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TRAFFIC ACCESS AND IMPACT STUDY

Mixed-Use Development
819 East Main Street
Stamford, Connecticut

Prepared for:
Wellbuilt

January 2022

Hardesty &Hanover

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January 14, 2022

Mr. Scott Lumby
Wellbuilt Company
2 Armonk Street
Greenwich, Connecticut 06830

Dear Mr. Lumby:

As requested, we are pleased to submit this Traffic Study for submission to the City of Stamford, Connecticut Department of Transportation (CTDOT) and the Office of the State Traffic Administration (OSTA). The proposal is to redevelop several properties located at the intersection of East Main Street, Lafayette Street and North State Street. The development comprises 130-units of multi-family housing and 2,950 square feet of commercial space. Previously, a portion of this site was approved for a 85-unit residential development in September 2021, with 2,900 square feet of commercial space. For this proposal, the access to a parking garage and at-grade parking will be from North State Street, with pedestrian access mainly from East Main Street.

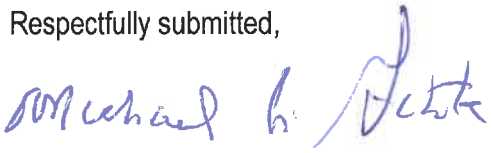
The full development will generate 55 and 70 vehicle trip ends during the typical weekday morning and weekday afternoon peak hours, respectively. The previously approved development of this property would have generated 38 and 52 vehicle trip ends during the same two peak hours. Therefore, for comparison purposes only, the net increase in site traffic generation will be 17 and 18 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. To be conservative, this traffic analysis does not take any credit for existing traffic generated by the several different land uses located on the Subject Property.

The analysis includes the signalized intersections of East Main Street at Lafayette Street and East Main Street at North State Street and the unsignalized intersections of Lafayette Street at North State Street/South Main Street, as well as the proposed site access drive to North State Street. Results of the analyses indicate that under a build condition all locations will continue to operate at very acceptable Levels of Service during the two peak hours. At the east Main Street/Lafayette Street signalized intersection it will maintain an overall Level of Service "C." At the signalized intersection of East Main Street/North State Street intersection it will maintain a Level of Service "A." For the unsignalized intersections of Lafayette Street intersections of North State Street and South Street and the site access drive all will operate at Level of Service "A," with little, if any delays.

Based on the results of the analyses, off-site road improvements or modifications to traffic control are not necessary to accommodate the additional traffic to be generated by this development. Note that this traffic

analysis is based on the full redevelopment of the site with 130 residential units and 2,950 square feet of commercial space.

Respectfully submitted,



Michael A. Galante
Director of Traffic
Hardesty & Hanover, LLC

Enclosure

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TABLE OF CONTENTS

	Page
SUMMARY	1
INTRODUCTION	3
Project Understanding	3
EXISTING CONDITIONS	4
Roadways	4
Traffic Volumes	5
Accident Experience	7
FUTURE TRAFFIC IMPACTS	9
No-Build Traffic Volumes	9
Estimations of Site Traffic Generation	9
Distribution and Assignment of Site Traffic	10
Build Traffic Volumes	10
Capacity Analysis Procedures	10
Capacity Analysis Results – Existing, No-Build and Build Conditions	10
Findings	12

APPENDIX

- Photographs
- Turning Movement Counts
- Accident History
- Capacity Analysis Procedures
- Capacity Analysis Worksheets

LIST OF TABLES

		Follows Page
1.	2021 Traffic Volumes – Peak Hours	6
2.	Accident Experience Summary – U.S. Route 1	8
3.	Accident Experience Summary – North State Street/Lafayette Street	8
4.	Site Traffic Generation – Peak Hours	10
5.	Capacity and Storage/Queue Analysis Results – Measure of Effectiveness (MOE) and Impact Assessment – Peak Hours	12

LIST OF FIGURES

		Follows Page
1.	Current Street System Characteristics	5
2.	2021 Existing Traffic Volumes – Weekday Morning Peak Hour (7:15 – 8:15 A.M.)	6
3.	2021 Existing Traffic Volumes – Weekday Afternoon Peak Hour (4:00 – 5:00 P.M.)	6
4.	2024 No-Build Traffic Volumes – Weekday Morning Peak Hour	9
5.	2024 No-Build Traffic Volumes – Weekday Afternoon Peak Hour	9
6.	Site Traffic Distribution	10
7.	Site Traffic Generation and Assignment – Weekday Morning Peak Hour	10
8.	Site Traffic Generation and Assignment – Weekday Afternoon Peak Hour	10
9.	2024 Build Traffic Volumes – Weekday Morning Peak Hour	10
10.	2024 Build Traffic Volumes – Weekday Afternoon Peak Hour	10

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SUMMARY

This Traffic Access and Impact Study was prepared to provide the City of Stamford, the Connecticut Department of Transportation (CTDOT) and the Office of the State Traffic Administration (OSTA) with a detailed analysis to determine potential traffic impacts from the proposed mixed-use development located at 819 East Main Street. The proposal is to construct 130-units of multifamily housing (mid-rise) and 2,950 square feet of commercial space. The site has a previous approval for 85-units of multifamily housing (mid-rise) and 2,900 square feet of commercial space from September 2021. Site access is proposed via right turn in/right turn out to North State Street.

This Study addresses traffic conditions for the 2021 existing, 2024 no-build and 2024 build conditions during the weekday morning and weekday afternoon peak hours. Traffic counts were conducted at the Study Area intersections by Hardesty & Hanover, LLC in December 2021. Based on discussions CTDOT Planning Division, no COVID adjustments are needed.

The 2024 future projected traffic volumes, without the proposed development, employed a 0.6 percent annual growth rate, as per discussions with CTDOT Planning Division. Based on discussions with CTDOT Planning Division and the City of Stamford, no other nearby developments were identified.

Based on trip rates from "Trip Generation," 11th Edition, published by ITE, 2021, it is estimated that the proposed 130-units will generate a total of 48 and 51 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. The proposed 2,950 square feet of commercial space is estimated to generate a total of 7 and 19 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. Therefore, the total proposed site will generate a total of 55 and 70 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. To be conservative no pass-by credit was applied to the commercial space.

This site received an approval for 85-units of multifamily housing and 2,900 square feet of commercial space in September 2021. For comparison purposes, that approved development would generate a total of 38 and 52 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. The proposed site will generate a total of 17 and 18 additional vehicle trip ends during the weekday

morning and weekday afternoon peak hours, respectively, when compared to the approved development. However, this traffic analysis is based on the full proposal.

A review of current traffic patterns at the Study Area intersections and in the vicinity of the project influence area was conducted to determine trip distribution for the proposed development. For arriving site traffic, it was found that 40 percent will arrive from the east on U.S. Route 1, 35 percent will arrive from the west on U.S. Route 1, 15 percent will arrive from the north on Lafayette Street and 10 percent will arrive from the south on South State Street. For departing site traffic, it was found that 40 percent will depart to the east on U.S. Route 1 and 60 percent will depart to the west on U.S. Route 1.

SYNCHRO 10 capacity analyses were conducted for 2021 existing, 2024 no-build and 2024 build conditions to identify incremental impacts and needs that the proposed development will generate. Results of the analyses indicate that the signalized intersection of U.S. Route 1 at Lafayette Street will continue to operate at the same overall Level of Service during both peak hours with a minimal increase in vehicle delay. The westbound and northbound lane groups and approaches will have an acceptable change in Level of Service from "A" to "B" and "B" to "C," respectively, during the weekday morning peak hour. The eastbound lane group and approach will have an acceptable change in Level of Service from "A" to "B" during the weekday afternoon peak hour. The southbound left turn lane group and approach will maintain a Level of Service "E" during both peak hours.

The signalized intersection of U.S. Route 1 and North State Street will continue to operate at the same overall Level of Service during both peak hours with a minimal increase in vehicle delay. All lane groups and approaches will maintain the same Levels of Service during both peak hours. At the all-way STOP-controlled intersection of North State Street and Lafayette Street/South State Street, all critical lanes and the intersection overall will maintain the same Level of Service during both peak hours. The proposed site driveway will operate at Level of Service "A" during both peak hours.

INTRODUCTION

This report has been prepared to address the potential impacts related to the proposed mixed-use development. An analysis was completed for area roadways and key nearby intersections for the typical weekday morning and weekday afternoon peak hours for existing, no-build and build conditions. An assessment of the results of these analyses indicate impacts and any need for mitigation. In this report there is a discussion of area roadways, accident history, site access considerations, current and future traffic volumes, site traffic generation and assignment, capacity analysis procedures and the results of these analyses. Based on the results of the analysis any mitigation necessary is described.

Project Understanding

The proposal is to construct 130-units of multifamily housing (mid-rise) and 2,950 square feet of commercial space. The site has a previous approval for 85-units of multifamily housing (mid-rise) and 2,900 square feet of commercial space. Site access is proposed via right turn in/right turn out to North State Street. It is assumed that the proposal will be built and fully occupied by the end of 2024.

EXISTING CONDITIONS

In this section of the report there is a description of the existing traffic volumes obtained on area roadways near the site for the weekday morning and weekday afternoon peak hours. It also includes a description of area roads, current traffic control and accident history.

Roadways

As noted above, the development is located at 819 East Main Street and adjacent properties.

1. *East Main Street* – This is generally an east-west, two to four-lane, State-maintained roadway, also designated U.S. Route 1. It begins as a continuation of Tresser Boulevard, also designated U.S. Route 1, to the west at the signalized intersection with Elm Street. It continues east past the site to the Darien Town Line, where it continues as Post Road, also designated U.S. Route 1. In the Study Area this roadway provides a double yellow centerline, curbing and sidewalks along both sides of the road. Currently there is two-hour meter parking from 9 A.M. to 8 P.M. with NO PARKING 4 P.M. to 7 P.M. TOW AWAY ZONE along the south side of the road and NO PARKING 7 A.M. to 9 A.M. TOW AWAY ZONE along the north side of the road between Lafayette Street and Quintard Terrace. The section between Lafayette Street and Quintard Terrace operates as one-lane eastbound during the weekday morning peak hour and one-lane westbound during the weekday afternoon peak hour. NO PARKING ANYTIME is posted everywhere else along East Main Street in the Study Area. The roadway width is 40 feet and the land use is residential and commercial.

2. *Lafayette Street* – This is a north-south, City-maintained roadway. It begins to the north at the signalized intersection of Daskam Place/Crystal Street as a continuation of Daskam Place. It continues south as a one-way southbound roadway to the signalized intersection with East Main Street, also designated U.S. Route 1. To the north of East Main Street this roadway provides curbing and sidewalks along both sides of the road. There is NO PARKING along the easterly side of the road, as well as along the westerly side of the road along the shopping center frontage. The roadway width is generally 23 feet with a mix of residential and commercial uses.

   South of East Main Street, this roadway provides two lanes, with one lane in each directions to the intersection of North State Street. To the south of East Main Street this roadway provides a double

yellow centerline, curbing and sidewalks along both sides of the road. There is NO PARKING along the westerly side of the road for the entire length. The roadway width is generally 27 feet with a mix of residential and commercial uses.

3. *North State Street* – This is an east-west, City-maintained roadway. From East Main Street to South State Street this roadway is a two-lane, two-way roadway with a double yellow centerline, curbing along both sides of the road and a sidewalk along the northerly side of the road. For a short section between South State Street and Lafayette Street, this roadway is one-way westbound with curbing along both sides of the road, a sidewalk along the northerly side of the road and NO PARKING ANYTIME. West of Lafayette Street, this roadway is a two-lane, two-way roadway with a double yellow centerline, curbing along both sides of the road and a sidewalk along the northerly side of the road. The roadway terminates with access to a large office building. Land use is generally commercial.

Figure 1 provides a summary of current street system characteristics. Photographs of the Study Area intersections are provided in the Appendix of this report.

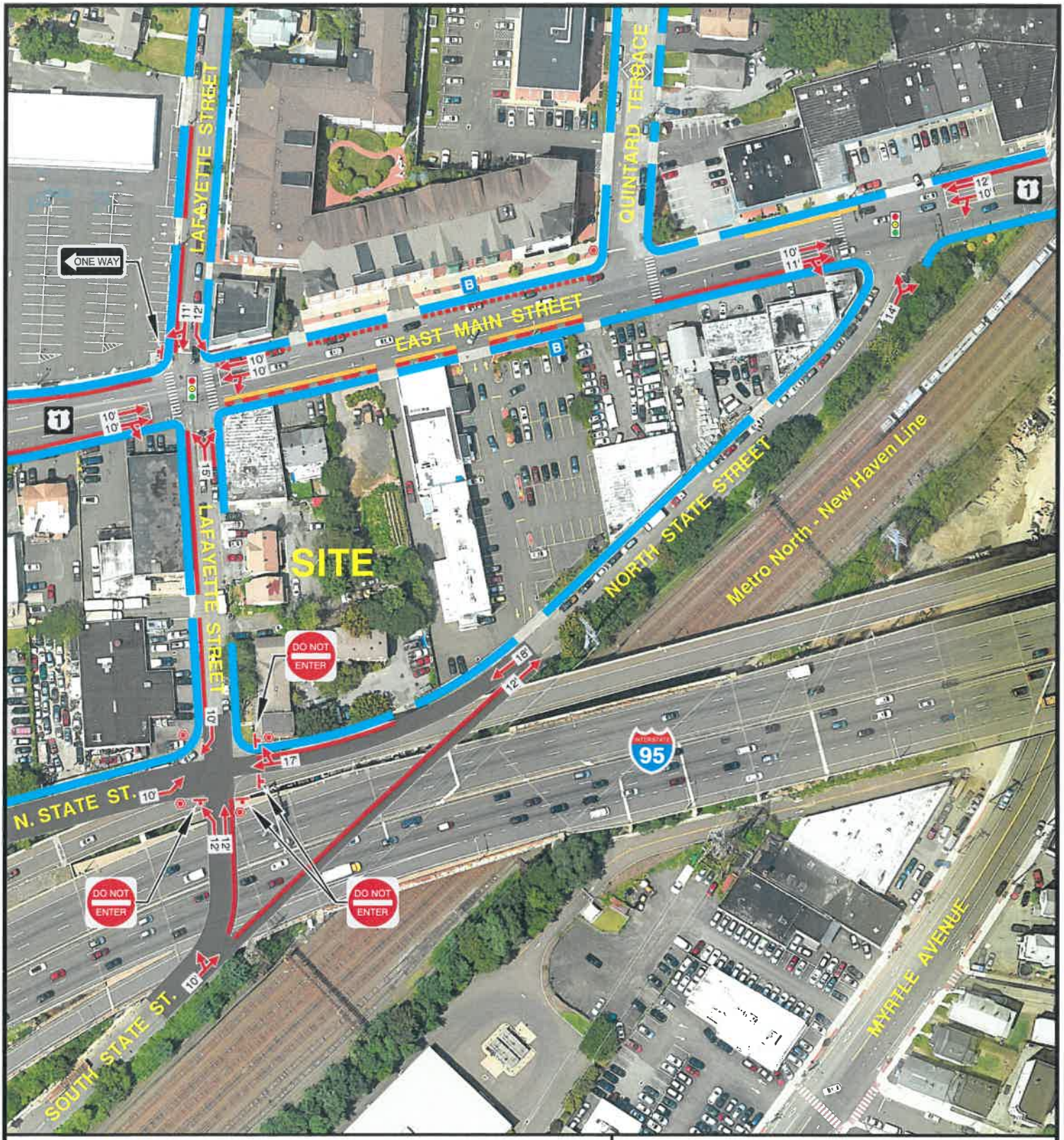
Traffic Volumes

To develop baseline traffic volumes for the Study Area intersections and roadways, turning movement counts were conducted at the following intersections:

- U.S. Route 1 at Lafayette Street;
- U.S. Route 1 at North State Street;
- North State Street at Lafayette Street/South State Street, and,
- At the South State Street Split.

The turning movement counts were conducted during the following times:

- Wednesday, December 15, 2021 – 7:00 to 9:00 A.M.; and,
- Tuesday, December 14, 2021 – 4:00 to 6:00 P.M.



LEGEND:

- Traffic Lane
- Traffic Signal
- Stop Sign
- Sidewalk
- Pedestrian Crosswalk
- Bus Stop
- No Parking Anytime
- No Parking 4 to 7 PM, 2 Hr. Meter Parking 9 AM to 8 PM
- No Parking 7 to 9 AM, 2 Hr. Meter Parking 9 AM to 8 PM
- 2 Hr. Metered Parking

CURRENT
STREET SYSTEM CHARACTERISTICS

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

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Scale in Feet
125 0 75 50 25 0 125

1

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Based on the results of the traffic counting program the following peak hours were identified at the Study Area intersections:

- Weekday morning – 7:15 to 8:15 A.M.; and,
- Weekday afternoon – 4:00 to 5:00 P.M.

Figures 2 and 3 graphically illustrates the 2021 existing traffic volumes for the weekday morning and weekday afternoon peak hours, respectively. Raw and summarized turning movement count data collected by Hardesty & Hanover, LLC for all Study peak periods can be found in the Appendix of this report.

Based on the results of the traffic counting program the traffic volumes were identified for area roadways and includes U.S. Route 1, west of Lafayette Street, which had a two-way volume of 1,325 and 1,411 vehicles during the weekday morning and weekday afternoon peak hours, respectively. U.S. Route 1, east of Lafayette Street, had a two-way volume of 1,499 and 1,546 vehicles during the same two peak hours noted above, respectively. Lafayette Street, north of U.S. Route 1, had a one-way volume of 276 and 205 vehicles during the two peak hours noted above, respectively. Lafayette Street, south of U.S. Route 1, had a two-way volume of 44 and 94 vehicles during the two peak hours noted above, respectively.

U.S. Route 1, west of North State Street, had a two-way volume of 1,519 and 1,597 vehicles during the weekday morning and weekday afternoon peak hours, respectively. U.S. Route 1, east of North State Street, had a two-way volume of 1,573 and 1,735 vehicles during the same two peak hours noted above, respectively. North State Street, south of U.S. Route 1, had a two-way volume of 76 and 148 vehicles during the two peak hours noted above, respectively.

North State Street, west of Lafayette Street, had a two-way volume of 36 and 101 vehicles during the weekday morning and weekday afternoon peak hours, respectively. North State Street, east of Lafayette Street, had a one-way volume of 9 and 21 vehicles during the same two peak hours noted above, respectively. South State Street, south of North State Street, had a one-way volume of 47 and 124 vehicles during the two peak hours noted above, respectively. Table 1 provides a summary of the recorded two-way volumes.

Table 1
2021 TRAFFIC VOLUMES – PEAK HOURS
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

LOCATION	VEHICLES	
	Weekday Morning	Weekday Afternoon
U.S. Route 1, West of Lafayette Street	1,325	1,411
U.S. Route 1, East of Lafayette Street	1,499	1,546
Lafayette Street, North of U.S. Route 1	276	205
Lafayette Street, South of U.S. Route 1	44	94
U.S. Route 1, West of North State Street	1,519	1,597
U.S. Route 1, East of North State Street	1,573	1,735
North State Street, South of U.S. Route 1	76	148
North State Street, West of Lafayette Street/South State Street	36	101
North State Street, East of Lafayette Street/South State Street	9	21
Lafayette Street, North of North State Street	44	94
South State Street, South of North State Street	47	124

Sources: Turning movement counts conducted by Hardesty & Hanover on Tuesday, December 14 and Wednesday, December 15, 2021.

Notes: Based on discussions with CTDOT Planning Division, no COVID adjustments were needed.

