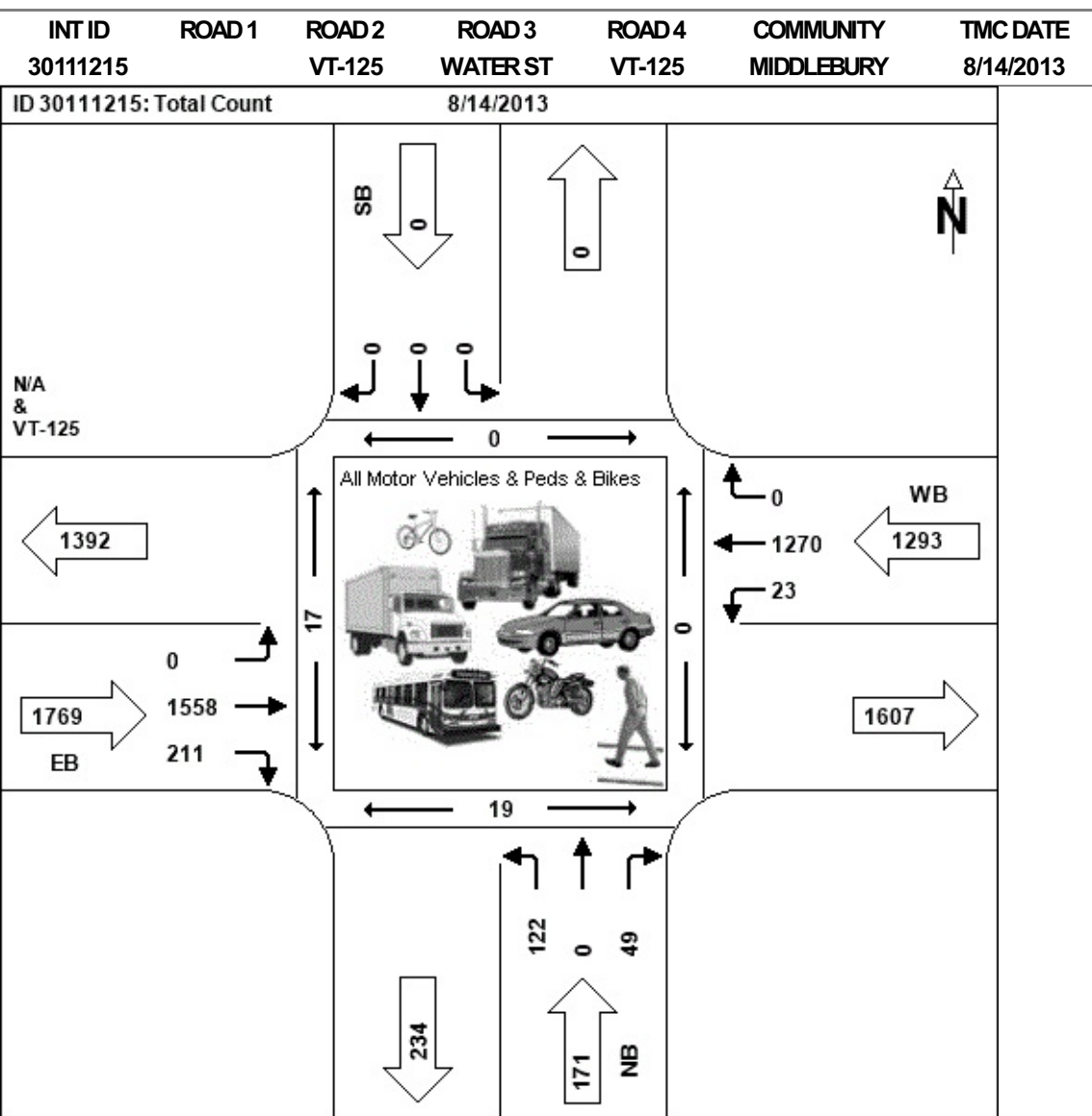


Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | ROAD 2 | ROAD 3 | ROAD 4 | COMMUNITY | TMC DATE |
|----------|--------|--------|----------|--------|------------|-----------|
| 30111215 | | VT-125 | WATER ST | VT-125 | MIDDLEBURY | 8/14/2013 |