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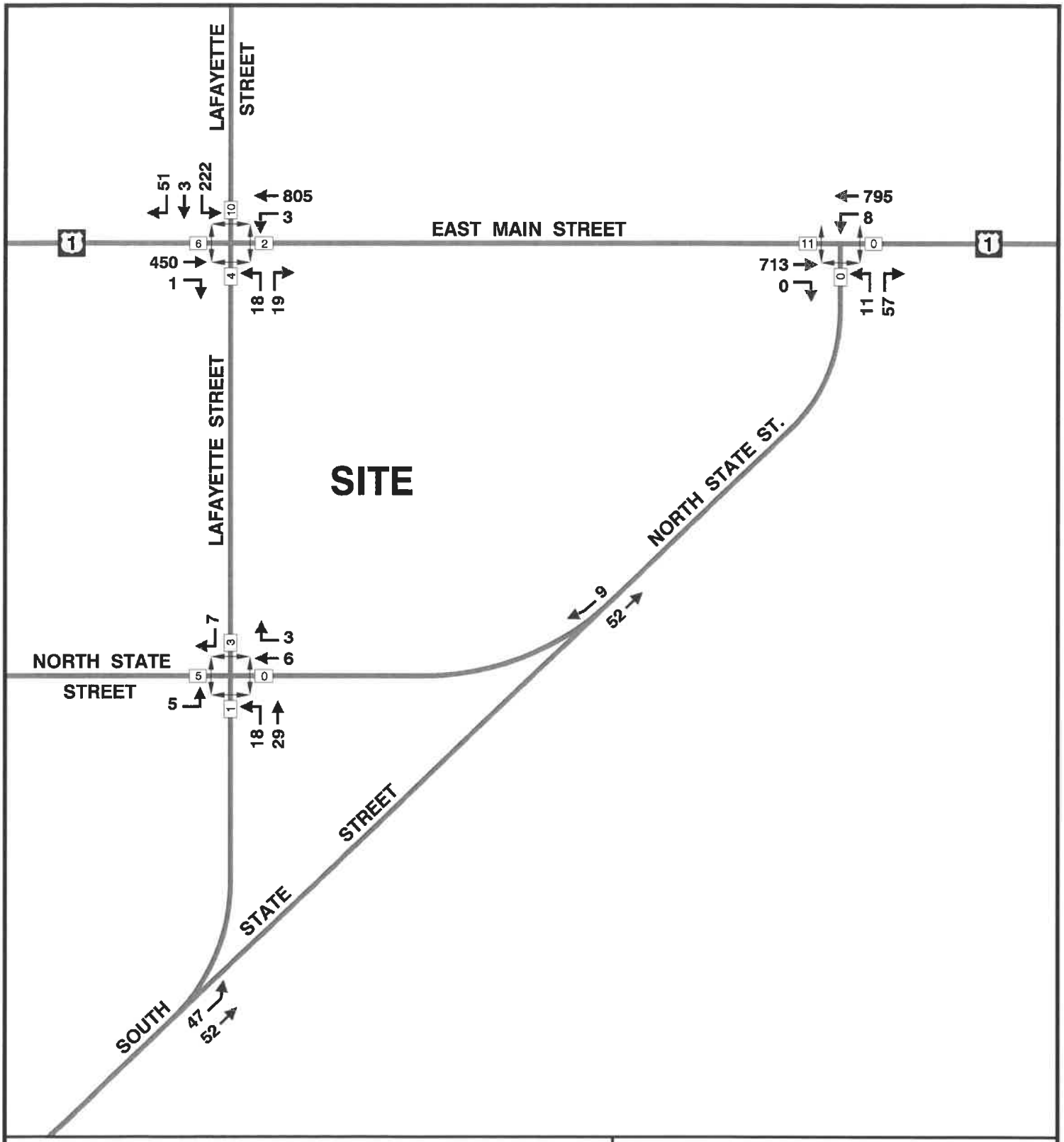

LEGEND:

0 Pedestrians

NOTES:

1. Turning movement counts conducted by Hardesty & Hanover, LLC on Wednesday, December 15, 2021 from 7:00 to 9:00 A.M.
2. Based on discussions with CTDOT Planning Division, no COVID adjustment is needed.

2021 EXISTING TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR
(7:15 to 8:15 A.M.)

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

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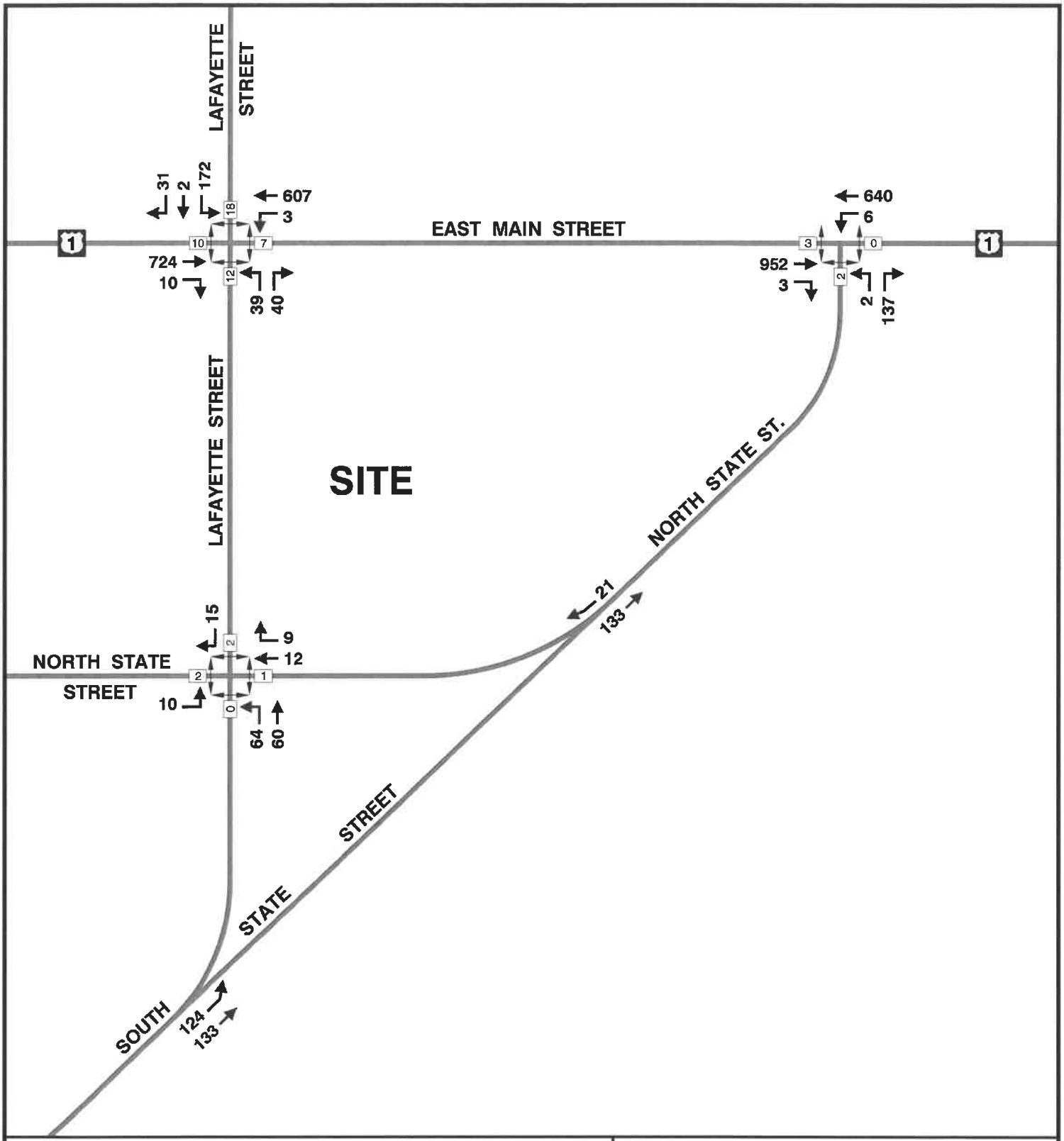

LEGEND:

0 Pedestrians

NOTES:

1. Turning movement counts conducted by Hardesty & Hanover, LLC on Tuesday, December 14, 2021 from 4:00 to 6:00 P.M.
2. Based on discussions with CTDOT Planning Division, no COVID adjustment is needed.

2021 EXISTING TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR
(4:00 to 5:00 P.M.)

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

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Accident Experience

The latest available accident data was obtained from the Connecticut Crash Data Repository (CTCDR) for a period beginning October 1, 2018 to September 30, 2021 for U.S. Route 1, which is the latest three years available at this time. Accident data from 2020 was included and was during COVID-19 conditions. At the intersection of U.S. Route 1 and Lafayette Street, there were a total of 27 accidents recorded during this three-year period. Data indicates that 74 percent of the accidents involved property damage and 26 percent involved injuries. The collision types were 37 percent involving an angle collision, 22 percent involving a rear-end collision, 19 percent involving a sideswipe in the same direction, 11 percent involving a head-on collision, 7 percent involving a single vehicle crash and 4 percent involving other collision. The contribution factors were 25 percent for failure to stay in lane, 22 percent for running a red light, 15 percent for other action, 11 percent for failure to yield right-of-way, 7 percent for unknown and 4 percent for following too closely, ran STOP sign, improper backing, operate in a reckless manner and operator inattentive. It was found that 70 percent of the accidents occurred during daylight hours and 77 percent occurred on dry road conditions.

For the section of U.S. Route 1, between Lafayette Street and Quintard Terrace, there were a total of 37 accidents recorded during this three-year period. Data indicates that 89 percent of the accidents involved property damage and 11 percent involved injuries. The collision types were 38 percent involving an angle collision and a sideswipe in the same direction, 11 percent involving a rear-end collision, 8 percent involving a sideswipe in the opposite direction and 5 percent involving a single vehicle crash. The contribution factors were 27 percent for failure to stay in lane, 24 percent for failure to yield right-of-way, 14 percent for following too closely, 8 percent for other action, unknown and no contributing action, 5 percent for improper passing and 3 percent for improper backing and improper turning. It was found that 62 percent of the accidents occurred during daylight hours and 83 percent occurred on dry road conditions.

At the intersection of U.S. Route 1 and Quintard Terrace, there were a total of 15 accidents recorded during this three-year period. Data indicates that 60 percent of the accidents involved property damage and 40 percent involved injuries. The collision types were 39 percent involving a rear-end collision, 33 percent involving an angle collision and 7 percent involving a sideswipe in the same and in the opposite directions, a single vehicle crash and other collision. The contribution factors were 33 percent for failure to yield right-of-way, 26 percent for following too closely, 13 percent for improper passing and 7 percent for other action, ran

STOP sign, improper backing and improper passing. It was found that 67 percent of the accidents occurred during daylight hours and 73 percent occurred on dry road conditions.

For the section of U.S. Route 1, between Quintard Terrace and North State Street, there were a total of 11 accidents recorded during this three-year period. Data indicates that 82 percent of the accidents involved property damage and 18 percent involved injuries. The collision types were 46 percent involving a rear-end collision, 27 percent involving a sideswipe in the same direction, 18 percent involving an angle collision and 9 percent involving a sideswipe in the opposite direction. The contribution factors were 28 percent for failure to stay in lane, 18 percent for following too closely, other action and improper backing and 9 percent for failure to yield right-of-way and unknown. It was found that 64 percent of the accidents occurred during daylight hours and 91 percent occurred on dry road conditions.

At the intersection of U.S. Route 1 and North State Street, there were a total of 10 accidents recorded during this three-year period. Data indicates that 70 percent of the accidents involved property damage and 30 percent involved injuries. The collision types were 80 percent involving an angle collision and 10 percent involving a rear-end collision and a sideswipe in the same direction. The contribution factors were 40 percent for failure to yield right-of-way, 20 percent for improper turning and 10 percent for following too closely, failure to stay in lane, no contributing action and wrong side/way. It was found that 80 percent of the accidents occurred during daylight hours and 70 percent occurred on dry road conditions. Table 2 provides a more detailed summary of the accident data. The accident data from the CTCDR is included in the Appendix of this report.

The latest available accident data was requested from the City of Stamford Police Department for a period beginning January 1, 2018 through December 31, 2020 for North State Street, South State Street and Lafayette Street. Once this data is received, it will be summarized in Table 3.

Table 2
ACCIDENT EXPERIENCE SUMMARY – U.S. ROUTE 1
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

	U.S. ROUTE 1									
	At Lafayette Street (7.85)		Between Lafayette Street and Quintard Terrace (7.86-7.92)		At Quintard Terrace (7.93)		Between Quintard Terrace and North State Street (7.94-7.97)		At North Street (7.98)	
ACCIDENT CHARACTERISTICS	Total	%	Total	%	Total	%	Total	%	Total	%
Year										
▪ 2018/2019	11	41	11	30	7	47	3	28	5	50
▪ 2019/2020	12	44	13	35	3	20	4	36	3	30
▪ 2020/2021	4	15	13	35	5	33	4	36	2	20
▪ Total	27	100	37	100	15	100	11	100	10	100
Accident Severity										
▪ Property Damage	20	74	33	89	9	60	9	82	7	70
▪ Injury	7	26	4	11	6	40	2	18	3	30
Collision Type										
▪ Rear End	6	22	4	11	6	39	5	46	1	10
▪ Angle	10	37	14	38	5	33	2	18	8	80
▪ Sideswipe-Same Direction	5	19	14	38	1	7	3	27	1	10
▪ Sideswipe-Opposite Direction	0	0	3	8	1	7	1	9	0	0
▪ Head On	3	11	0	0	0	0	0	0	0	0
▪ Single Vehicle	2	7	2	5	1	7	0	0	0	0
▪ Other	1	4	0	0	1	7	0	0	0	0

Table 2 Cont'd

ACCIDENT CHARACTERISTICS	U.S. ROUTE 1									
	At Lafayette Street (7.85)		Between Lafayette Street and Quintard Terrace (7.86-7.92)		At Quintard Terrace (7.93)		Between Quintard Terrace and North State Street (7.94-7.97)		At North Street (7.98)	
	Total	%	Total	%	Total	%	Total	%	Total	%
Contributing Factor										
▪ Following Too Closely	1	4	5	14	4	26	2	18	1	10
▪ Failure to Yield ROW	3	11	9	24	5	33	1	9	4	40
▪ Failure to Stay in Lane	7	25	10	27	0	0	3	28	1	10
▪ Ran Red Light	6	22	0	0	0	0	0	0	0	0
▪ Other Action	4	15	3	8	1	7	2	18	0	0
▪ Unknown	2	7	3	8	0	0	1	9	0	0
▪ Ran STOP Sign	1	4	0	0	1	7	0	0	0	0
▪ Improper Backing	1	4	1	3	1	7	2	18	0	0
▪ Operate Reckless	1	4	0	0	0	0	0	0	0	0
▪ Operate Inattentive	1	4	0	0	0	0	0	0	0	0
▪ Improper Turn	0	0	1	3	2	13	0	0	2	20
▪ Improper Passing	0	0	2	5	1	7	0	0	0	0
▪ No Contributing Action	0	0	3	8	0	0	0	0	1	10
▪ Wrong Side/Way	0	0	0	0	0	0	0	0	1	10
Light Condition										
▪ Daylight	19	70	23	62	10	67	7	64	8	80
▪ Dark – Lighted	7	26	10	27	5	33	3	27	1	10
▪ Dark – Not Lighted	0	0	2	5	0	0	1	9	0	0
▪ Dusk	1	4	1	3	0	0	0	0	1	10
▪ Other	0	0	1	3	0	0	0	0	0	0
Surface Condition										
▪ Dry	21	77	31	83	11	73	10	91	7	70
▪ Wet	5	19	5	14	3	20	1	9	3	30
▪ Snow	1	4	0	0	0	0	0	0	0	0
▪ Slush	0	0	1	3	0	0	0	0	0	0
▪ Ice/Frost	0	0	0	0	1	7	0	0	0	0

Table 2 Cont'd

ACCIDENT CHARACTERISTICS	U.S. ROUTE 1									
	At Lafayette Street (7.85)		Between Lafayette Street and Quintard Terrace (7.86-7.92)		At Quintard Terrace (7.93)		Between Quintard Terrace and North State Street (7.94-7.97)		At North Street (7.98)	
	Total	%	Total	%	Total	%	Total	%	Total	%
Weather Conditions										
▪ Clear	20	74	30	81	12	80	7	64	9	90
▪ Cloudy	2	7	3	8	0	0	3	27	0	0
▪ Rain	4	15	4	11	3	20	1	9	1	10
▪ Snow	1	4	0	0	0	0	0	0	0	0

Source: Connecticut Crash Data Repository from October 1, 2018 to September 30, 2021.

Notes:
1) October 1, 2018 to September 30, 2021 is the latest three years of accident data available.
2) 2018/2019 = October 1, 2018 to September 30, 2019.
3) 2019/2020 = October 1, 2019 to September 30, 2020.
4) 2020/2021 = October 1, 2020 to September 30, 2021.

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Table 3
ACCIDENT EXPERIENCE SUMMARY – NORTH STATE STREET/LAFAYETTE STREET
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

ACCIDENT CHARACTERISTICS	NORTH STATE STREET				LAFAYETTE STREET	
	Between U.S. Route 1 and Lafayette Street/South State Street		At Lafayette Street/South State Street		Between North State Street and U.S. Route 1	
	Total	%	Total	%	Total	%
Year ▪ 2019 ▪ 2020 ▪ 2021 ▪ Total						
Accident Severity ▪ Property Damage ▪ Injury	**DATA NOT RECEIVED**					
Collision Type ▪ Rear End ▪ Head On ▪ Angle ▪ Sideswipe-Same Direction						
Contributing Factor ▪ Following Too Closely ▪ Failure to Yield ROW ▪ Failure to Stay in Lane ▪ Ran Off Roadway ▪ Improper Turn ▪ Improper Backing						
Light Condition ▪ Daylight ▪ Dark – Lighted ▪ Dark – Not Lighted						
Surface Condition ▪ Dry ▪ Wet						
Weather Conditions ▪ Clear ▪ Cloudy ▪ Rain						

Source: Stamford Police Department from January 1, 2019 to December 31, 2021.

FUTURE TRAFFIC IMPACTS

This section of the report describes the future 2024 traffic conditions for the Study Area. It includes 2024 no-build traffic volumes, estimates for site traffic generation, distribution and assignment of the proposed site traffic, future build traffic volumes and the results of capacity analyses. The capacity analyses are completed for a no-build and build condition, which provides a basis for determining potential impact to area roads and nearby intersections and the need for mitigation, if necessary.

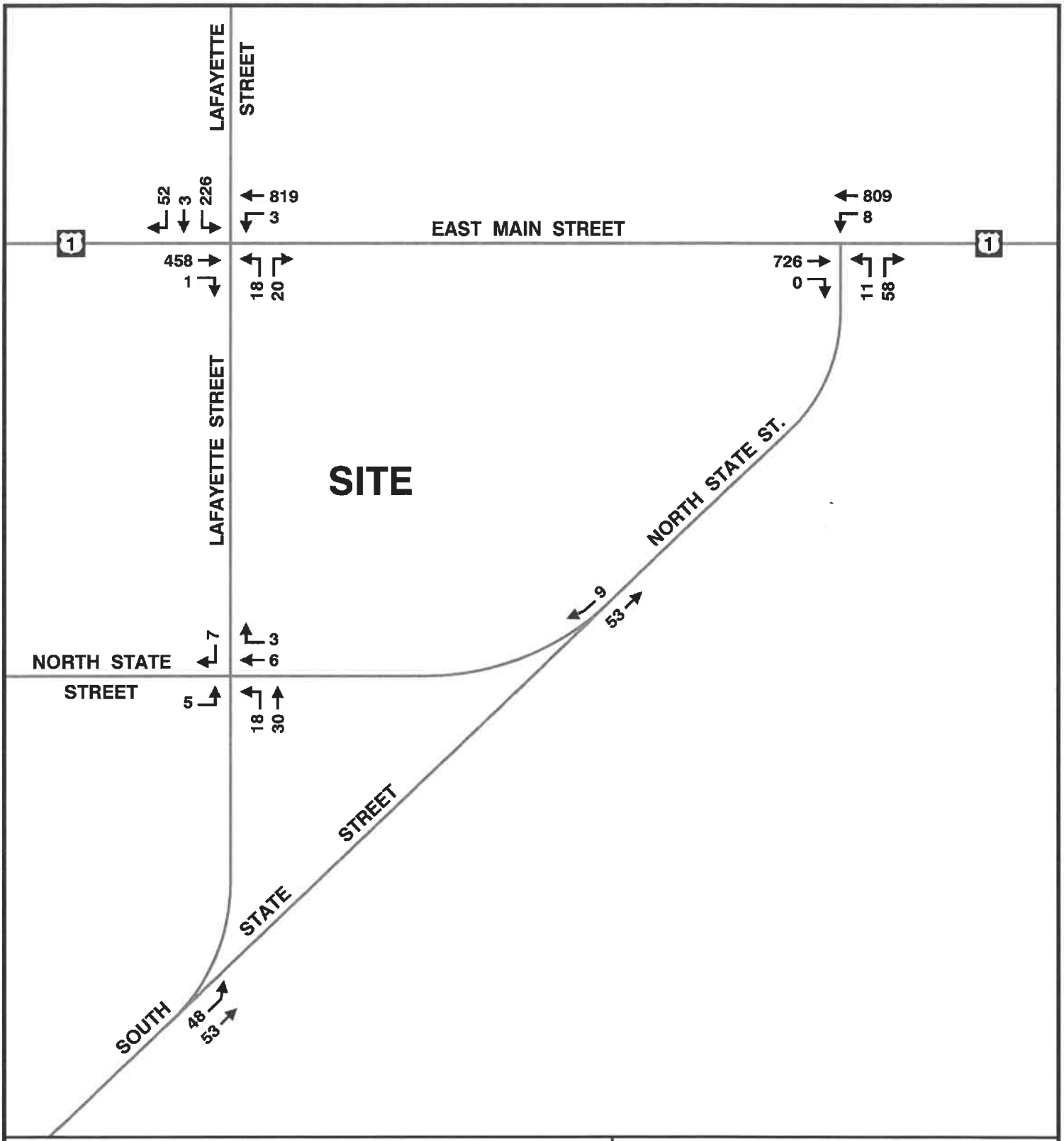
No-Build Traffic Volumes

The 2021 existing traffic volumes, which were previously described, were expanded to reflect a 2024 traffic condition for each of the intersections by applying an annual growth rate of 0.6 percent, as per discussions with CTDOT Planning Division, to account for general growth in the immediate vicinity of the surrounding area. Based on discussions with the CTDOT Planning Division and the City of Stamford, no other developments were identified. The 2024 no-build traffic volumes are graphically illustrated in Figures 4 and 5 for the weekday morning and weekday afternoon peak hours, respectively.

Estimation of Site Traffic Generation

The proposal is to construct 130-units of multifamily housing (mid-rise) and 2,950 square feet of commercial space. Based on trip rates from "Trip Generation," 11th Edition, published by ITE, 2021, it is estimated that the proposed 130-units would generate a total of 48 and 51 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. The proposed 2,950 square feet of commercial space is estimated to generate a total of 7 and 19 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. It is estimated that the total proposed site will generate a total of 55 and 70 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. To be conservative no pass-by credit was applied to the trips generated by the commercial space.

It should be noted that there is a recent approval for 85-units of multifamily housing (mid-rise) and 2,900 square feet of commercial space on the site. For comparison purposes, that approved development would generate a total of 38 and 52 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. The proposed site will generate a total of 17 and 18 additional vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively, when compared to the approved



NOTE:
An annual growth rate of 0.6 percent was employed to the horizon year 2024, as per discussions with CTDOT Planning Division.

2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

Hardesty & Hanover

4

Not to Scale

1/10/22

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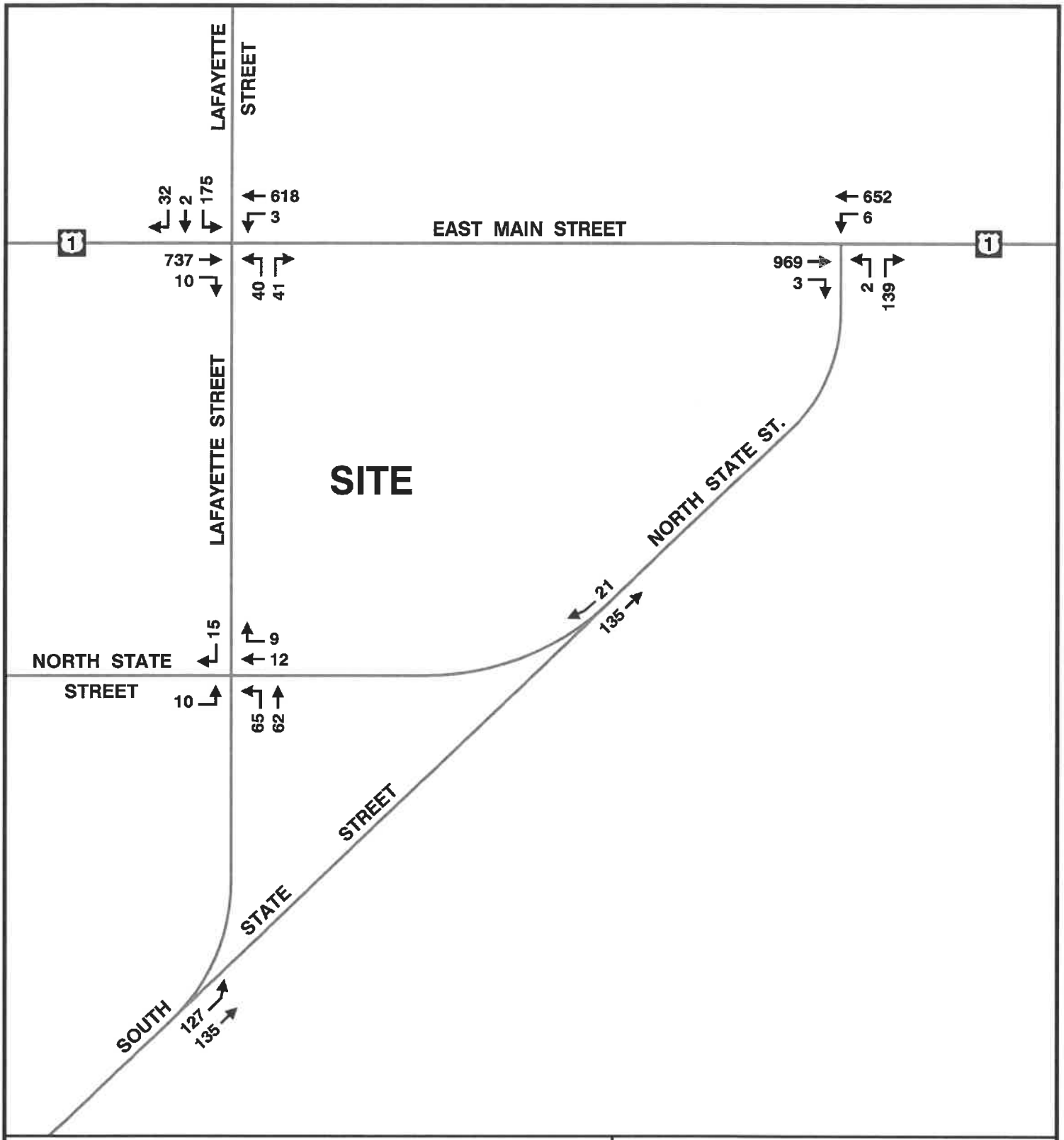

NOTE:
An annual growth rate of 0.6 percent was employed to the horizon year 2024, as per discussions with CTDOT Planning Division.

2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

Hardesty & Hanover

Not to Scale

5

1/10/22

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development. The traffic analysis is based on the full proposal. Table 4 illustrates the details of the site traffic generation by entering and exiting.

Distribution and Assignment of Site Traffic

A review of current traffic patterns at the Study Area intersections and in the vicinity of the project influence area was conducted to determine trip distribution for the proposed development. For arriving site traffic, it was found that 40 percent will arrive from the east on U.S. Route 1, 35 percent will arrive from the west on U.S. Route 1, 15 percent will arrive from the north on Lafayette Street and 10 percent will arrive from the south on South State Street. For departing site traffic, it was found that 40 percent will depart to the east on U.S. Route 1 and 60 percent will depart to the west on U.S. Route 1.

Figure 6 provides the site traffic distribution of the proposed development. Figures 7 and 8 graphically illustrate the site traffic generation and assignment for the proposed development for the weekday morning and weekday afternoon peak hours, respectively.

Build Traffic Volumes

Build traffic volumes for a 2024 condition are graphically illustrated in Figures 9 and 10 for the weekday morning and weekday afternoon peak hours, respectively. The 2024 build traffic volumes include the 2024 no-build traffic volumes and the site traffic generation volumes for the proposed development for each time period.

Capacity Analysis Procedures

Capacity analysis procedures are provided in the Appendix of this report. The analyses is based on a SYNCHRO computer model and information provided by the Transportation Research Board (TRB) and the Highway Capacity Manual (HCM) 6th Edition.

Capacity Analysis Results – Existing, No-Build and Build Conditions

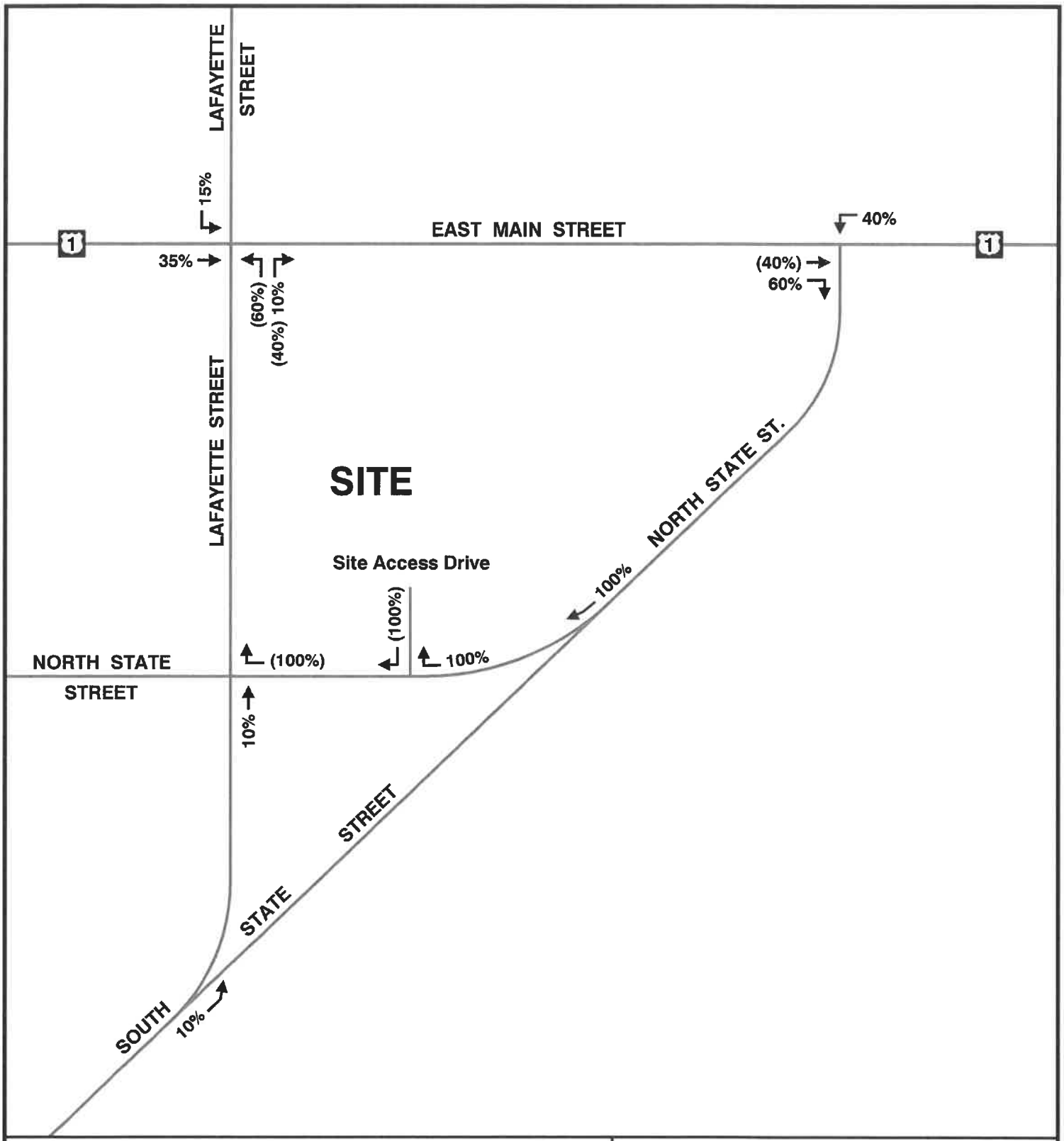
The following is a summary of the results of analyses for an existing, no-build and build conditions at the Study Area intersections and site access drive for each of the time periods included in this analysis.

Table 4
SITE TRAFFIC GENERATION – PEAK HOURS
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS	
			Weekday Morning	Weekday Afternoon
Approved Multifamily Housing (Mid-Rise)	85 Dwelling Units	Enter	7	20
		Exit	24	13
		Total	31	33
Approved Strip Retail Plaza	2,900 S.F.	Enter	4	9
		Exit	3	10
		Total	7	19
1) Approved Total Site Traffic		Enter	11	29
		Exit	27	23
		Total	38	52
Proposed Multifamily Housing (Mid-Rise)	130 Dwelling Units	Enter	11	31
		Exit	37	20
		Total	48	51
Proposed Strip Retail Plaza	2,950 S.F.	Enter	4	9
		Exit	3	10
		Total	7	19
2) Proposed Total Site Traffic		Enter	15	40
		Exit	40	30
		Total	55	70
Net Increase Site Traffic (2-1)		Enter	4	11
		Exit	13	7
		Total	17	18

Sources: "Trip Generation," 11th Edition, published by the Institute of Transportation Engineers (ITE), 2021 using Multifamily Housing (Mid-Rise), Code #221 average rates and Strip Retail Plaza, Code #822 average rates.

Note: No pass-by credit was applied to the commercial space, to be conservative.



SITE TRAFFIC
Enter 00%
Exit (00%)

SITE TRAFFIC DISTRIBUTION

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

Hardesty & Hanover

6

Not to Scale

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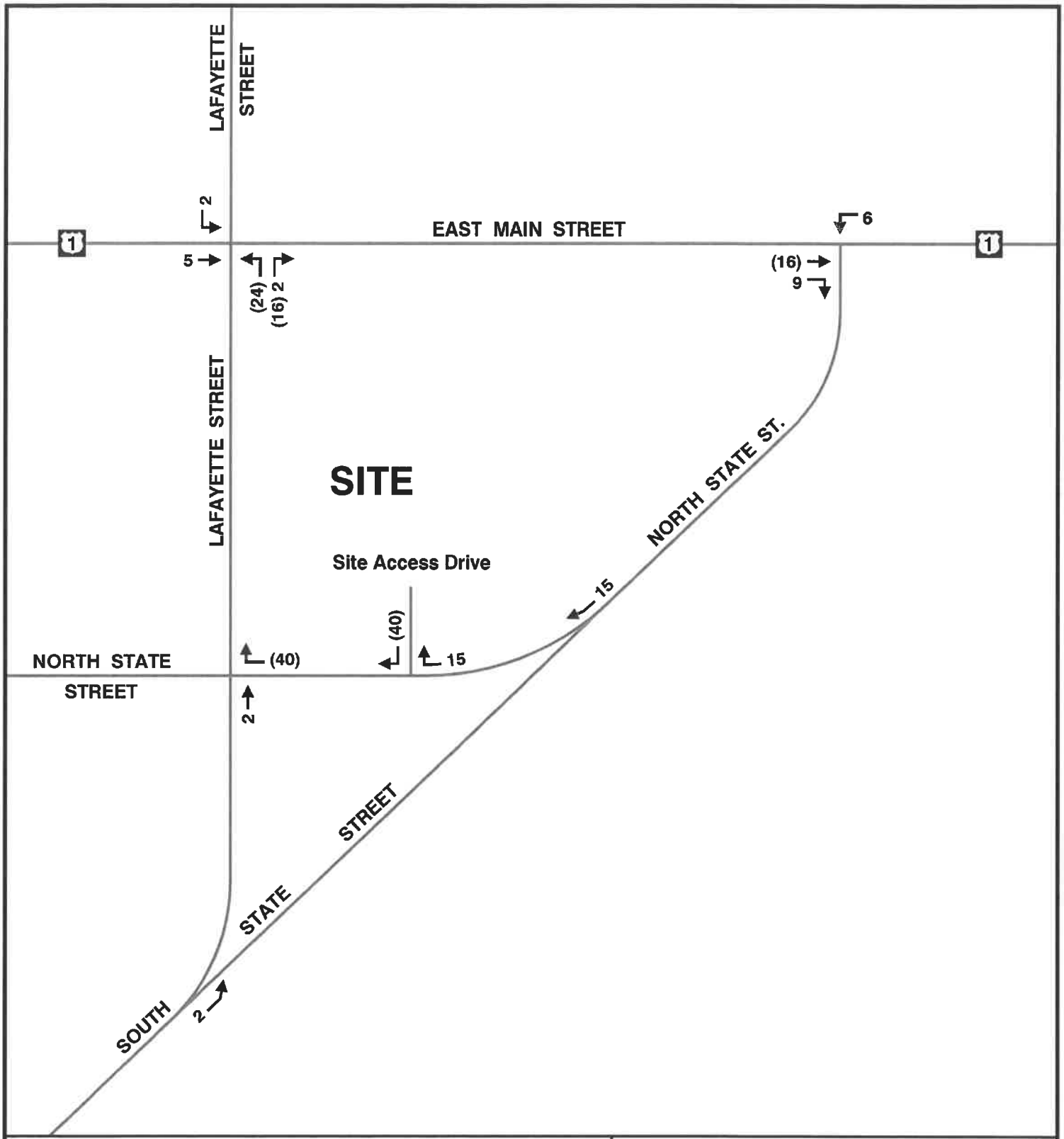