| CARS | | | | | | | | | | | | | | | | |
|------------|------|------|-------|-----|----------|------|------|-------|-----|----------|------|------|-------|-----|----------|----------------|
| Start Time | NB | | | | EB | | | | SB | | | | WB | | | |
| | Left | Thru | Right | Ped | NB Total | Left | Thru | Right | Ped | EB Total | Left | Thru | Right | Ped | SB Total | Interval Total |
| 6:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 25 | 3 | 0 | 28 | 0 | 0 | 0 | 1 | 0 | 32 |
| 6:45 AM | 2 | 0 | 1 | 0 | 3 | 0 | 43 | 19 | 1 | 62 | 0 | 0 | 0 | 0 | 0 | 33 |
| 7:00 AM | 17 | 0 | 2 | 0 | 19 | 0 | 45 | 27 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 43 |
| 7:15 AM | 6 | 0 | 1 | 0 | 7 | 0 | 43 | 13 | 1 | 56 | 0 | 0 | 0 | 0 | 0 | 33 |
| 7:30 AM | 2 | 0 | 2 | 0 | 4 | 0 | 51 | 8 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:45 AM | 3 | 0 | 2 | 0 | 5 | 0 | 87 | 13 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 57 |
| 8:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 53 | 5 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 67 |
| 8:15 AM | 3 | 0 | 0 | 0 | 3 | 0 | 65 | 5 | 0 | 70 | 0 | 0 | 0 | 3 | 0 | 62 |
| 8:30 AM | 3 | 0 | 1 | 0 | 4 | 0 | 46 | 12 | 1 | 58 | 0 | 0 | 0 | 0 | 0 | 63 |
| 8:45 AM | 4 | 0 | 5 | 0 | 9 | 0 | 80 | 10 | 1 | 90 | 0 | 0 | 0 | 0 | 0 | 46 |
| 9:00 AM | 9 | 0 | 5 | 0 | 14 | 0 | 56 | 14 | 0 | 70 | 0 | 0 | 0 | 1 | 0 | 59 |
| 9:15 AM | 4 | 0 | 4 | 0 | 8 | 0 | 75 | 9 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 55 |
| 9:30 AM | 4 | 0 | 2 | 0 | 6 | 0 | 67 | 2 | 0 | 69 | 0 | 0 | 0 | 1 | 0 | 55 |
| 9:45 AM | 3 | 0 | 2 | 0 | 5 | 0 | 65 | 7 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 68 |
| 10:00 AM | 3 | 0 | 1 | 0 | 4 | 0 | 77 | 8 | 1 | 85 | 0 | 0 | 0 | 1 | 0 | 82 |
| 10:15 AM | 23 | 0 | 10 | 0 | 33 | 0 | 75 | 11 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:30 AM | 8 | 0 | 1 | 0 | 9 | 0 | 61 | 8 | 6 | 69 | 0 | 0 | 0 | 0 | 0 | 46 |
| 10:45 AM | 4 | 0 | 1 | 0 | 5 | 0 | 93 | 8 | 2 | 101 | 0 | 0 | 0 | 1 | 0 | 62 |
| 11:00 AM | 8 | 0 | 3 | 0 | 11 | 0 | 76 | 7 | 0 | 83 | 0 | 0 | 0 | 2 | 0 | 61 |
| 11:15 AM | 6 | 0 | 1 | 0 | 7 | 0 | 84 | 10 | 0 | 94 | 0 | 0 | 0 | 2 | 0 | 66 |
| 11:30 AM | 2 | 0 | 1 | 0 | 3 | 0 | 74 | 6 | 2 | 80 | 0 | 0 | 0 | 1 | 0 | 61 |
| 11:45 AM | 5 | 0 | 3 | 0 | 8 | 0 | 110 | 1 | 3 | 111 | 0 | 0 | 0 | 4 | 0 | 68 |
| Total | 121 | 0 | 49 | 0 | 170 | 0 | 1490 | 210 | 19 | 1700 | 0 | 0 | 0 | 17 | 0 | 1255 |
| App % | 71.2 | 0.0 | 28.8 | 0.0 | | 0.0 | 87.6 | 12.4 | 1.1 | | 0.0 | 0.0 | 0.0 | 0.0 | | 1.8 |
| Total % | 3.9 | 0.0 | 1.6 | 0.0 | 5.4 | 0.0 | 47.7 | 6.7 | 0.6 | 54.4 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 40.2 |