TOTAL SITE TRAFFIC:
Enter 15
Exit (40)
Total 55 Vehicle Trip Ends

SITE TRAFFIC GENERATION & ASSIGNMENT
WEEKDAY MORNING PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

Hardesty & Hanover

7

Not to Scale

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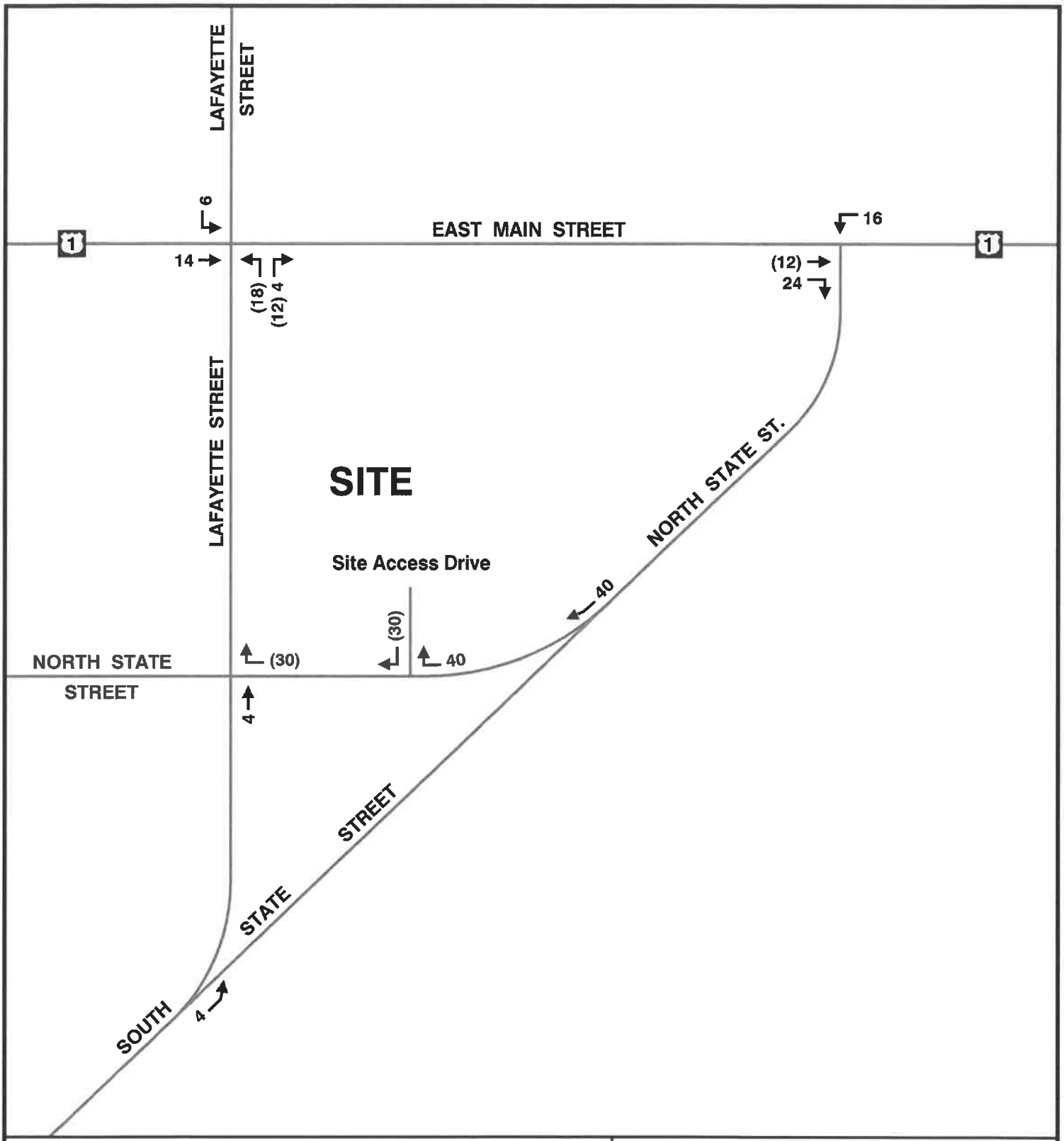

TOTAL SITE TRAFFIC:
Enter 40
Exit (30)
Total 70 Vehicle Trip Ends

SITE TRAFFIC GENERATION & ASSIGNMENT
WEEKDAY AFTERNOON PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

Hardesty & Hanover

8

Not to Scale

1/10/22

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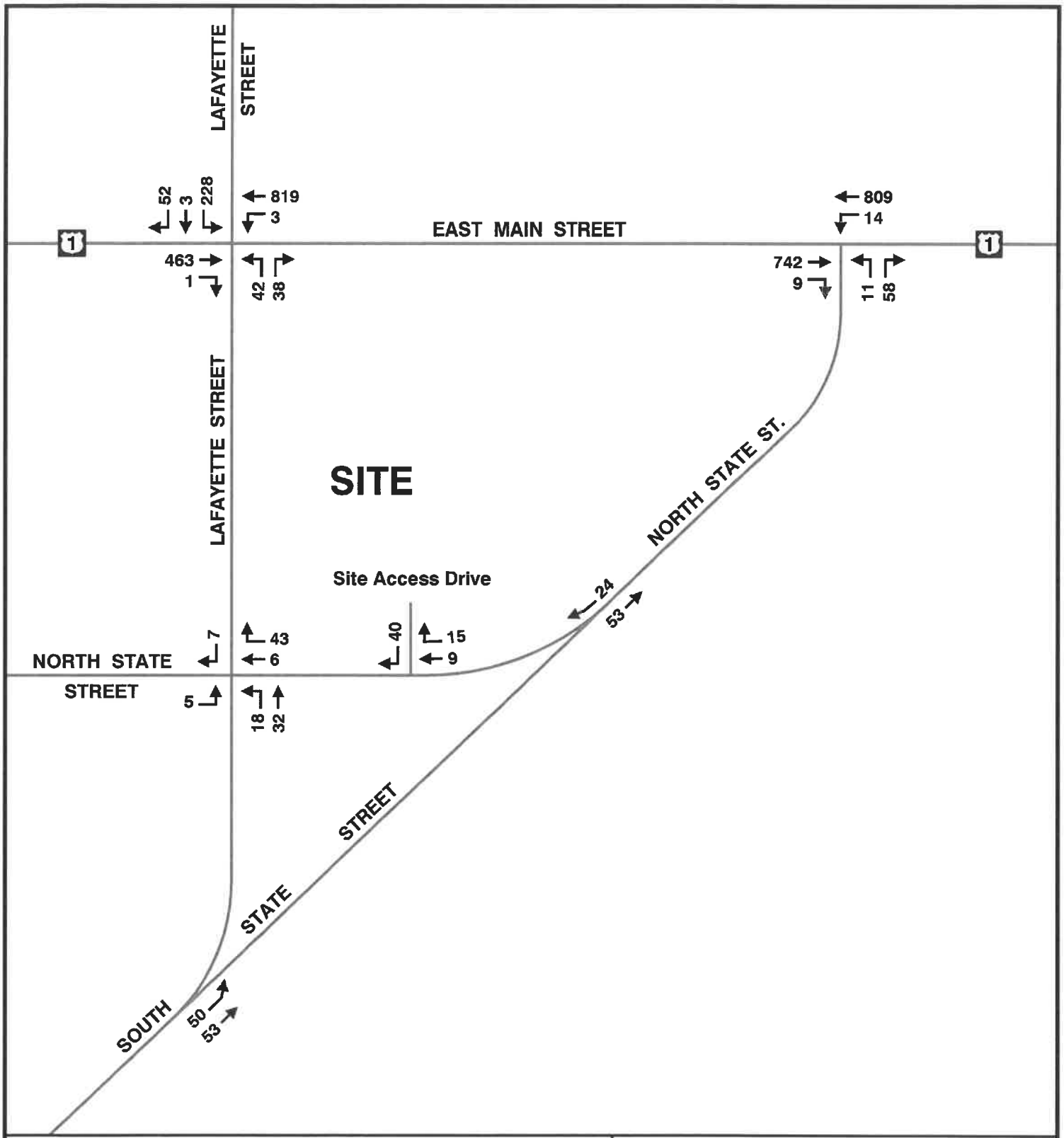

NOTE:
The 2024 Build Traffic Volumes includes the 2024 No-Build Traffic Volumes and Site Traffic Generation.

2024 BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

Hardesty & Hanover

9

Not to Scale

1/10/22

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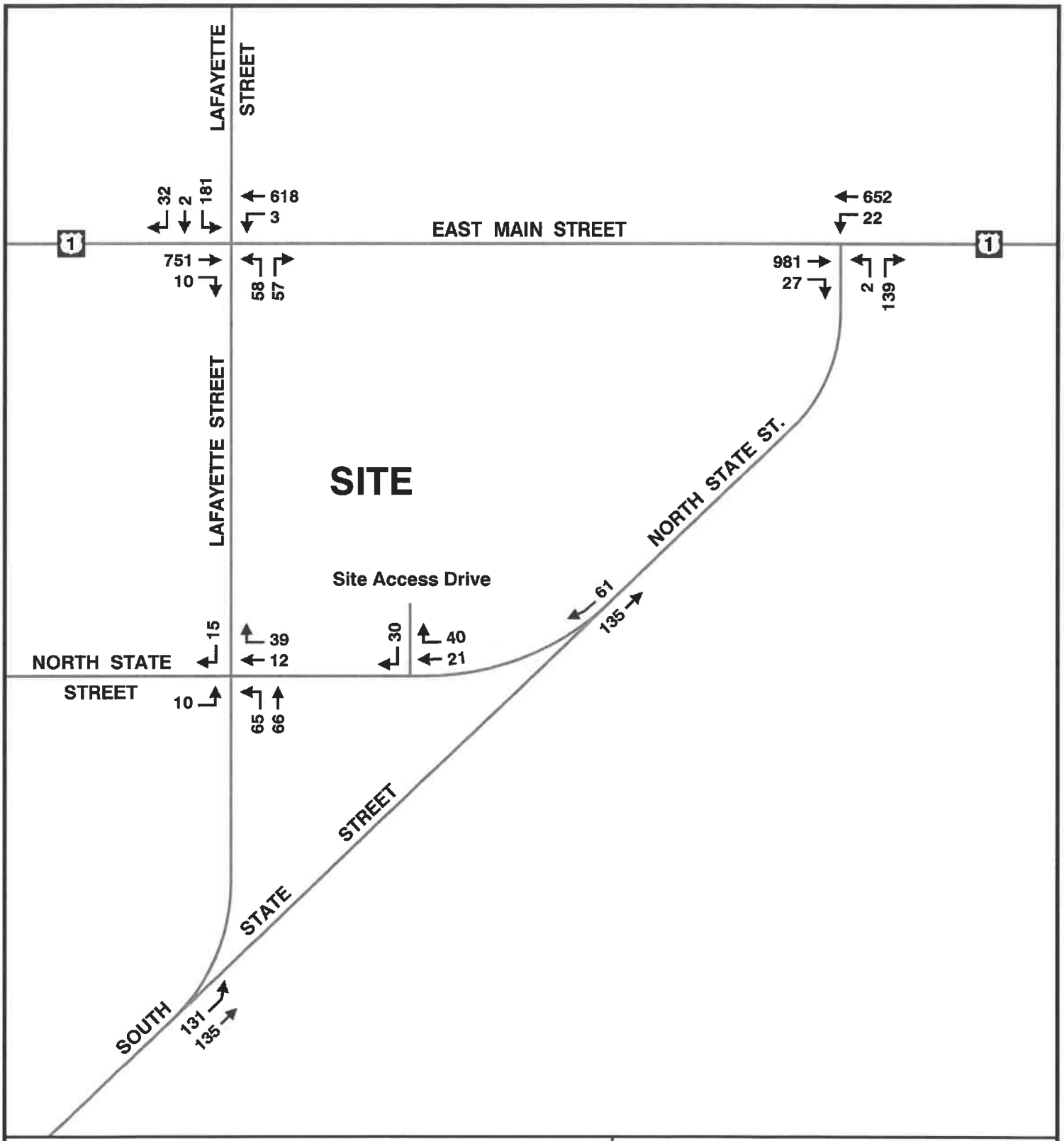

NOTE:
The 2024 Build Traffic Volumes includes the 2024 No-Build Traffic Volumes and Site Traffic Generation.

2024 BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

Hardesty & Hanover

10

Not to Scale

1/10/22

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1. *U.S. Route 1 at Lafayette Street*

Existing – Results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service "B" and "C" during the weekday morning and weekday afternoon peak hours, respectively. The southbound left turn lane group and approach operate at a Level of Service "E" during both peak hours.

No-Build – Results of the analysis of this signalized intersection indicate that it will operate at an overall Level of Service "B" and "C" during the weekday morning and weekday afternoon peak hours, respectively. The southbound left turn lane group and approach operate at a Level of Service "E" during both peak hours.

Build – Results of the analysis indicate that with the site-generated traffic added to this signalized intersection it will continue to operate at the same overall Level of Service during both peak hours with a minimal increase in vehicle delay. The westbound and northbound lane groups and approaches will have an acceptable change in Level of Service from "A" to "B" and "B" to "C," respectively, during the weekday morning peak hour. The eastbound lane group and approach will have an acceptable change in Level of Service from "A" to "B" during the weekday afternoon peak hour. All remaining lane groups and approaches will maintain the same Levels of Service during all peak hours.

2. *U.S. Route 1 at North State Street*

Existing – Results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service "A" during both the weekday morning and weekday afternoon peak hours.

No-Build – Results of the analysis of this signalized intersection indicate that it will operate at an overall Level of Service "A" during both the weekday morning and weekday afternoon peak hours.

Build – Results of the analysis indicate that with the site-generated traffic added to this signalized intersection it will continue to operate at the same overall Level of Service during both peak hours. All lane groups and approaches will maintain the same Levels of Service during all peak hours.

3. *North State Street at Lafayette Street/South State Street*

Existing – Results of the analysis of this all-way STOP-controlled intersection indicate that it currently operates at an overall Level of Service "A" during both the weekday morning and weekday afternoon peak hours.

No-Build – Results of the analysis of this all-way STOP-controlled intersection indicate that it will operate at an overall Level of Service "A" during both the weekday morning and weekday afternoon peak hours.

Build – Results of the analysis indicate that with the site-generated traffic added to this all-way STOP-controlled intersection it will continue to operate at the same overall Level of Service during both peak hours with a minimal increase in vehicle delays. All lanes will maintain the same Levels of Service during all peak hours.

4. *North State Street at Site Access Drive*

Build – Results of the analysis of this two-way STOP controlled intersection indicate that it will operate at a Level of Service "A" during both the weekday morning and weekday afternoon peak hours.

Table 5 provides a more detailed summary of the results of the capacity analyses for the Study Area intersections, as described above. This table provides Level of Service, average vehicle delay and volume to capacity ratio for each lane group, approach, intersection overall and lane during each of the peak hours for the existing, no-build and build conditions. It also provides a project assessment between the no-build and build conditions, which identifies the potential impact. The results of the Storage/Queue analyses for the Study Area intersections are also provided for each lane group and lane during each of the peak hours for the existing, no-build and build conditions. The capacity worksheets are included in the Appendix of this report.

Findings

This Traffic Access and Impact Study was prepared to provide the City of Stamford, the Connecticut Department of Transportation (CTDOT) and the Office of the State Traffic Administration (OSTA) with a detailed analysis to determine potential traffic impacts from the proposed mixed-use development located at 819 East Main Street. The proposal is to construct 130-units of multifamily housing (mid-rise) and 2,950 square feet of commercial space. The site has a previous approval for 85-units of multifamily housing (mid-rise) and 2,900 square feet of commercial space from September 2021. Site access is proposed via right turn in/right turn out to North State Street.

Table 5
CAPACITY AND STORAGE/QUEUE ANALYSIS RESULTS – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

				2021 EXISTING CONDITIONS (BASELINE)						2024 NO–BUILD CONDITIONS						2024 BUILD CONDITIONS						PROJECT IMPACTS (NO-BUILD TO BUILD)			
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon			Weekday Morning		Weekday Afternoon	
INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	Deterio-ration in LOS	Project Delay (Seconds)	Deterio-ration in LOS	Project Delay (Seconds)
U.S. Route 1 at Lafayette Street	Traffic Signal	285	EB TR	A/8.0	0.22	116	A/9.6	0.44	154	A/8.2	0.23	120	A/10.0	0.46	157	A/8.7	0.23	125	B/12.1	0.49	162	No	0.5	A – B	2.1
		--	APP.	A/8.0	--	--	A/9.6	--	--	A/8.2	--	--	A/10.0	--	--	A/8.7	--	--	B/12.1	--	--	No	0.5	A – B	2.1
		360	WB LT	A/9.5	0.42	274	C/21.4	0.70	**403**	A/9.9	0.43	288	C/24.1	0.72	**455**	B/10.8	0.43	305	C/29.4	0.76	**474**	A – B	0.9	No	5.3
		--	APP.	A/9.5	--	--	C/21.4	--	--	A/9.9	--	--	C/24.1	--	--	B/10.8	--	--	C/29.4	--	--	A – B	0.9	No	5.3
		300	NB LR	B/16.5	0.11	34	C/25.8	0.29	70	B/16.7	0.11	34	C/26.1	0.29	73	C/21.8	0.23	68	C/30.0	0.37	108	B – C	5.1	No	3.9
		--	APP.	B/16.5	--	--	C/25.8	--	--	B/16.7	--	--	C/26.1	--	--	C/21.8	--	--	C/30.0	--	--	B – C	5.1	No	3.9
		1,230	SB L	E/68.0	0.84	255	E/73.7	0.86	212	E/67.7	0.84	260	E/73.0	0.86	217	E/67.7	0.85	261	E/64.0	0.82	249	No	0.0	No	-9.0
		200	TR	A/10.0	0.16	33	B/12.5	0.12	22	A/9.9	0.16	33	B/12.3	0.13	22	A/9.5	0.15	33	B/11.9	0.11	22	No	-0.4	No	-0.4
		--	APP.	E/56.7	--	--	E/63.9	--	--	E/56.5	--	--	E/63.1	--	--	E/56.5	--	--	E/55.7	--	--	No	0.0	No	-7.4
		--	Overall	B/17.5	--	--	C/21.7	--	--	B/17.8	--	--	C/22.8	--	--	B/18.6	--	--	C/25.0	--	--	No	0.8	No	2.2
U.S. Route 1 at North State Street	Traffic Signal	160	EB TR	A/1.2	0.25	37	A/2.6	0.38	127	A/1.2	0.25	37	A/2.7	0.39	131	A/1.2	0.26	38	A/3.3	0.41	129	No	0.0	No	0.6
		--	APP.	A/1.2	--	--	A/2.6	--	--	A/1.2	--	--	A/2.7	--	--	A/1.2	--	--	A/3.3	--	--	No	0.0	No	0.6
		105	WB LT	A/2.0	0.29	74	A/2.4	0.27	74	A/2.0	0.30	76	A/2.5	0.28	79	A/2.0	0.31	77	A/2.7	0.31	85	No	0.0	No	0.2
		--	APP.	A/2.0	--	--	A/2.4	--	--	A/2.0	--	--	A/2.5	--	--	A/2.0	--	--	A/2.7	--	--	No	0.0	No	0.2
		1,915	NB LR	C/25.7	0.43	55	C/23.9	0.64	74	C/25.5	0.43	55	C/26.3	0.65	81	C/25.5	0.43	55	C/27.1	0.66	84	No	0.0	No	0.8
		--	APP.	C/25.7	--	--	C/23.9	--	--	C/25.5	--	--	C/26.3	--	--	C/25.5	--	--	C/27.1	--	--	No	0.0	No	0.8
		--	Overall	A/2.6	--	--	A/4.2	--	--	A/2.6	--	--	A/4.5	--	--	A/2.6	--	--	A/4.9	--	--	No	0.0	No	0.4
North State Street at Lafayette Street/ South State Street	AWSC	280	EB Ln1	A/7.3	0.007	0	A/7.7	0.015	0	A/7.3	0.007	0	A/7.7	0.015	0	A/7.4	0.007	0	A/7.7	0.015	0	No	0.1	No	0.0
		760	WB Ln1	A/6.9	0.011	0	A/7.2	0.030	3	A/6.9	0.011	0	A/7.2	0.030	3	A/6.8	0.057	5	A/7.2	0.070	5	No	-0.1	No	0.0
		110	NB Ln1	A/7.9	0.030	3	A/8.5	0.114	10	A/7.9	0.030	3	A/8.5	0.115	10	A/8.0	0.030	3	A/8.6	0.117	10	No	0.1	No	0.1
		1,160	NB Ln2	A/7.5	0.043	3	A/7.8	0.096	8	A/7.5	0.044	3	A/7.8	0.100	8	A/7.6	0.048	5	A/8.0	0.107	10	No	0.1	No	0.2
		300	SB Ln1	A/6.6	0.008	0	A/6.8	0.019	3	A/6.6	0.008	0	A/6.8	0.019	3	A/6.7	0.008	0	A/6.9	0.020	3	No	0.1	No	0.1
		--	Overall	A/7.5	--	--	A/7.9	--	--	A/7.5	--	--	A/7.9	--	--	A/7.2	--	--	A/7.9	--	--	No	-0.3	No	0.0
North State Street at Site Access Drive	TWSC	100	SB Ln1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A/8.5	0.041	3	A/8.6	0.032	3	N/A	N/A	N/A	N/A

Notes:

- Synchro 10.0/HCM 6th Edition results are used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- For TWSC and AWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- ITE publication for Traffic Access and Impact Studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group, Movement and Lane. Any V/C ratio greater than or equal to one indicates that the Lane Group, Movement and Lane are operating at above capacity.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- TWSC = Two-Way STOP Control.
- AWSC = All-Way STOP Control.
- N/A = Not Available.
- Physical Units consist of the following:
  1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections.
  2. TWSC Intersections: Critical Lane and Critical Movement.
  3. AWSC Intersections: Lane and Intersection Overall.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
L = Left Turn T = Through R = Right Turn APP. = Approach Ln = Lane

This Study addresses traffic conditions for the 2021 existing, 2024 no-build and 2024 build conditions during the weekday morning and weekday afternoon peak hours. Traffic counts were conducted at the Study Area intersections by Hardesty & Hanover, LLC in December 2021. Based on discussions CTDOT Planning Division, no COVID adjustments are needed.

The 2024 future projected traffic volumes, without the proposed development, employed a 0.6 percent annual growth rate, as per discussions with CTDOT Planning Division. Based on discussions with CTDOT Planning Division and the City of Stamford, no other nearby developments were identified.

Based on trip rates from "Trip Generation," 11th Edition, published by ITE, 2021, it is estimated that the proposed 130-units will generate a total of 48 and 51 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. The proposed 2,950 square feet of commercial space is estimated to generate a total of 7 and 19 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. Therefore, the total proposed site will generate a total of 55 and 70 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. To be conservative no pass-by credit was applied to the commercial space.

This site received an approval for 85-units of multifamily housing and 2,900 square feet of commercial space in September 2021. For comparison purposes, that approved development would generate a total of 38 and 52 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. The proposed site will generate a total of 17 and 18 additional vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively, when compared to the approved development. However, this traffic analysis is based on the full proposal.

A review of current traffic patterns at the Study Area intersections and in the vicinity of the project influence area was conducted to determine trip distribution for the proposed development. For arriving site traffic, it was found that 40 percent will arrive from the east on U.S. Route 1, 35 percent will arrive from the west on U.S. Route 1, 15 percent will arrive from the north on Lafayette Street and 10 percent will arrive from the south on South State Street. For departing site traffic, it was found that 40 percent will depart to the east on U.S. Route 1 and 60 percent will depart to the west on U.S. Route 1.

SYNCHRO 10 capacity analyses were conducted for 2021 existing, 2024 no-build and 2024 build conditions to identify incremental impacts and needs that the proposed development will generate. Results of the analyses indicate that the signalized intersection of U.S. Route 1 at Lafayette Street will continue to operate at the same overall Level of Service during both peak hours with a minimal increase in vehicle delay. The westbound and northbound lane groups and approaches will have an acceptable change in Level of Service from "A" to "B" and "B" to "C," respectively, during the weekday morning peak hour. The eastbound lane group and approach will have an acceptable change in Level of Service from "A" to "B" during the weekday afternoon peak hour. The southbound left turn lane group and approach will maintain a Level of Service "E" during both peak hours.

The signalized intersection of U.S. Route 1 and North State Street will continue to operate at the same overall Level of Service during both peak hours with a minimal increase in vehicle delay. All lane groups and approaches will maintain the same Levels of Service during both peak hours. At the all-way STOP-controlled intersection of North State Street and Lafayette Street/South State Street, all critical lanes and the intersection overall will maintain the same Level of Service during both peak hours. The proposed site driveway will operate at Level of Service "A" during both peak hours.

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1/10/2022

APPENDIX

PHOTOGRAPHS

U.S. Route 1 at Lafayette Street Looking East

U.S. Route 1 at Lafayette Street Looking West

January 10, 2022
Hardesty & Hanover, LLC

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Exhibit 1

Lafayette Street at U.S. Route 1 Looking North

Lafayette Street at U.S. Route 1 Looking South

January 10, 2022
Hardesty & Hanover, LLC

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Exhibit 2

U.S. Route 1 at North State Street Looking East

U.S. Route 1 at North State Street Looking West

January 10, 2022
Hardesty & Hanover, LLC

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Exhibit 3

North State Street at U.S. Route 1 Looking South

North State Street at South State Street-Lafayette Street Looking East

January 10, 2022
Hardesty & Hanover, LLC

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Exhibit 4

North State Street at South State Street-Lafayette Street Looking West

Lafayette Street at North State Street Looking North

January 10, 2022
Hardesty & Hanover, LLC

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Exhibit 5

South State Street at North State Street Looking South

TURNING MOVEMENT COUNTS

MIXED-USE DEVELOPMENT, 819 EAST MAIN STREET, STAMFORD, CONNECTICUT (#05498.00)
FIELD DATA SUMMARY - U.S. Route 1 (East Main St) at Lafayette St

Wednesday		Eastbound - U.S. Route 1				Westbound - U.S. Route 1				Northbound - Lafayette St				Southbound - Lafayette St					Last 4	Pedestrians			
15-Dec-21		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
7:00 AM	7:15 AM	0	75	0	75	0	132	0	132	3	0	2	5	34	1	16	51	263		1	1	2	4
7:15 AM	7:30 AM	0	134	1	135	0	183	9	192	2	0	10	12	87	1	14	102	441		5	0	1	5
7:30 AM	7:45 AM	0	107	0	107	1	213	0	214	5	0	0	5	42	0	15	57	383		1	0	1	2
7:45 AM	8:00 AM	0	101	0	101	1	217	0	218	6	0	2	8	61	0	12	73	400	1,487	0	2	2	2
8:00 AM	8:15 AM	0	108	0	108	1	183	0	184	5	0	7	12	32	2	10	44	348	1,572	0	0	0	1
8:15 AM	8:30 AM	0	93	7	100	0	233	0	233	9	0	3	12	46	3	11	60	405	1,536	1	1	3	2
8:30 AM	8:45 AM	0	86	0	86	0	154	0	154	6	0	1	7	35	2	3	40	287	1,440	0	0	0	2
8:45 AM	9:00 AM	0	111	3	114	1	196	0	197	10	0	4	14	33	1	8	42	367	1,407	1	1	2	3
AM Peak Hour Vol.		**0**	**450**	**1**	**451**	**3**	**796**	**9**	**808**	**18**	**0**	**19**	**37**	**222**	**3**	**51**	**276**	**1,572**		**6**	**2**	**4**	**10**
Peak Hour Factor					**0.84**				**0.93**				**0.77**				**0.68**	**0.89**					
Tuesday		**Eastbound - U.S. Route 1**				**Westbound - U.S. Route 1**				**Northbound - Lafayette St**				**Southbound - Lafayette St**					**Last 4**	**Pedestrians**			
14-Dec-21		**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Total**	**Quarters**	**EB**	**WB**	**NB**	**SB**
4:00 PM	4:15 PM	1	160	4	165	0	132	1	133	8	0	9	17	40	1	6	47	362		3	0	3	2
4:15 PM	4:30 PM	0	189	2	191	0	158	1	159	12	0	10	22	33	1	8	42	414		0	2	2	7
4:30 PM	4:45 PM	0	260	2	262	2	200	0	202	11	0	13	24	60	0	12	72	560		4	3	4	7
4:45 PM	5:00 PM	0	114	2	116	1	115	0	116	8	0	8	16	39	0	5	44	292	1,628	3	2	3	2
5:00 PM	5:15 PM	0	175	0	175	0	141	0	141	5	0	9	14	38	0	19	57	387	1,653	3	2	5	3
5:15 PM	5:30 PM	0	169	1	170	0	147	0	147	6	0	9	15	39	1	14	54	386	1,625	0	0	2	0
5:30 PM	5:45 PM	0	210	1	211	3	195	0	198	15	0	14	29	44	0	11	55	493	1,558	5	0	6	3
5:45 PM	6:00 PM	0	168	0	168	0	111	0	111	7	0	5	12	52	0	12	64	355	1,621	1	1	5	0
PM Peak Hour Vol.		**1**	**723**	**10**	**734**	**3**	**605**	**2**	**610**	**39**	**0**	**40**	**79**	**172**	**2**	**31**	**205**	**1,628**		**10**	**7**	**12**	**18**
Peak Hour Factor					**0.70**				**0.75**				**0.82**				**0.71**	**0.73**					

MIXED-USE DEVELOPMENT, 819 EAST MAIN STREET, STAMFORD, CONNECTICUT (#05498.00)
FIELD DATA SUMMARY - U.S. Route 1 (East Main St) at N State St

Wednesday		Eastbound - U.S. Route 1				Westbound - U.S. Route 1				Northbound - N State St				Southbound - Commercial Driveway					Last 4	Pedestrians			
15-Dec-21		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
7:00 AM	7:15 AM	8	103	0	111	0	134	12	146	0	1	12	13	6	0	6	12	282		3	0	3	2
7:15 AM	7:30 AM	3	186	0	189	1	185	11	197	0	1	11	12	8	0	11	19	417		5	0	0	1
7:30 AM	7:45 AM	6	150	0	156	2	185	13	200	3	0	17	20	12	0	4	16	392		2	0	0	0
7:45 AM	8:00 AM	3	179	0	182	1	197	12	210	1	1	14	16	16	1	5	22	430	1,521	3	0	0	0
8:00 AM	8:15 AM	4	182	0	186	4	182	10	196	3	2	15	20	11	0	5	16	418	1,657	1	0	0	1
8:15 AM	8:30 AM	3	146	0	149	2	212	9	223	2	1	21	24	5	0	5	10	406	1,646	2	0	0	3
8:30 AM	8:45 AM	2	152	2	156	2	151	7	160	1	0	8	9	5	0	2	7	332	1,586	1	0	0	0
8:45 AM	9:00 AM	6	130	1	137	2	180	2	184	0	0	9	9	5	0	3	8	338	1,494	0	0	0	0
AM Peak Hour Vol.		16	697	0	713	8	749	46	803	7	4	57	68	47	1	25	73	1,657		11	0	0	2
Peak Hour Factor					0.94				0.96				0.85				0.83	0.96					
Tuesday		Eastbound - U.S. Route 1				Westbound - U.S. Route 1				Northbound - N State St				Southbound - Commercial Driveway					Last 4	Pedestrians			
14-Dec-21		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
4:00 PM	4:15 PM	3	224	1	228	3	149	8	160	0	0	38	38	3	0	5	8	434		1	0	0	4
4:15 PM	4:30 PM	2	199	2	203	1	147	1	149	0	0	31	31	4	0	2	6	389		0	0	0	8
4:30 PM	4:45 PM	5	233	0	238	1	157	2	160	0	0	32	32	3	0	3	6	436		0	0	0	2
4:45 PM	5:00 PM	1	285	0	286	1	173	3	177	1	1	36	38	7	0	2	9	510	1,769	2	0	2	3
5:00 PM	5:15 PM	3	137	0	140	1	146	3	150	4	2	16	22	1	0	2	3	315	1,650	0	0	0	1
5:15 PM	5:30 PM	5	215	1	221	0	162	8	170	3	0	28	31	5	0	6	11	433	1,694	1	0	0	1
5:30 PM	5:45 PM	1	252	2	255	1	158	6	165	1	2	52	55	7	0	9	16	491	1,749	2	0	0	3
5:45 PM	6:00 PM	3	167	2	172	0	154	4	158	0	1	29	30	2	0	4	6	366	1,605	2	0	0	2
PM Peak Hour Vol.		11	941	3	955	6	626	14	646	1	1	137	139	17	0	12	29	1,769		3	0	2	17
Peak Hour Factor					0.83				0.91				0.91				0.81	0.87					

MIXED-USE DEVELOPMENT, 819 EAST MAIN STREET, STAMFORD, CONNECTICUT (#05498.00)
FIELD DATA SUMMARY - Lafayette St at N State St

Wednesday		Eastbound - N State St				Westbound - N State St				Northbound - Lafayette St				Southbound - Lafayette St					Last 4	Pedestrians			
15-Dec-21		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
7:00 AM	7:15 AM	2	0	0	2	0	0	3	3	3	1	0	4	0	0	2	2	11		0	0	0	2
7:15 AM	7:30 AM	2	0	0	2	0	3	1	4	4	4	0	8	0	0	0	0	14		2	0	0	0
7:30 AM	7:45 AM	0	2	0	2	0	2	2	4	7	3	0	10	0	0	0	0	16		1	0	0	1
7:45 AM	8:00 AM	0	0	0	0	0	1	0	1	5	6	0	11	0	0	1	1	13	54	0	0	0	1
8:00 AM	8:15 AM	1	0	0	1	0	0	0	0	2	8	0	10	0	0	1	1	12	55	2	0	1	1
8:15 AM	8:30 AM	2	0	0	2	0	2	2	4	2	11	0	13	0	0	1	1	20	61	0	0	0	4
8:30 AM	8:45 AM	2	0	0	2	0	1	0	1	4	5	0	9	0	0	1	1	13	58	0	0	0	0
8:45 AM	9:00 AM	2	0	0	2	0	1	4	5	6	8	0	14	0	0	3	3	24	69	0	1	0	1
AM Peak Hour Vol.		3	2	0	5	0	6	3	9	18	21	0	39	0	0	2	2	55		5	0	1	3
Peak Hour Factor					0.63				0.56				0.89				0.50	0.86					
Tuesday		**Eastbound - N State St**				**Westbound - N State St**				**Northbound - Lafayette St**				**Southbound - Lafayette St**					**Last 4**	**Pedestrians**			
14-Dec-21		**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Total**	**Quarters**	**EB**	**WB**	**NB**	**SB**
4:00 PM	4:15 PM	1	0	0	1	0	3	1	4	19	10	0	29	0	0	0	0	34		1	1	0	2
4:15 PM	4:30 PM	3	0	0	3	0	4	6	10	13	13	0	26	0	0	2	2	41		0	0	0	0
4:30 PM	4:45 PM	2	1	0	3	0	2	1	3	11	10	0	21	0	0	1	1	28		1	0	0	0
4:45 PM	5:00 PM	3	0	0	3	0	3	1	4	21	18	1	40	0	0	0	0	47	150	0	0	0	0
5:00 PM	5:15 PM	2	0	0	2	0	3	3	6	9	12	0	21	0	0	0	0	29	145	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	2	2	4	7	8	0	15	0	0	0	0	19	123	1	0	1	0
5:30 PM	5:45 PM	1	0	0	1	0	7	3	10	19	23	0	42	0	0	2	2	55	150	3	0	0	0
5:45 PM	6:00 PM	3	0	0	3	0	0	4	4	5	10	0	15	0	0	2	2	24	127	1	0	0	1
PM Peak Hour Vol.		9	1	0	10	0	12	9	21	64	51	1	116	0	0	3	3	150		2	1	0	2
Peak Hour Factor					0.83				0.53				0.73				0.38	0.80					

MIXED-USE DEVELOPMENT, 819 EAST MAIN STREET, STAMFORD, CONNECTICUT (#05498.00)
FIELD DATA SUMMARY - Lafayette St at S State St

Wednesday		Eastbound - S State St				Westbound				Northbound				Southbound					Last 4	Pedestrians			
15-Dec-21		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
7:00 AM	7:15 AM	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7		0	0	0	0
7:15 AM	7:30 AM	6	6	0	12	0	1	0	1	0	0	0	0	0	0	0	0	13		0	0	0	0
7:30 AM	7:45 AM	9	9	0	18	0	0	1	1	0	0	0	0	0	0	0	0	19		0	0	0	0
7:45 AM	8:00 AM	11	17	0	28	0	0	1	1	0	0	0	0	0	0	1	1	30	69	0	0	0	0
8:00 AM	8:15 AM	21	20	0	41	0	0	0	0	0	0	0	0	0	0	0	0	41	103	0	0	0	1
8:15 AM	8:30 AM	9	18	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27	117	0	0	1	0
8:30 AM	8:45 AM	15	20	0	35	0	0	0	0	0	0	0	0	0	0	0	0	35	133	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	0	0	0	0
AM Peak Hour Vol.		47	52	0	99	0	1	2	3	0	0	0	0	0	0	1	1	103		0	0	0	1
Peak Hour Factor					0.60				0.75				#DIV/0!				0.25	0.63					
Tuesday		Eastbound - S State St				Westbound				Northbound				Southbound					Last 4	Pedestrians			
14-Dec-21		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
4:00 PM	4:15 PM	32	27	0	59	0	0	0	0	0	0	0	0	0	0	0	0	59		0	0	0	0
4:15 PM	4:30 PM	21	29	0	50	0	0	0	0	0	0	0	0	0	0	0	0	50		0	0	0	0
4:30 PM	4:45 PM	22	30	0	52	0	0	0	0	0	0	0	0	0	0	0	0	52		0	0	0	0
4:45 PM	5:00 PM	32	47	0	79	0	0	0	0	0	0	0	0	0	0	0	0	79	240	0	0	0	0
5:00 PM	5:15 PM	24	28	0	52	0	0	0	0	0	0	0	0	0	0	0	0	52	233	0	0	0	0
5:15 PM	5:30 PM	20	43	0	63	0	0	0	0	0	0	0	0	0	0	0	0	63	246	0	0	0	0
5:30 PM	5:45 PM	42	48	0	90	0	0	0	0	0	0	0	0	0	0	0	0	90	284	0	0	0	0
5:45 PM	6:00 PM	14	35	0	49	0	0	0	0	0	0	0	0	0	0	0	0	49	254	0	0	0	0
PM Peak Hour Vol.		107	133	0	240	0	0	0	0	0	0	0	0	0	0	0	0	240		0	0	0	0
Peak Hour Factor					0.76				#DIV/0!				#DIV/0!				#DIV/0!	0.76					

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 1 at Lafayette Street
Stamford, Connecticut