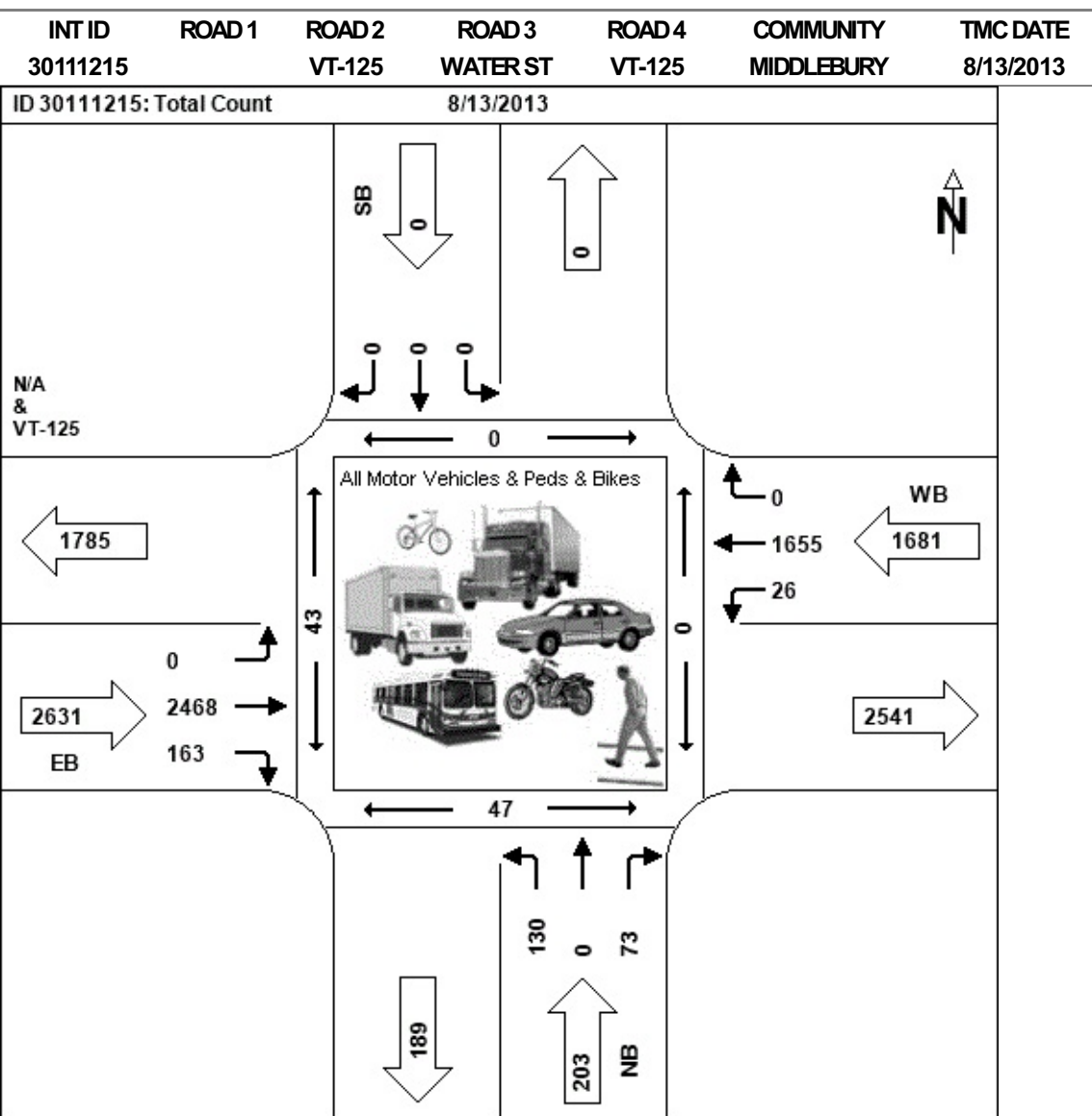
| INT ID | ROAD 1 | | | | ROAD 2 | ROAD 3 | | | | ROAD 4 | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|----------|----------|------|-------|-----|----------|------------|-------|-------|-----|-----------|----------------|
| 30111215 | | | | | VT-125 | WATER ST | | | | VT-125 | MIDDLEBURY | | | | 8/14/2013 | |
| TRUCKS | | | | | | | | | | | | | | | | |
| Start Time | NB | | | | NB Total | EB | | | | EB Total | WB | | | | WB Total | Interval Total |
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 6 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 5 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 6 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 8:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 7 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 6 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 6 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 6 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 68 | 1 | 0 | 69 | 0 | 38 | 0 | 0 | 38 | 108 |
| App % | 100.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 98.6 | 1.4 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| Total % | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 63.0 | 0.9 | 0.0 | 63.9 | 0.0 | 35.2 | 0.0 | 0.0 | 35.2 | |