File Name : 22487
Site Code : 22487
Start Date : 12/15/2021
Page No : 1

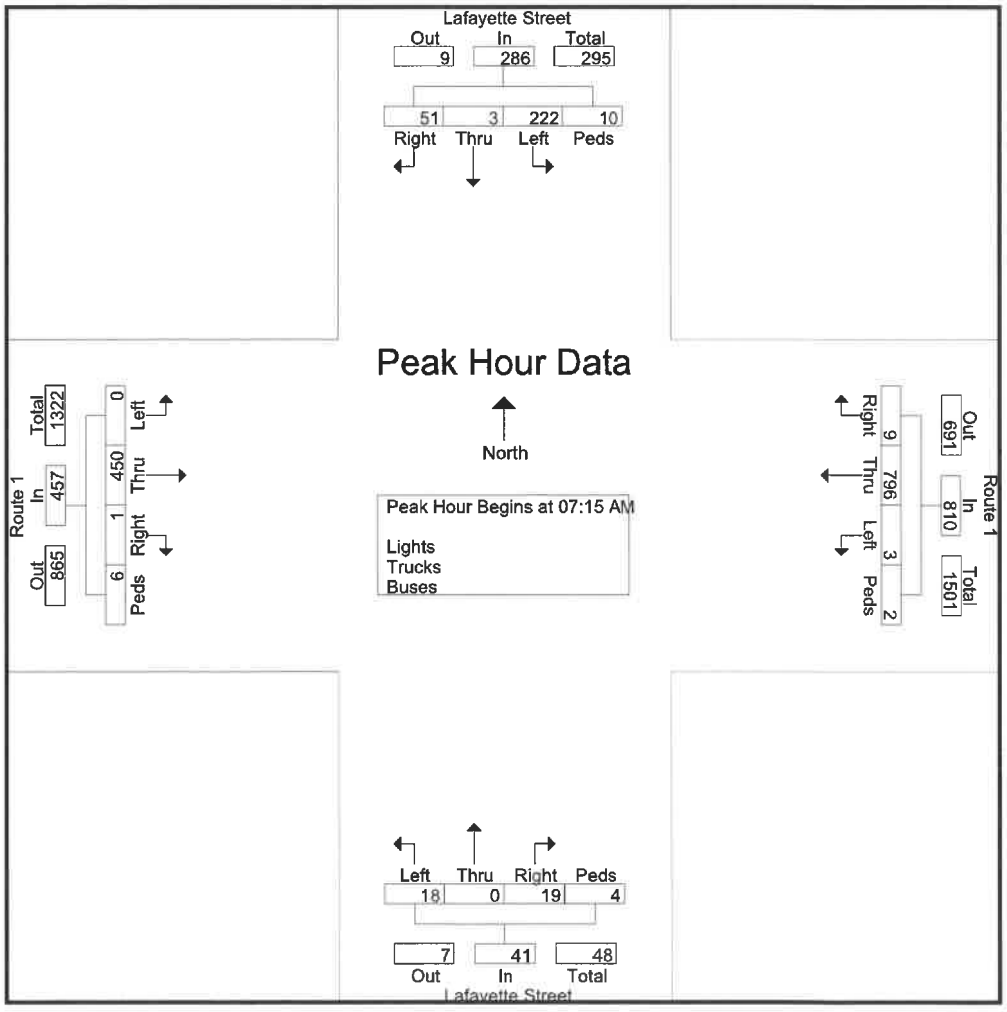
Groups Printed- Lights - Trucks - Buses

	Lafayette Street From North					Route 1 From East					Lafayette Street From South					Route 1 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	16	1	34	4	55	0	132	0	1	133	2	0	3	2	7	0	75	0	1	76	271
07:15 AM	14	1	87	5	107	9	183	0	0	192	10	0	2	1	13	1	134	0	5	140	452
07:30 AM	15	0	42	2	59	0	213	1	0	214	0	0	5	1	6	0	107	0	1	108	387
07:45 AM	12	0	61	2	75	0	217	1	2	220	2	0	6	2	10	0	101	0	0	101	406
Total	57	2	224	13	296	9	745	2	3	759	14	0	16	6	36	1	417	0	7	425	1516
08:00 AM	10	2	32	1	45	0	183	1	0	184	7	0	5	0	12	0	108	0	0	108	349
08:15 AM	11	3	46	2	62	0	233	0	1	234	3	0	9	3	15	7	93	0	1	101	412
08:30 AM	3	2	35	2	42	0	154	0	0	154	1	0	6	0	7	0	86	0	0	86	289
08:45 AM	8	1	33	3	45	0	196	1	1	198	4	0	10	2	16	3	111	0	1	115	374
Total	32	8	146	8	194	0	766	2	2	770	15	0	30	5	50	10	398	0	2	410	1424
Grand Total	89	10	370	21	490	9	1511	4	5	1529	29	0	46	11	86	11	815	0	9	835	2940
Apprch %	18.2	2	75.5	4.3		0.6	98.8	0.3	0.3		33.7	0	53.5	12.8		1.3	97.6	0	1.1		
Total %	3	0.3	12.6	0.7	16.7	0.3	51.4	0.1	0.2	52	1	0	1.6	0.4	2.9	0.4	27.7	0	0.3	28.4	
Lights	85	7	355	21	468	9	1477														
% Lights	95.5	70	95.9	100	95.5	100	97.7	100	100	97.8	96.6	0	95.7	100	96.5	90.9	95.1	0	100	95.1	96.6
Trucks	0	0	6	0	6	0	18	0	0	18	0	0	2	0	2	0	9	0	0	9	35
% Trucks	0	0	1.6	0	1.2	0	1.2	0	0	1.2	0	0	4.3	0	2.3	0	1.1	0	0	1.1	1.2
Buses	4	3	9	0	16	0	16	0	0	16	1	0	0	0	1	1	31	0	0	32	65
% Buses	4.5	30	2.4	0	3.3	0	1.1	0	0	1	3.4	0	0	0	1.2	9.1	3.8	0	0	3.8	2.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22487
Site Code : 22487
Start Date : 12/15/2021
Page No : 2

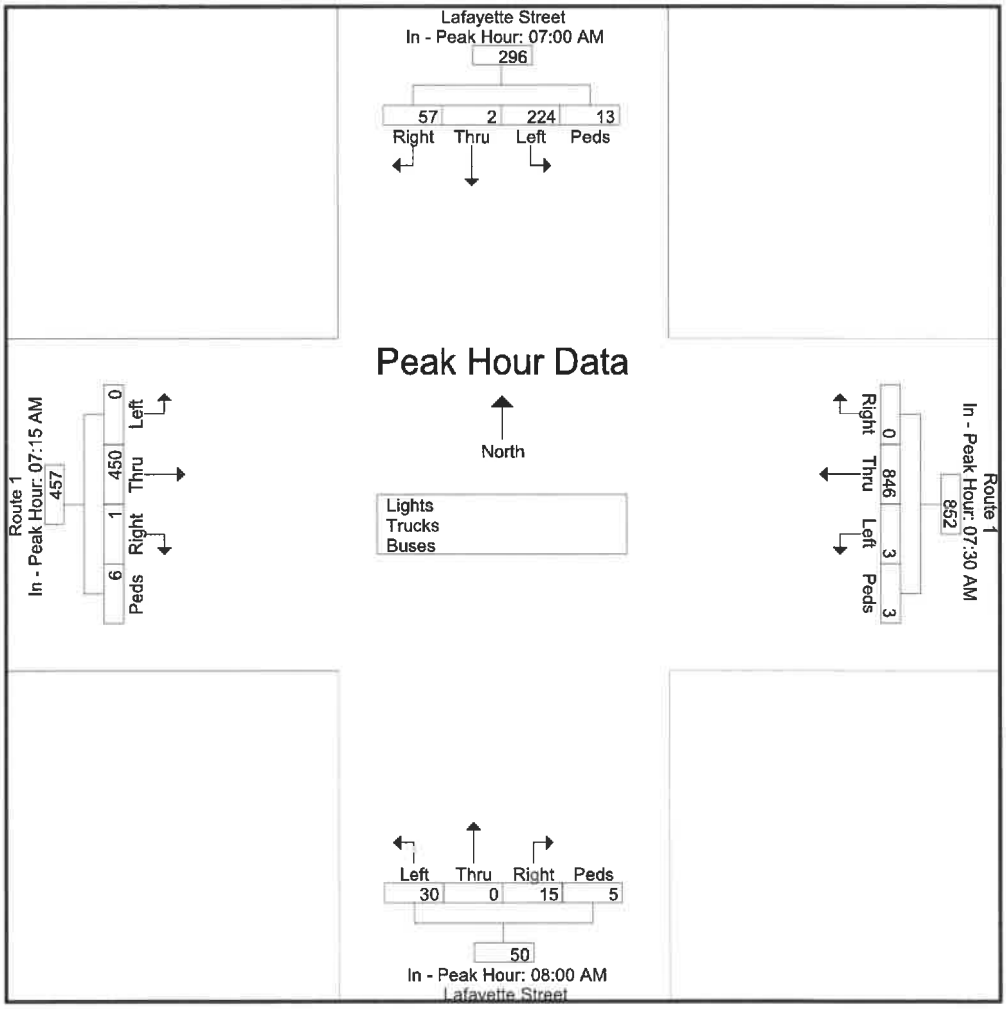
	Lafayette Street From North					Route 1 From East					Lafayette Street From South					Route 1 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	14	1	87	5	107	9	183	0	0	192	10	0	2	1	13	1	134	0	5	140	452
07:30 AM	15	0	42	2	59	0	213	1	0	214	0	0	5	1	6	0	107	0	1	108	387
07:45 AM	12	0	61	2	75	0	217	1	2	220	2	0	6	2	10	0	101	0	0	101	406
08:00 AM	10	2	32	1	45	0	183	1	0	184	7	0	5	0	12	0	108	0	0	108	349
Total Volume	51	3	222	10	286	9	796	3	2	810	19	0	18	4	41	1	450	0	6	457	1594
% App. Total	17.8	1	77.6	3.5		1.1	98.3	0.4	0.2		46.3	0	43.9	9.8		0.2	98.5	0	1.3		
PHF	.850	.375	.638	.500	.668	.250	.917	.750	.250	.920	.475	.000	.750	.500	.788	.250	.840	.000	.300	.816	.882



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22487
Site Code : 22487
Start Date : 12/15/2021
Page No : 3

Start Time	Lafayette Street From North					Route 1 From East					Lafayette Street From South					Route 1 From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:30 AM					08:00 AM					07:15 AM					
+0 mins.	16	1	34	4	55	0	213	1	0	214	7	0	5	0	12	1	134	0	5	140	
+15 mins.	14	1	87	5	107	0	217	1	2	220	3	0	9	3	15	0	107	0	1	108	
+30 mins.	15	0	42	2	59	0	183	1	0	184	1	0	6	0	7	0	101	0	0	101	
+45 mins.	12	0	61	2	75	0	233	0	1	234	4	0	10	2	16	0	108	0	0	108	
Total Volume	57	2	224	13	296	0	846	3	3	852	15	0	30	5	50	1	450	0	6	457	
% App. Total	19.3	0.7	75.7	4.4		0	99.3	0.4	0.4		30	0	60	10		0.2	98.5	0	1.3		
PHF	.891	.500	.644	.650	.692	.000	.908	.750	.375	.910	.536	.000	.750	.417	.781	.250	.840	.000	.300	.816	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 1 at Lafayette Street
Stamford, Connecticut

File Name : 22488
Site Code : 22488
Start Date : 12/14/2021
Page No : 1

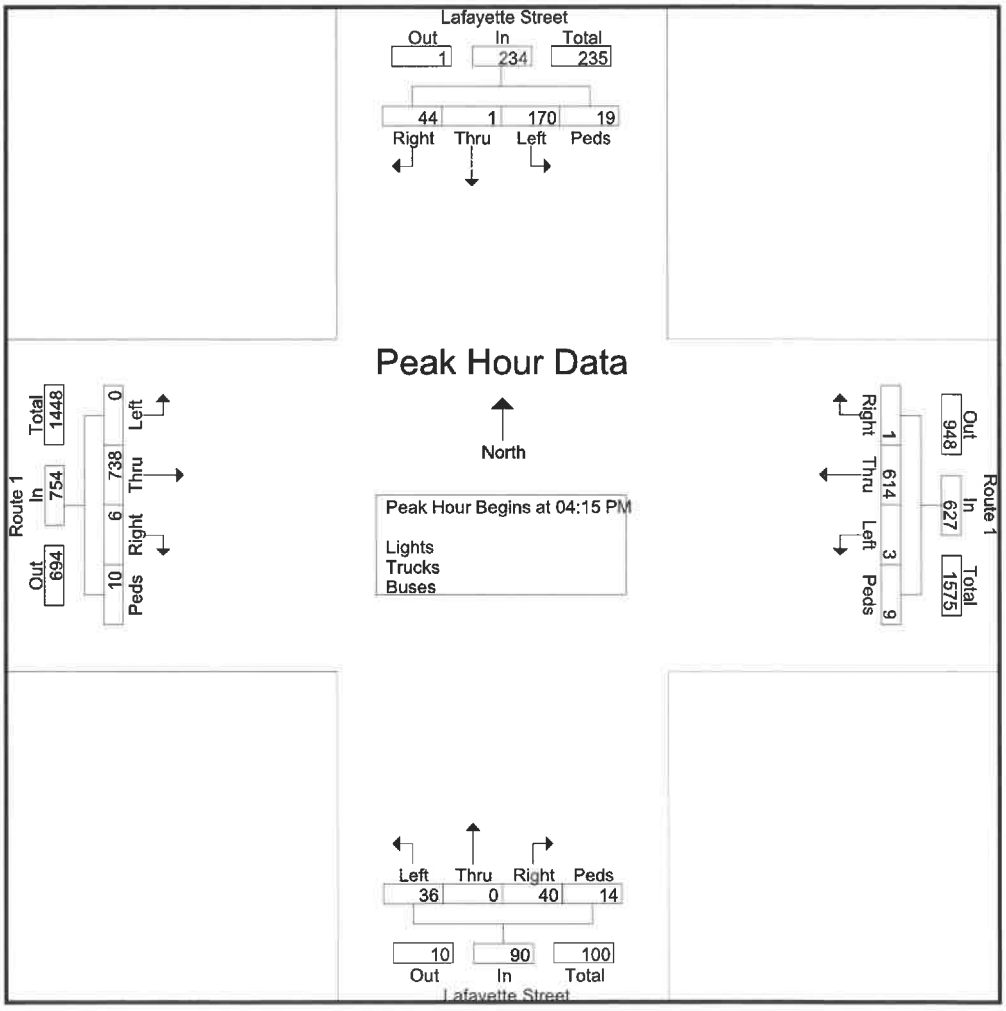
Groups Printed- Lights - Trucks - Buses

	Lafayette Street From North					Route 1 From East					Lafayette Street From South					Route 1 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	1	40	2	49	1	132	0	0	133	9	0	8	3	20	4	160	1	3	168	370
04:15 PM	8	1	33	7	49	1	158	0	2	161	10	0	12	2	24	2	189	0	0	191	425
04:30 PM	12	0	60	7	79	0	200	2	3	205	13	0	11	4	28	2	260	0	4	266	578
04:45 PM	5	0	39	2	46	0	115	1	2	118	8	0	8	3	19	2	114	0	3	119	302
Total	31	2	172	18	223	2	605	3	7	617	40	0	39	12	91	10	723	1	10	744	1675
05:00 PM	19	0	38	3	60	0	141	0	2	143	9	0	5	5	19	0	175	0	3	178	400
05:15 PM	14	1	39	0	54	0	147	0	0	147	9	0	6	2	17	1	169	0	0	170	388
05:30 PM	11	0	44	3	58	0	195	3	0	198	14	0	15	6	35	1	210	0	5	216	507
05:45 PM	12	0	52	0	64	0	111	0	1	112	5	0	7	5	17	0	168	0	1	169	362
Total	56	1	173	6	236	0	594	3	3	600	37	0	33	18	88	2	722	0	9	733	1657
Grand Total	87	3	345	24	459	2	1199	6	10	1217	77	0	72	30	179	12	1445	1	19	1477	3332
Apprch %	19	0.7	75.2	5.2		0.2	98.5	0.5	0.8		43	0	40.2	16.8		0.8	97.8	0.1	1.3		
Total %	2.6	0.1	10.4	0.7	13.8	0.1	36	0.2	0.3	36.5	2.3	0	2.2	0.9	5.4	0.4	43.4	0	0.6	44.3	
Lights	85	3	339	24	451	1	1186										1427				
% Lights	97.7	100	98.3	100	98.3	50	98.9	100	100	98.8	100	0	100	100	100	100	98.8	100	100	98.8	98.8
Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	9
% Trucks	0	0	1.2	0	0.9	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0.3
Buses	2	0	2	0	4	1	13	0	0	14	0	0	0	0	0	0	13	0	0	13	31
% Buses	2.3	0	0.6	0	0.9	50	1.1	0	0	1.2	0	0	0	0	0	0	0.9	0	0	0.9	0.9

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22488
Site Code : 22488
Start Date : 12/14/2021
Page No : 2

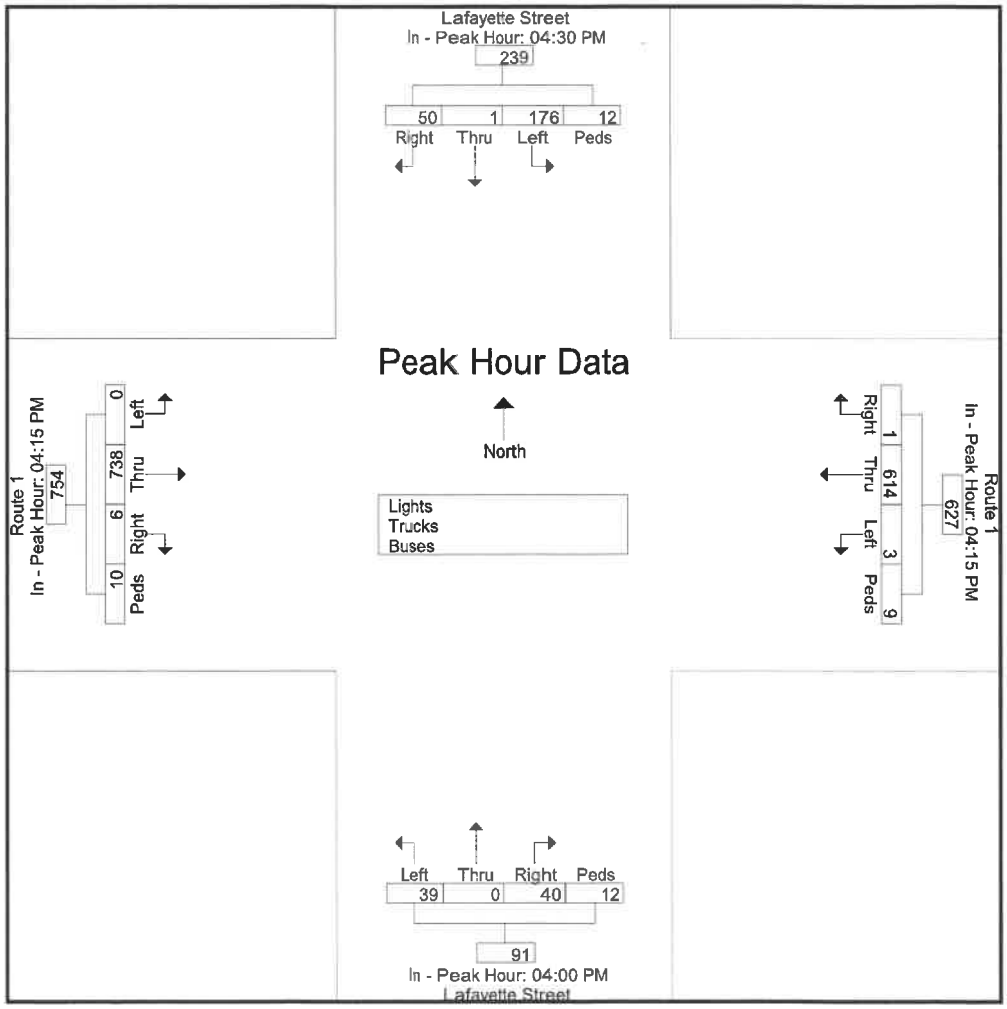
	Lafayette Street From North					Route 1 From East					Lafayette Street From South					Route 1 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	8	1	33	7	49	1	158	0	2	161	10	0	12	2	24	2	189	0	0	191	425
04:30 PM	12	0	60	7	79	0	200	2	3	205	13	0	11	4	28	2	260	0	4	266	578
04:45 PM	5	0	39	2	46	0	115	1	2	118	8	0	8	3	19	2	114	0	3	119	302
05:00 PM	19	0	38	3	60	0	141	0	2	143	9	0	5	5	19	0	175	0	3	178	400
Total Volume	44	1	170	19	234	1	614	3	9	627	40	0	36	14	90	6	738	0	10	754	1705
% App. Total	18.8	0.4	72.6	8.1		0.2	97.9	0.5	1.4		44.4	0	40	15.6		0.8	97.9	0	1.3		
PHF	.579	.250	.708	.679	.741	.250	.768	.375	.750	.765	.769	.000	.750	.700	.804	.750	.710	.000	.625	.709	.737



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22488
Site Code : 22488
Start Date : 12/14/2021
Page No : 3

Start Time	Lafayette Street From North					Route 1 From East					Lafayette Street From South					Route 1 From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:15 PM					04:00 PM					04:15 PM					
+0 mins.	12	0	60	7	79	1	158	0	2	161	9	0	8	3	20	2	189	0	0	191	
+15 mins.	5	0	39	2	46	0	200	2	3	205	10	0	12	2	24	2	260	0	4	266	
+30 mins.	19	0	38	3	60	0	115	1	2	118	13	0	11	4	28	2	114	0	3	119	
+45 mins.	14	1	39	0	54	0	141	0	2	143	8	0	8	3	19	0	175	0	3	178	
Total Volume	50	1	176	12	239	1	614	3	9	627	40	0	39	12	91	6	738	0	10	754	
% App. Total	20.9	0.4	73.6	5		0.2	97.9	0.5	1.4		44	0	42.9	13.2		0.8	97.9	0	1.3		
PHF	.658	.250	.733	.429	.756	.250	.768	.375	.750	.765	.769	.000	.813	.750	.813	.750	.710	.000	.625	.709	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 1 at N. State St/Private Dr
Stamford, Connecticut

File Name : 22489
Site Code : 22489
Start Date : 12/15/2021
Page No : 1

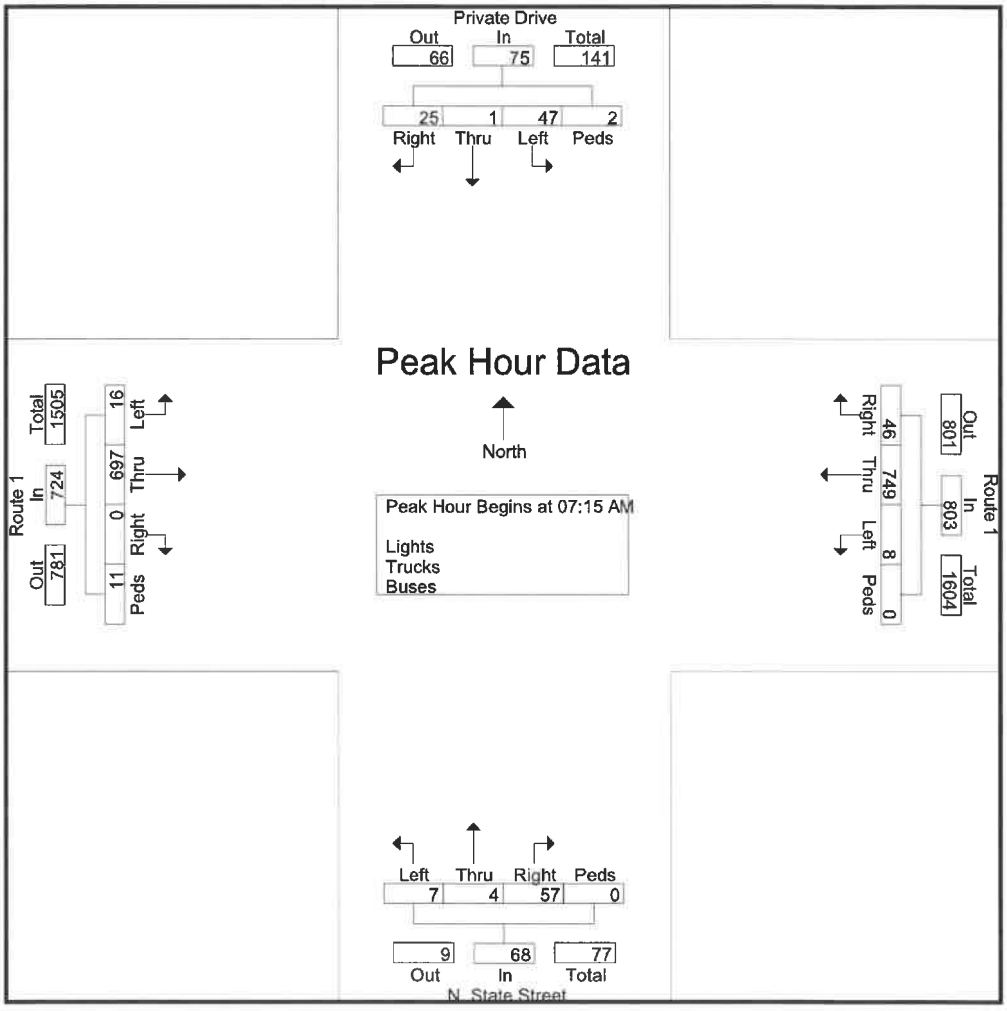
Groups Printed- Lights - Trucks - Buses

	Private Drive From North					Route 1 From East					N. State Street From South					Route 1 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	0	6	2	14	12	134	0	0	146	12	1	0	3	16	0	103	8	3	114	290
07:15 AM	11	0	8	1	20	11	185	1	0	197	11	1	0	0	12	0	186	3	5	194	423
07:30 AM	4	0	12	0	16	13	185	2	0	200	17	0	3	0	20	0	150	6	2	158	394
07:45 AM	5	1	16	0	22	12	197	1	0	210	14	1	1	0	16	0	179	3	3	185	433
Total	26	1	42	3	72	48	701	4	0	753	54	3	4	3	64	0	618	20	13	651	1540
08:00 AM	5	0	11	1	17	10	182	4	0	196	15	2	3	0	20	0	182	4	1	187	420
08:15 AM	5	0	5	3	13	9	212	2	0	223	21	1	2	0	24	0	146	3	2	151	411
08:30 AM	2	0	5	0	7	7	151	2	0	160	8	0	1	0	9	2	152	2	1	157	333
08:45 AM	3	0	5	0	8	2	180	2	0	184	9	0	0	0	9	1	130	6	0	137	338
Total	15	0	26	4	45	28	725	10	0	763	53	3	6	0	62	3	610	15	4	632	1502
Grand Total	41	1	68	7	117	76	1426	14	0	1516	107	6	10	3	126	3	1228	35	17	1283	3042
Apprch %	35	0.9	58.1	6		5	94.1	0.9	0		84.9	4.8	7.9	2.4		0.2	95.7	2.7	1.3		
Total %	1.3	0	2.2	0.2	3.8	2.5	46.9	0.5	0	49.8	3.5	0.2	0.3	0.1	4.1	0.1	40.4	1.2	0.6	42.2	
Lights	41	1	68	7	117	76	1397										1177				
% Lights	100	100	100	100	100	100	98	85.7	0	98	100	100	90	100	99.2	100	95.8	100	100	96	97.3
Trucks	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	8	0	0	8	23
% Trucks	0	0	0	0	0	0	1	0	0	0.9	0	0	10	0	0.8	0	0.7	0	0	0.6	0.8
Buses	0	0	0	0	0	0	15	2	0	17	0	0	0	0	0	0	43	0	0	43	60
% Buses	0	0	0	0	0	0	1.1	14.3	0	1.1	0	0	0	0	0	0	3.5	0	0	3.4	2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22489
Site Code : 22489
Start Date : 12/15/2021
Page No : 2

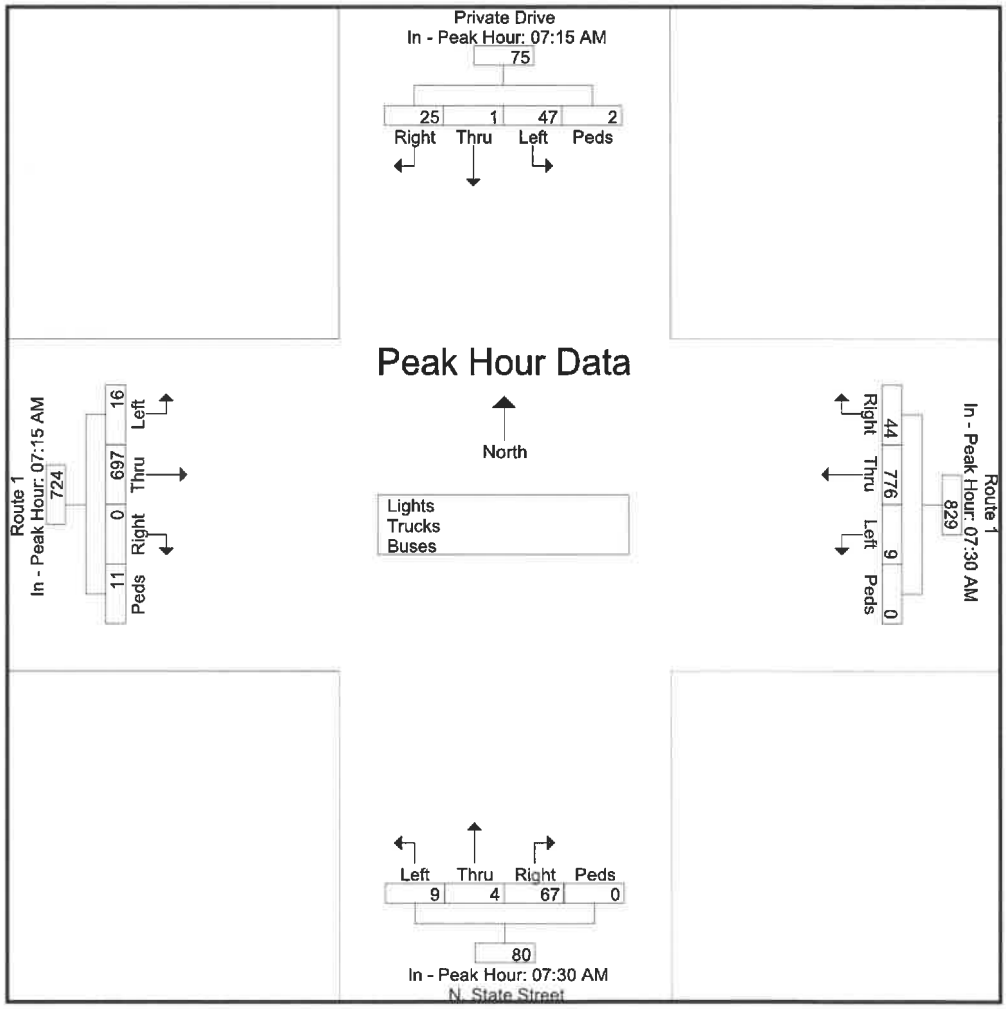
	Private Drive From North					Route 1 From East					N. State Street From South					Route 1 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	11	0	8	1	20	11	185	1	0	197	11	1	0	0	12	0	186	3	5	194	423
07:30 AM	4	0	12	0	16	13	185	2	0	200	17	0	3	0	20	0	150	6	2	158	394
07:45 AM	5	1	16	0	22	12	197	1	0	210	14	1	1	0	16	0	179	3	3	185	433
08:00 AM	5	0	11	1	17	10	182	4	0	196	15	2	3	0	20	0	182	4	1	187	420
Total Volume	25	1	47	2	75	46	749	8	0	803	57	4	7	0	68	0	697	16	11	724	1670
% App. Total	33.3	1.3	62.7	2.7		5.7	93.3	1	0		83.8	5.9	10.3	0		0	96.3	2.2	1.5		
PHF	.568	.250	.734	.500	.852	.885	.951	.500	.000	.956	.838	.500	.583	.000	.850	.000	.937	.667	.550	.933	.964



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22489
Site Code : 22489
Start Date : 12/15/2021
Page No : 3

Start Time	Private Drive From North					Route 1 From East					N. State Street From South					Route 1 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:30 AM					07:30 AM					07:15 AM					
+0 mins.	11	0	8	1	20	13	185	2	0	200	17	0	3	0	20	0	186	3	5	194	
+15 mins.	4	0	12	0	16	12	197	1	0	210	14	1	1	0	16	0	150	6	2	158	
+30 mins.	5	1	16	0	22	10	182	4	0	196	15	2	3	0	20	0	179	3	3	185	
+45 mins.	5	0	11	1	17	9	212	2	0	223	21	1	2	0	24	0	182	4	1	187	
Total Volume	25	1	47	2	75	44	776	9	0	829	67	4	9	0	80	0	697	16	11	724	
% App. Total	33.3	1.3	62.7	2.7		5.3	93.6	1.1	0		83.8	5	11.2	0		0	96.3	2.2	1.5		
PHF	.568	.250	.734	.500	.852	.846	.915	.563	.000	.929	.798	.500	.750	.000	.833	.000	.937	.667	.550	.933	



Connecticut Counts LLC
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Route 1 at N. State St/Private Dr
Stamford, Connecticut

File Name : 22490
Site Code : 22490
Start Date : 12/14/2021
Page No : 1

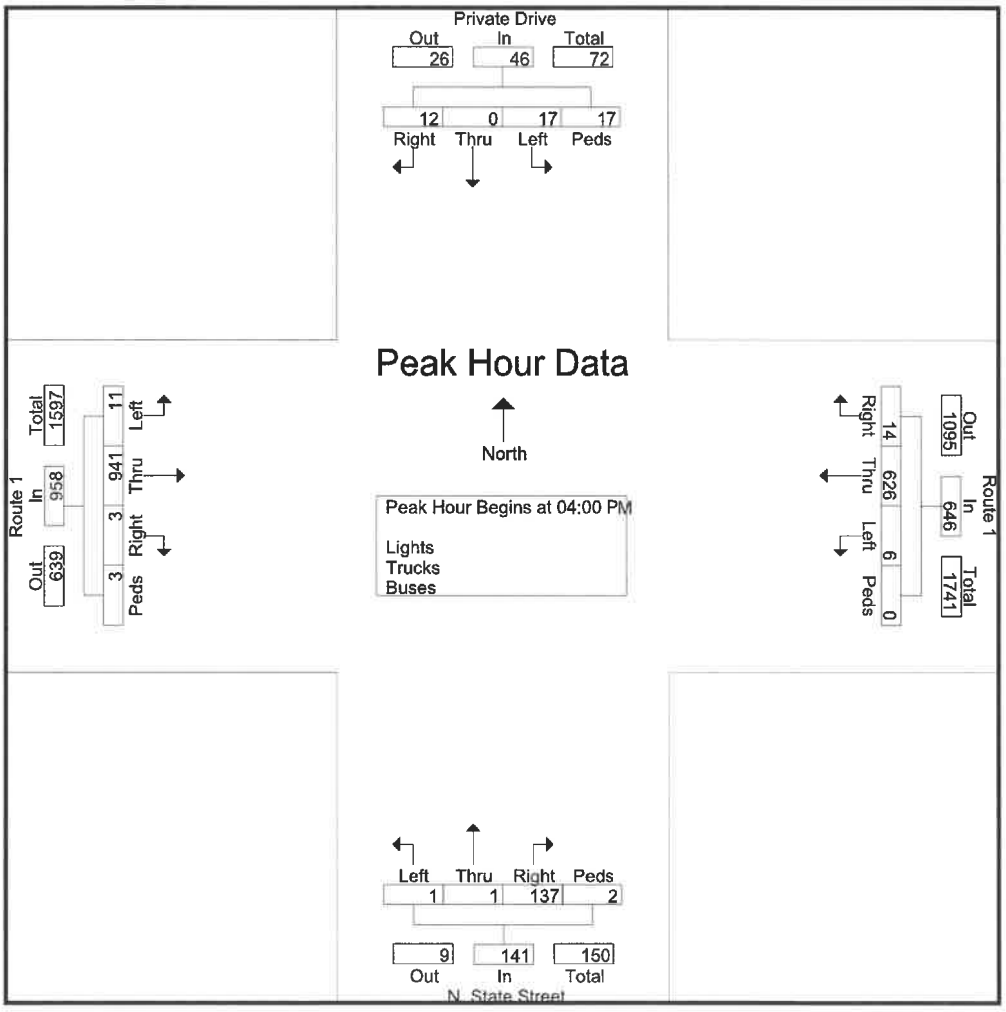
Groups Printed- Lights - Trucks - Buses

	Private Drive From North					Route 1 From East					N. State Street From South					Route 1 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	0	3	4	12	8	149	3	0	160	38	0	0	0	38	1	224	3	1	229	439
04:15 PM	2	0	4	8	14	1	147	1	0	149	31	0	0	0	31	2	199	2	0	203	397
04:30 PM	3	0	3	2	8	2	157	1	0	160	32	0	0	0	32	0	233	5	0	238	438
04:45 PM	2	0	7	3	12	3	173	1	0	177	36	1	1	2	40	0	285	1	2	288	517
Total	12	0	17	17	46	14	626	6	0	646	137	1	1	2	141	3	941	11	3	958	1791
05:00 PM	2	0	1	1	4	3	146	1	0	150	16	2	4	0	22	0	137	3	0	140	316
05:15 PM	6	0	5	1	12	8	162	0	0	170	28	0	3	0	31	1	215	5	1	222	435
05:30 PM	9	0	7	3	19	6	158	1	0	165	52	2	1	0	55	2	252	1	2	257	496
05:45 PM	4	0	2	2	8	4	154	0	0	158	29	1	0	0	30	2	167	3	2	174	370
Total	21	0	15	7	43	21	620	2	0	643	125	5	8	0	138	5	771	12	5	793	1617
Grand Total	33	0	32	24	89	35	1246	8	0	1289	262	6	9	2	279	8	1712	23	8	1751	3408
Apprch %	37.1	0	36	27		2.7	96.7	0.6	0		93.9	2.2	3.2	0.7		0.5	97.8	1.3	0.5		
Total %	1	0	0.9	0.7	2.6	1	36.6	0.2	0	37.8	7.7	0.2	0.3	0.1	8.2	0.2	50.2	0.7	0.2	51.4	
Lights	33	0	32	24	89	35	1229										1692				
% Lights	100	0	100	100	100	100	98.6	100	0	98.7	100	100	100	100	100	100	98.8	100	100	98.9	98.9
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
% Trucks	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.1
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	16	0	0	16	32
% Buses	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	0	0	0	0.9	0	0	0.9	0.9

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22490
Site Code : 22490
Start Date : 12/14/2021
Page No : 2