Turning Movement Count Report - Cars & Trucks

| INT ID | ROAD 1 | | | | ROAD 2 | | | | ROAD 3 | | | | ROAD 4 | | | | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|----------|------|------|-------|----------|----------|------|------|--------|-----|----------|------|------------|-------|-----|----------|----------------|--|
| 30111215 | | | | | VT-125 | | | | WATER ST | | | | VT-125 | | | | MIDDLEBURY | | | | 8/13/2013 | |
| CARS | | | | | | | | | | | | | | | | | | | | | | |
| NB | | | | | EB | | | | | SB | | | | | WB | | | | | | | |
| Start Time | Left | Thru | Right | Ped | NB Total | Left | Thru | Right | Ped | EB Total | Left | Thru | Right | Ped | SB Total | Left | Thru | Right | Ped | WB Total | Interval Total | |
| 12:00 PM | 1 | 0 | 2 | 0 | 3 | 0 | 114 | 2 | 0 | 116 | 0 | 0 | 0 | 1 | 0 | 1 | 75 | 0 | 0 | 76 | 195 | |
| 12:15 PM | 10 | 0 | 7 | 0 | 17 | 0 | 108 | 6 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 2 | 69 | 0 | 0 | 71 | 202 | |
| 12:30 PM | 8 | 0 | 0 | 0 | 8 | 0 | 80 | 3 | 0 | 83 | 0 | 0 | 0 | 1 | 0 | 1 | 55 | 0 | 0 | 56 | 147 | |
| 12:45 PM | 6 | 0 | 2 | 0 | 8 | 0 | 95 | 9 | 1 | 104 | 0 | 0 | 0 | 1 | 0 | 0 | 76 | 0 | 0 | 76 | 188 | |
| 1:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 98 | 4 | 2 | 102 | 0 | 0 | 0 | 4 | 0 | 1 | 68 | 0 | 0 | 69 | 172 | |
| 1:15 PM | 3 | 0 | 3 | 0 | 6 | 0 | 85 | 1 | 0 | 86 | 0 | 0 | 0 | 1 | 0 | 2 | 69 | 0 | 0 | 71 | 163 | |
| 1:30 PM | 2 | 0 | 2 | 0 | 4 | 0 | 92 | 3 | 1 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 63 | 162 | |
| 1:45 PM | 7 | 0 | 1 | 0 | 8 | 0 | 90 | 3 | 2 | 93 | 0 | 0 | 0 | 3 | 0 | 2 | 68 | 0 | 0 | 70 | 171 | |
| 2:00 PM | 2 | 0 | 3 | 0 | 5 | 0 | 106 | 4 | 1 | 110 | 0 | 0 | 0 | 1 | 0 | 2 | 73 | 0 | 0 | 75 | 190 | |
| 2:15 PM | 1 | 0 | 2 | 0 | 3 | 0 | 96 | 4 | 4 | 100 | 0 | 0 | 0 | 2 | 0 | 2 | 63 | 0 | 0 | 65 | 168 | |
| 2:30 PM | 2 | 0 | 3 | 0 | 5 | 0 | 100 | 2 | 4 | 102 | 0 | 0 | 0 | 3 | 0 | 2 | 67 | 0 | 0 | 69 | 176 | |
| 2:45 PM | 2 | 0 | 2 | 0 | 4 | 0 | 104 | 9 | 3 | 113 | 0 | 0 | 0 | 3 | 0 | 0 | 65 | 0 | 0 | 65 | 182 | |
| 3:00 PM | 6 | 0 | 4 | 0 | 10 | 0 | 102 | 5 | 2 | 107 | 0 | 0 | 0 | 5 | 0 | 1 | 62 | 0 | 0 | 63 | 180 | |
| 3:15 PM | 6 | 0 | 3 | 0 | 9 | 0 | 115 | 8 | 7 | 123 | 0 | 0 | 0 | 2 | 0 | 0 | 66 | 0 | 0 | 66 | 198 | |
| 3:30 PM | 4 | 0 | 1 | 0 | 5 | 0 | 101 | 4 | 1 | 105 | 0 | 0 | 0 | 3 | 0 | 1 | 59 | 0 | 0 | 60 | 170 | |
| 3:45 PM | 8 | 0 | 3 | 0 | 11 | 0 | 101 | 2 | 3 | 103 | 0 | 0 | 0 | 1 | 0 | 0 | 72 | 0 | 0 | 72 | 186 | |
| 4:00 PM | 10 | 0 | 4 | 0 | 14 | 0 | 130 | 4 | 0 | 134 | 0 | 0 | 0 | 3 | 0 | 3 | 60 | 0 | 0 | 63 | 211 | |
| 4:15 PM | 4 | 0 | 3 | 0 | 7 | 0 | 102 | 9 | 4 | 111 | 0 | 0 | 0 | 2 | 0 | 0 | 88 | 0 | 0 | 88 | 206 | |
| 4:30 PM | 8 | 0 | 1 | 0 | 9 | 0 | 97 | 13 | 2 | 110 | 0 | 0 | 0 | 2 | 0 | 1 | 65 | 0 | 0 | 66 | 185 | |
| 4:45 PM | 14 | 0 | 11 | 0 | 25 | 0 | 76 | 26 | 1 | 102 | 0 | 0 | 0 | 0 | 0 | 2 | 62 | 0 | 0 | 64 | 191 | |
| 5:00 PM | 8 | 0 | 3 | 0 | 11 | 0 | 110 | 23 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 2 | 83 | 0 | 0 | 85 | 229 | |
| 5:15 PM | 4 | 0 | 4 | 0 | 8 | 0 | 122 | 11 | 4 | 133 | 0 | 0 | 0 | 3 | 0 | 0 | 73 | 0 | 0 | 73 | 214 | |
| 5:30 PM | 8 | 0 | 7 | 0 | 15 | 0 | 97 | 5 | 1 | 102 | 0 | 0 | 0 | 1 | 0 | 0 | 76 | 0 | 0 | 76 | 193 | |
| 5:45 PM | 4 | 0 | 1 | 0 | 5 | 0 | 74 | 3 | 4 | 77 | 0 | 0 | 0 | 1 | 0 | 1 | 60 | 0 | 0 | 61 | 143 | |
| Total | 128 | 0 | 73 | 0 | 201 | 0 | 2395 | 163 | 47 | 2558 | 0 | 0 | 0 | 43 | 0 | 26 | 1637 | 0 | 0 | 1663 | 4422 | |
| App % | 63.7 | 0.0 | 36.3 | 0.0 | | 0.0 | 93.6 | 6.4 | 1.8 | | 0.0 | 0.0 | 0.0 | 0.0 | | 1.6 | 98.4 | 0.0 | 0.0 | | | |
| Total % | 2.9 | 0.0 | 1.7 | 0.0 | 4.5 | 0.0 | 54.2 | 3.7 | 1.1 | 57.8 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.6 | 37.0 | 0.0 | 0.0 | 37.6 | | |

| INT ID | ROAD 1 | | | | ROAD 2 | ROAD 3 | | | | ROAD 4 | COMMUNITY | | | | TMC DATE | |
|------------|--------|------|-------|-----|----------|----------|-------|-------|-----|----------|------------|-------|-------|-----|-----------|----------------|
| 30111215 | | | | | VT-125 | WATER ST | | | | VT-125 | MIDDLEBURY | | | | 8/13/2013 | |
| TRUCKS | | | | | | | | | | | | | | | | |
| NB | | | | | EB | | | | | WB | | | | | | |
| Start Time | Left | Thru | Right | Ped | NB Total | Left | Thru | Right | Ped | EB Total | Left | Thru | Right | Ped | WB Total | Interval Total |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 7 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 8 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 11 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 1:30 PM | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 7 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 8 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 11 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 0 | 0 | 2 | 0 | 73 | 0 | 0 | 73 | 0 | 18 | 0 | 0 | 18 | 93 |
| App % | 100.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| Total % | 2.2 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 78.5 | 0.0 | 0.0 | 78.5 | 0.0 | 19.4 | 0.0 | 0.0 | 19.4 | |

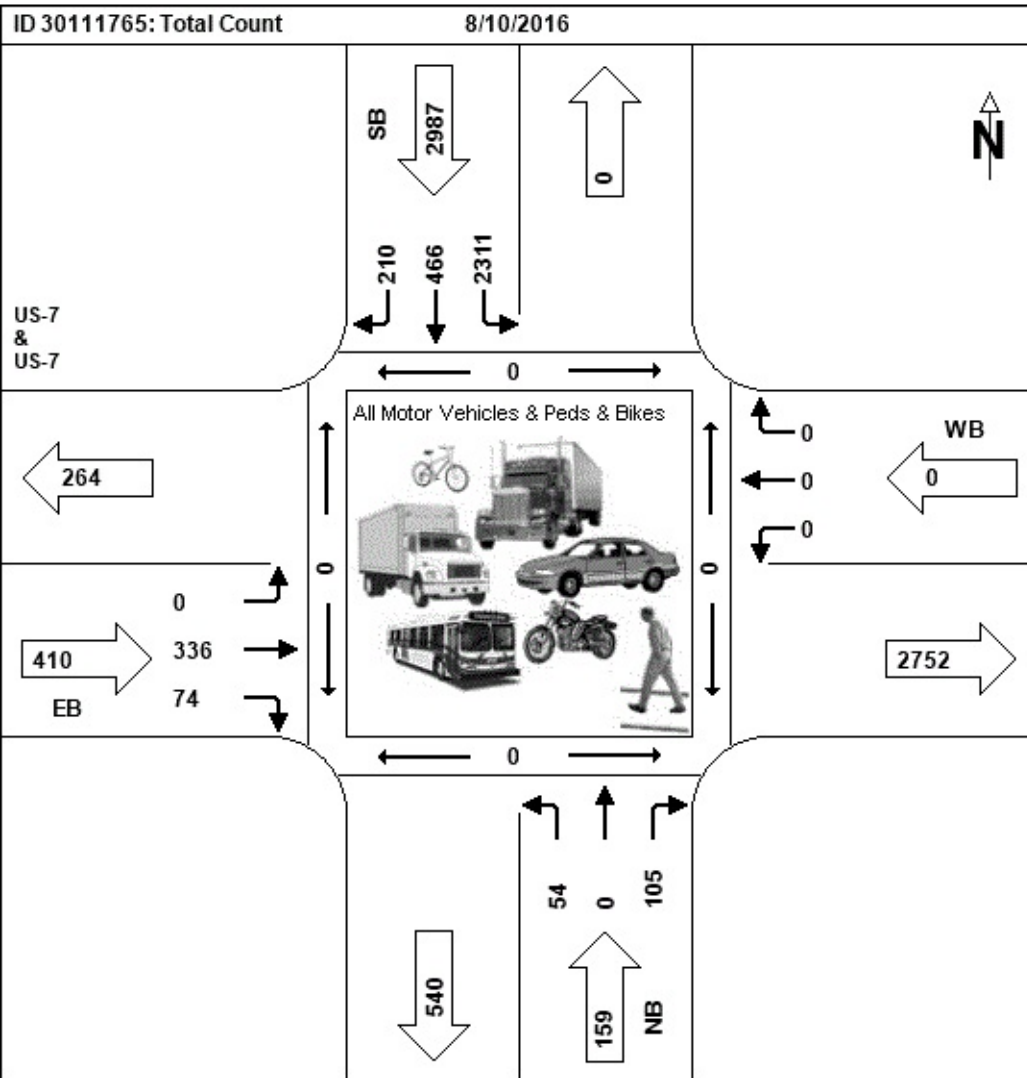


| INT ID | ROAD1 | ROAD2 | ROAD3 | ROAD4 | COMMUNITY | TMC DATE |
|----------|-------|-------|---------------|--------------------|------------|-----------|
| 30111765 | US-7 | US-7 | S PLEASANT ST | MERCHANTS ROW FORK | MIDDLEBURY | 8/10/2016 |

TRUCKS

| Start Time | NB | | | | NB Total | EB | | | | EB Total | SB | | | | SB Total | Interval Total |
|------------|------|------|-------|-----|----------|------|------|-------|-----|----------|------|------|-------|-----|----------|----------------|
| | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | Left | Thru | Right | Ped | | |
| 6:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 6 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 4 |
| 6:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 8 | 0 | 2 | 0 | 10 | 12 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 1 | 0 | 8 | 9 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 10 | 10 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 | 0 | 3 | 0 | 14 | 15 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 13 | 13 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 12 | 0 | 3 | 0 | 15 | 16 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 | 0 | 3 | 0 | 13 | 14 |
| 8:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 9 | 11 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 2 | 0 | 17 | 17 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 8 | 0 | 1 | 0 | 9 | 11 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 3 | 0 | 20 | 20 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 0 | 4 | 0 | 12 | 13 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 12 | 12 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 2 | 0 | 20 | 20 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 | 0 | 4 | 0 | 14 | 15 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 5 | 1 | 0 | 0 | 6 | 8 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 2 | 0 | 12 | 12 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 16 | 16 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 3 | 0 | 17 | 17 |
| 11:15 AM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 7 | 1 | 1 | 0 | 9 | 12 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | 2 | 1 | 0 | 9 | 11 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 11 | 11 |
| Total | 3 | 0 | 3 | 0 | 6 | 0 | 13 | 1 | 0 | 14 | 221 | 12 | 52 | 0 | 285 | 305 |
| App % | 50.0 | 0.0 | 50.0 | 0.0 | | 0.0 | 92.9 | 7.1 | 0.0 | | 77.5 | 4.2 | 18.2 | 0.0 | | |
| Total % | 1.0 | 0.0 | 1.0 | 0.0 | 2.0 | 0.0 | 4.3 | 0.3 | 0.0 | 4.6 | 72.5 | 3.9 | 17.0 | 0.0 | 93.4 | |

| INT ID | ROAD1 | ROAD2 | ROAD3 | ROAD4 | COMMUNITY | TMC DATE |
|----------|-------|-------|---------------|--------------------|------------|-----------|
| 30111765 | US-7 | US-7 | S PLEASANT ST | MERCHANTS ROW FORK | MIDDLEBURY | 8/10/2016 |



Vermont Agency of Transportation
General Yearly Summaries - Crash Listing: State Highways and All Federal Aid Highway Systems
 From 01/01/11 To 12/31/15 General Yearly Summaries Information

Date: 11/10/2016

| * Reporting Agency/ Number | Town | Mile Marker | Date MM/DD/YY | Time | Weather | Contributing Circumstances | Direction Of Collision | Number Of Injuries | Number Of Fatalities | Number Of Untimely Deaths | Direction | Road Group |
|----------------------------|------------|-------------|---------------|-------|---------|---|--|--------------------|----------------------|---------------------------|-----------|------------|
| Route: VT-30 | | | | | | | | | | | | |
| VT0010200/15-2960 | Middlebury | 1.61 | 07/20/2015 | 14:36 | Clear | Followed too closely, No improper driving | Rear End | 0 | 0 | 0 | E | SH |
| VT0010200/12-59-AC | Middlebury | 1.64 | 03/23/2012 | 12:27 | Clear | Failed to yield right of way, Unknown | | 0 | 0 | 0 | | SH |
| VT0010200/11-4-AC | Middlebury | 1.68 | 01/06/2011 | 11:51 | Cloudy | Inattention, No improper driving | Rear End | 1 | 0 | 0 | N | SH |
| VT0010200/11-63-AC | Middlebury | 1.68 | 04/07/2011 | 18:17 | Clear | Failure to keep in proper lane | Rear End | 1 | 0 | 0 | N | SH |
| VT0010200/11-137-AC | Middlebury | 1.68 | 08/10/2011 | 15:35 | Cloudy | Inattention | Left Turn and Thru, Angle Broadside -->v-- | 0 | 1 | 0 | | SH |
| VT0010200/12-112-AC | Middlebury | 1.68 | 07/02/2012 | 11:33 | Cloudy | Distracted, No improper driving | | 0 | 0 | 0 | S | SH |
| VT0010200/12-162-AC | Middlebury | 1.68 | 09/25/2012 | 16:12 | Clear | | | 0 | 0 | 0 | W | SH |
| VT0010200/12-202-AC | Middlebury | 1.68 | 12/10/2012 | 12:27 | Cloudy | | | 0 | 0 | 0 | | SH |
| VT0010200/13-3757 | Middlebury | 1.68 | 09/04/2013 | 10:48 | Clear | Made an improper turn, Failure to keep in proper lane | Same Direction Sideswipe | 0 | 0 | 0 | E | SH |
| VT0010200/13-4279 | Middlebury | 1.68 | 10/07/2013 | 13:45 | | | | 1 | 0 | 0 | | SH |
| VT0010200/15-4611 | Middlebury | 1.68 | 10/24/2015 | 11:34 | Clear | Failed to yield right of way, Failure to keep in proper lane | Single Vehicle Crash | 2 | 0 | 0 | | SH |
| VT0010200/14-2378 | Middlebury | 1.7 | 06/12/2014 | | | | | 0 | 0 | 0 | | SH |
| VT0010200/13-2135 | Middlebury | 1.71 | 05/14/2013 | 12:14 | Cloudy | Fatigued, asleep, Unknown, No improper driving | Rear End | 0 | 0 | 0 | W | SH |
| VT0010200/12-208-AC | Middlebury | 1.72 | 12/17/2012 | 14:51 | Cloudy | Inattention, No improper driving | | 0 | 0 | 0 | W | SH |
| VT0010200/13-5323 | Middlebury | 1.72 | 12/21/2013 | 12:03 | Rain | Inattention, Made an improper turn | Other - Explain in Narrative | 0 | 0 | 0 | E | SH |
| VT0010200/11-153-AC | Middlebury | 1.74 | 09/02/2011 | 10:20 | | | | 0 | 0 | 0 | | SH |
| VT0010200/12-100-AC | Middlebury | 1.74 | 06/07/2012 | 11:54 | Cloudy | No improper driving, Visibility obstructed | | 0 | 0 | 0 | E | SH |
| VT0010200/14-2803 | Middlebury | 1.74 | 07/12/2014 | 09:01 | Clear | Followed too closely, No improper driving | Rear End | 0 | 0 | 0 | | SH |
| VT0010200/15-1948 | Middlebury | 1.74 | 05/21/2015 | 11:54 | Clear | Visibility obstructed, Not Distracted | Rear End | 0 | 0 | 0 | E | SH |
| VT0010200/11-134-AC | Middlebury | 1.75 | 08/08/2011 | 15:15 | | | | 0 | 0 | 0 | E | SH |
| VT0010200/13-2539 | Middlebury | 1.75 | 06/12/2013 | 14:29 | Cloudy | | Rear End | 0 | 0 | 0 | | SH |
| VT0010200/15-1493 | Middlebury | 1.75 | 04/24/2015 | 12:56 | | | | 0 | 0 | 0 | | SH |
| VT0010200/12-220-AC | Middlebury | 1.76 | 12/19/2012 | 16:36 | Clear | Followed too closely, Failed to yield right of way, No improper driving | | 0 | 0 | 0 | N | SH |
| VT0010200/13-3665 | Middlebury | 1.76 | 08/30/2013 | 13:57 | | | | 0 | 0 | 0 | N | SH |
| VT0010200/14-4463 | Middlebury | 1.76 | 10/27/2014 | 10:25 | Clear | Made an improper turn | Other - Explain in Narrative | 0 | 0 | 0 | | SH |
| VT0010200/14-5326 | Middlebury | 1.76 | 12/31/2014 | 12:52 | Cloudy | | Opp Direction Sideswipe | 0 | 0 | 0 | | SH |
| VT0010200/11-72-AC | Middlebury | 1.77 | 05/03/2011 | 09:49 | Clear | No improper driving, Failed to yield right of way | No Turns, Thru moves only, Broadside ^< | 0 | 0 | 0 | | SH |
| VT0010200/12-30-AC | Middlebury | 1.77 | 02/10/2012 | 16:16 | Cloudy | Failed to yield right of way, No improper driving | | 0 | 0 | 0 | N | SH |

*Crash occurred prior to the last Highway Improvement Project. This data should not be used in a crash analysis. UNK indicates the Mile Marker is Unknown.

General Yearly Summaries - Crash Listing: State Highways and All Federal Aid Highway Systems
 From 01/01/11 To 12/31/15 General Yearly Summaries Information

| * Reporting Agency/ Number | Town | Mile Marker | Date MM/DD/YY | Time | Weather | Contributing Circumstances | Direction Of Collision | Number Of Injuries | Number Of Fatalities | Number Of Untimely Deaths | Direction | Road Group |
|---|------------|----------------|------------------------------|-------|---------|--|---|--------------------------|----------------------------|------------------------------------|-----------|---------------|
| Route: MERCHANTS ROW, MIDDLEBURY | | | | | | | | | | | | |
| VT0010200/11-128-AC | Middlebury | 0.01 | 07/28/2011 | 10:07 | Clear | Under the influence of medication/drugs/alcohol, Failure to keep in proper lane, No improper driving | | 0 | 0 | 0 | | FAU |
| VT0010200/13-302 | Middlebury | 0.03 | 01/12/2013 | 21:36 | Cloudy | Inattention | No Turns, Thru moves only, Broadside ^< | 0 | 0 | 0 | E | FAU |
| VT0010200/13-1760 | Middlebury | 0.03 | 04/19/2013 | 07:55 | Cloudy | No improper driving, Failed to yield right of way | Rear-to-rear | 0 | 0 | 0 | E | FAU |
| VT0010200/12-96-AC | Middlebury | 0.06 | 06/08/2012 | 18:25 | Cloudy | No improper driving, Inattention | | 0 | 0 | 0 | N | FAU |
| VT0010200/13-876 | Middlebury | 0.06 | 02/17/2013 | 14:07 | Cloudy | No improper driving, Unknown | No Turns, Thru moves only, Broadside ^< | 0 | 0 | 0 | N | FAU |
| VT0010200/11-175-AC | Middlebury | 0.08 | 10/07/2011 | 09:49 | Clear | Other improper action, No improper driving | Rear End | 0 | 0 | 0 | | FAU |
| VT0010200/15-1474 | Middlebury | 0.1 | 04/21/2015 | 12:02 | Rain | Failed to yield right of way, No improper driving | Left Turn and Thru, Same Direction Sideswipe/Angle Crash vv-- | 0 | 0 | 0 | | FAU |
| Totals: | | | | | | | | 0 | 0 | 0 | | |
| <hr/> | | | | | | | | | | | | |
| Total Crash Count = 7 | | | Fatal Crash Count = 0 | | | Injury Crash Count = 0 | | | PDO Crash Count = 7 | | | |

Note: FAU-5914, Merchants Row, Middlebury, MM 0-0.1

VT-30 intersects Merchants Row at mile point 0.

US-7 S. Pleasant St. intersects at mile point 0.1.

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General Yearly Summaries - Crash Listing: State Highways and All Federal Aid Highway Systems
 From 01/01/11 To 12/31/15 General Yearly Summaries Information

| * Reporting Agency/ Number | Town | Mile Marker | Date MM/DD/YY | Time | Weather | Contributing Circumstances | Direction Of Collision | Number Of Injuries | Number Of Fatalities | Number Of Untimely Deaths | Direction | Road Group |
|-------------------------------------|------------|----------------|------------------|-------|---------|---|---|--------------------------|----------------------------|------------------------------------|-----------|---------------|
| Route: VT-30 Continued ... | | | | | | | | | | | | |
| VT0010200/15-0302 | Middlebury | 1.77 | 01/26/2015 | 11:47 | Cloudy | Failed to yield right of way, No improper driving, Not Distracted | No Turns, Thru moves only, Broadside ^< | 1 | 0 | 0 | W | SH |
| VT0010200/15-4239 | Middlebury | 1.77 | 10/01/2015 | 11:00 | Cloudy | No improper driving, Failed to yield right of way | No Turns, Thru moves only, Broadside ^< | 0 | 0 | 0 | E | SH |
| VT0010200/11-202-AC | Middlebury | 1.78 | 12/05/2011 | 13:15 | Clear | Inattention, No improper driving | | 0 | 0 | 0 | N | SH |
| VT0010200/14-1158 | Middlebury | 1.79 | 03/29/2014 | 10:27 | | | | 0 | 0 | 0 | | SH |
| VT0010200/14-2864 | Middlebury | 1.79 | 07/16/2014 | 12:23 | | | | 0 | 0 | 0 | E | SH |
| VT0010200/14-3910 | Middlebury | 1.79 | 09/20/2014 | 10:04 | Clear | Driving too fast for conditions, No improper driving | Rear End | 0 | 0 | 0 | | SH |
| Totals: | | | | | | | | 6 | 1 | 0 | | |

Total Crash Count = 34 Fatal Crash Count = 1 Injury Crash Count = 5 PDO Crash Count = 28

Note: VT-30, Middlebury, MM 1.61-1.79

Bakery Ln. intersects VT-30 at mile point 1.61.

US-7 S. Pleasant St. intersects at mile point 1.79.

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