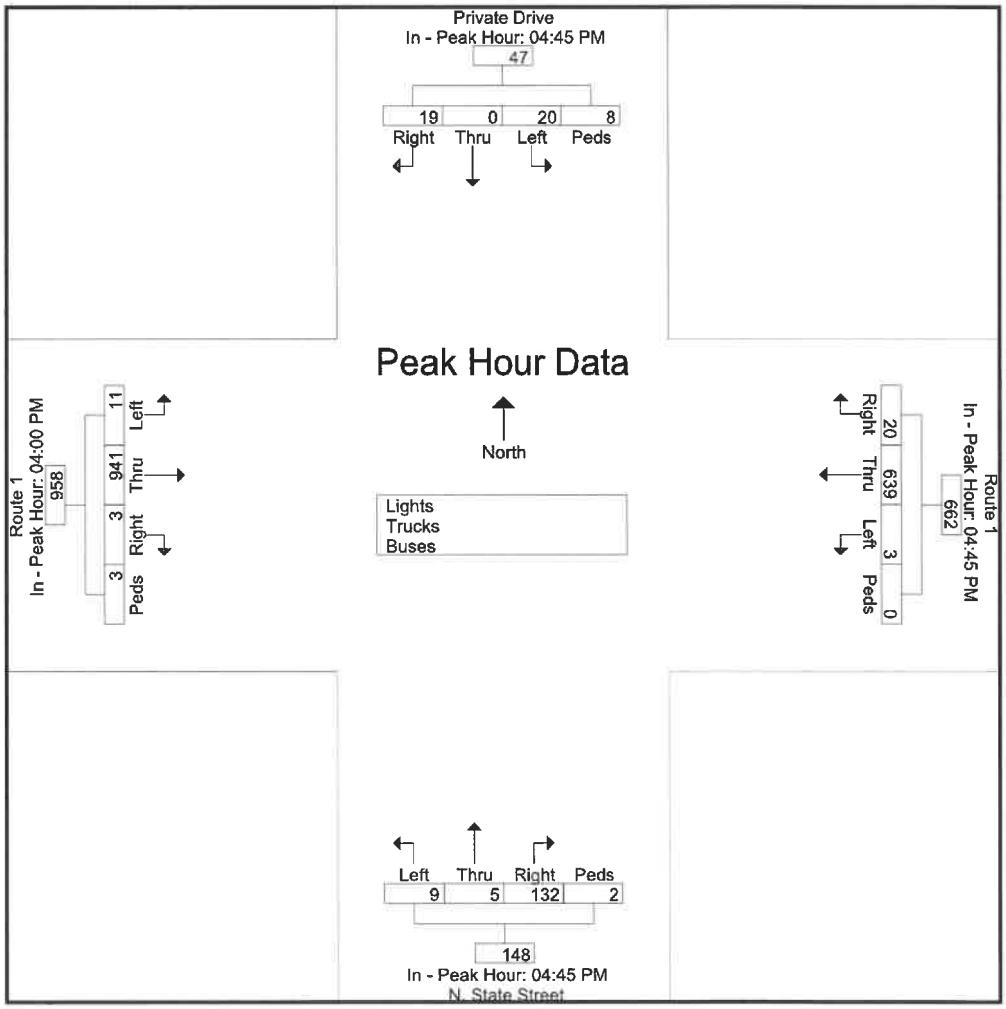
Start Time	Private Drive From North					Route 1 From East					N. State Street From South					Route 1 From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	5	0	3	4	12	8	149	3	0	160	38	0	0	0	38	1	224	3	1	229	439
04:15 PM	2	0	4	8	14	1	147	1	0	149	31	0	0	0	31	2	199	2	0	203	397
04:30 PM	3	0	3	2	8	2	157	1	0	160	32	0	0	0	32	0	233	5	0	238	438
04:45 PM	2	0	7	3	12	3	173	1	0	177	36	1	1	2	40	0	285	1	2	288	517
Total Volume	12	0	17	17	46	14	626	6	0	646	137	1	1	2	141	3	941	11	3	958	1791
% App. Total	26.1	0	37	37		2.2	96.9	0.9	0		97.2	0.7	0.7	1.4		0.3	98.2	1.1	0.3		
PHF	.600	.000	.607	.531	.821	.438	.905	.500	.000	.912	.901	.250	.250	.250	.881	.375	.825	.550	.375	.832	.866



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22490
Site Code : 22490
Start Date : 12/14/2021
Page No : 3

Start Time	Private Drive From North					Route 1 From East					N. State Street From South					Route 1 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:45 PM					04:00 PM					
+0 mins.	2	0	7	3	12	3	173	1	0	177	36	1	1	2	40	1	224	3	1	229	
+15 mins.	2	0	1	1	4	3	146	1	0	150	16	2	4	0	22	2	199	2	0	203	
+30 mins.	6	0	5	1	12	8	162	0	0	170	28	0	3	0	31	0	233	5	0	238	
+45 mins.	9	0	7	3	19	6	158	1	0	165	52	2	1	0	55	0	285	1	2	288	
Total Volume	19	0	20	8	47	20	639	3	0	662	132	5	9	2	148	3	941	11	3	958	
% App. Total	40.4	0	42.6	17		3	96.5	0.5	0		89.2	3.4	6.1	1.4		0.3	98.2	1.1	0.3		
PHF	.528	.000	.714	.667	.618	.625	.923	.750	.000	.935	.635	.625	.563	.250	.673	.375	.825	.550	.375	.832	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Lafayette St at N. State Street
Stamford, Connecticut

File Name : 22491
Site Code : 22491
Start Date : 12/15/2021
Page No : 1

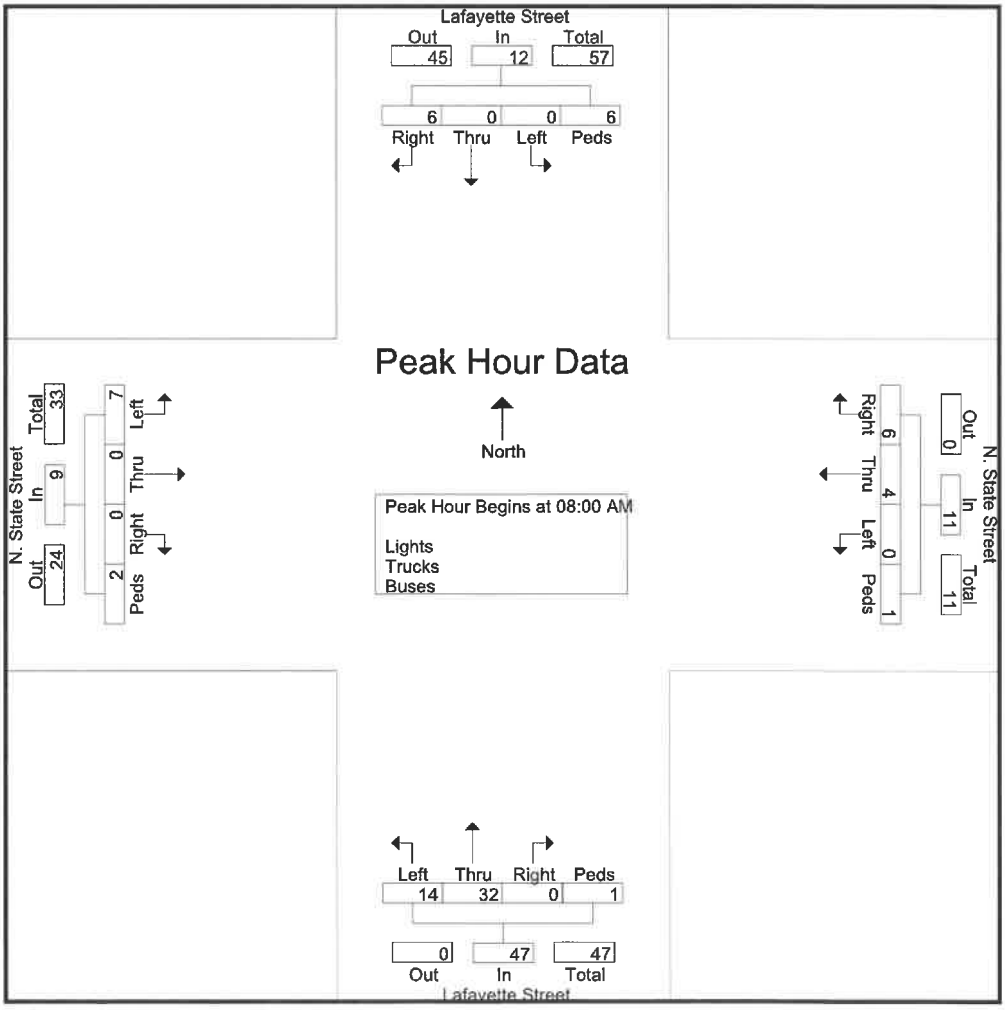
Groups Printed- Lights - Trucks - Buses

	Lafayette Street From North					N. State Street From East					Lafayette Street From South					N. State Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	0	2	4	3	0	0	0	3	0	1	3	0	4	0	0	2	0	2	13
07:15 AM	0	0	0	0	0	1	3	0	0	4	0	4	4	0	8	0	0	2	2	4	16
07:30 AM	0	0	0	1	1	2	2	0	0	4	0	3	7	0	10	0	2	0	1	3	18
07:45 AM	1	0	0	1	2	0	1	0	0	1	0	6	5	0	11	0	0	0	0	0	14
Total	3	0	0	4	7	6	6	0	0	12	0	14	19	0	33	0	2	4	3	9	61
08:00 AM	1	0	0	1	2	0	0	0	0	0	0	8	2	1	11	0	0	1	2	3	16
08:15 AM	1	0	0	4	5	2	2	0	0	4	0	11	2	0	13	0	0	2	0	2	24
08:30 AM	1	0	0	0	1	0	1	0	0	1	0	5	4	0	9	0	0	2	0	2	13
08:45 AM	3	0	0	1	4	4	1	0	1	6	0	8	6	0	14	0	0	2	0	2	26
Total	6	0	0	6	12	6	4	0	1	11	0	32	14	1	47	0	0	7	2	9	79
Grand Total	9	0	0	10	19	12	10	0	1	23	0	46	33	1	80	0	2	11	5	18	140
Apprch %	47.4	0	0	52.6		52.2	43.5	0	4.3		0	57.5	41.2	1.2		0	11.1	61.1	27.8		
Total %	6.4	0	0	7.1	13.6	8.6	7.1	0	0.7	16.4	0	32.9	23.6	0.7	57.1	0	1.4	7.9	3.6	12.9	
Lights	6	0	0	10	16	12	8	0	1	21	0	46	32	1	79	0	2	10	5	17	133
% Lights	66.7	0	0	100	84.2	100	80	0	100	91.3	0	100	97	100	98.8	0	100	90.9	100	94.4	95
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	3	0	0	0	3	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	7
% Buses	33.3	0	0	0	15.8	0	20	0	0	8.7	0	0	3	0	1.2	0	0	9.1	0	5.6	5

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22491
Site Code : 22491
Start Date : 12/15/2021
Page No : 2

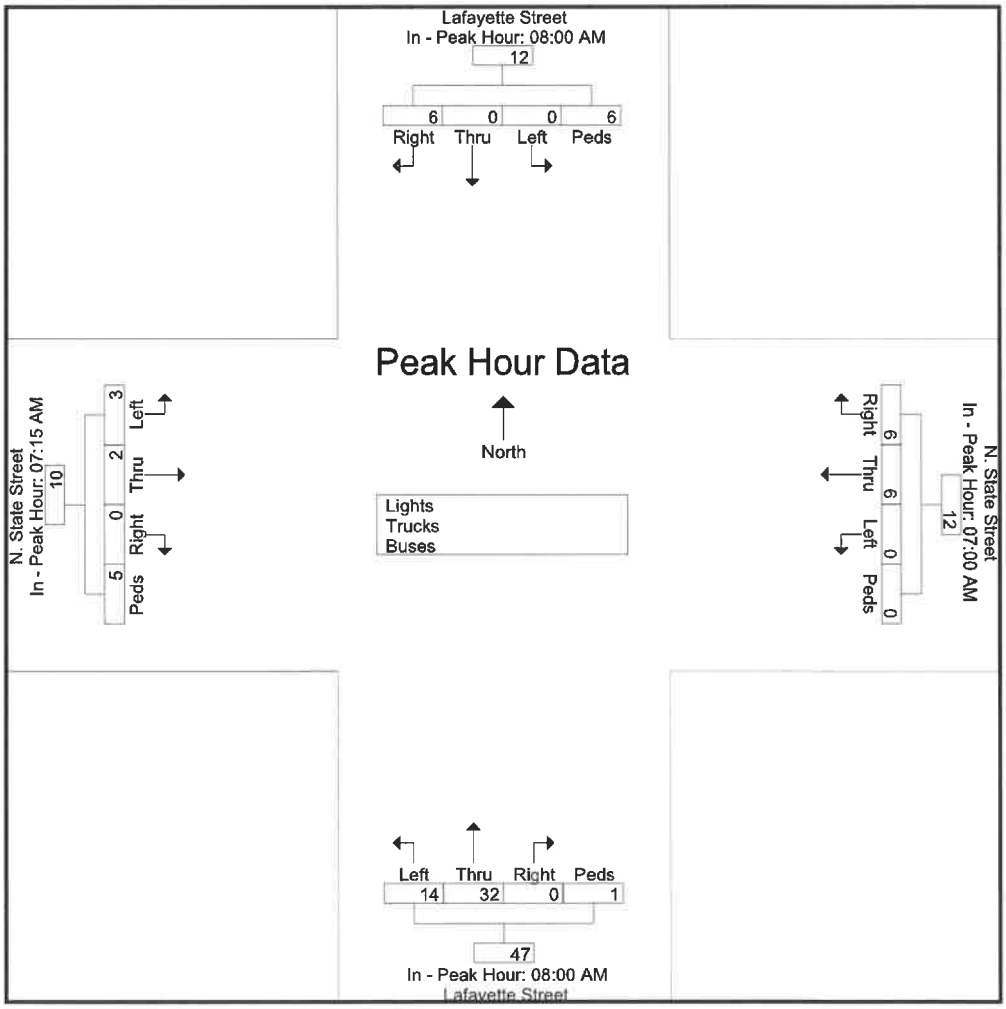
	Lafayette Street From North					N. State Street From East					Lafayette Street From South					N. State Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	0	1	2	0	0	0	0	0	0	8	2	1	11	0	0	1	2	3	16
08:15 AM	1	0	0	4	5	2	2	0	0	4	0	11	2	0	13	0	0	2	0	2	24
08:30 AM	1	0	0	0	1	0	1	0	0	1	0	5	4	0	9	0	0	2	0	2	13
08:45 AM	3	0	0	1	4	4	1	0	1	6	0	8	6	0	14	0	0	2	0	2	26
Total Volume	6	0	0	6	12	6	4	0	1	11	0	32	14	1	47	0	0	7	2	9	79
% App. Total	50	0	0	50		54.5	36.4	0	9.1		0	68.1	29.8	2.1		0	0	77.8	22.2		
PHF	.500	.000	.000	.375	.600	.375	.500	.000	.250	.458	.000	.727	.583	.250	.839	.000	.000	.875	.250	.750	.760



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22491
Site Code : 22491
Start Date : 12/15/2021
Page No : 3

Start Time	Lafayette Street From North					N. State Street From East					Lafayette Street From South					N. State Street From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:00 AM					08:00 AM					07:15 AM					
+0 mins.	1	0	0	1	2	3	0	0	0	3	0	8	2	1	11	0	0	2	2	4	
+15 mins.	1	0	0	4	5	1	3	0	0	4	0	11	2	0	13	0	2	0	1	3	
+30 mins.	1	0	0	0	1	2	2	0	0	4	0	5	4	0	9	0	0	0	0	0	
+45 mins.	3	0	0	1	4	0	1	0	0	1	0	8	6	0	14	0	0	1	2	3	
Total Volume	6	0	0	6	12	6	6	0	0	12	0	32	14	1	47	0	2	3	5	10	
% App. Total	50	0	0	50		50	50	0	0		0	68.1	29.8	2.1		0	20	30	50		
PHF	.500	.000	.000	.375	.600	.500	.500	.000	.000	.750	.000	.727	.583	.250	.839	.000	.250	.375	.625	.625	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Lafayette St at N. State Street
Stamford, Connecticut

File Name : 22492
Site Code : 22492
Start Date : 12/14/2021
Page No : 1

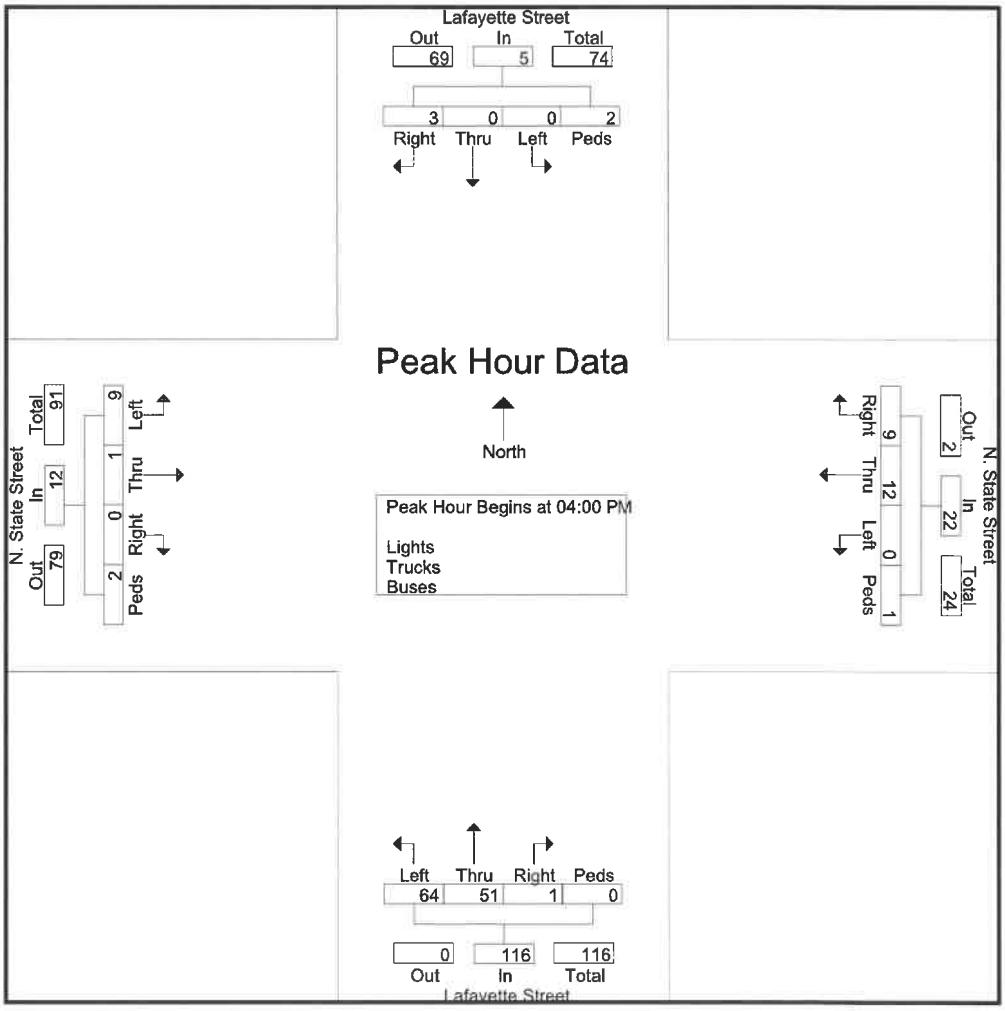
Groups Printed- Lights - Trucks - Buses

	Lafayette Street From North					N. State Street From East					Lafayette Street From South					N. State Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	2	2	1	3	0	1	5	0	10	19	0	29	0	0	1	1	2	38
04:15 PM	2	0	0	0	2	6	4	0	0	10	0	13	13	0	26	0	0	3	0	3	41
04:30 PM	1	0	0	0	1	1	2	0	0	3	0	10	11	0	21	0	1	2	1	4	29
04:45 PM	0	0	0	0	0	1	3	0	0	4	1	18	21	0	40	0	0	3	0	3	47
Total	3	0	0	2	5	9	12	0	1	22	1	51	64	0	116	0	1	9	2	12	155
05:00 PM	0	0	0	0	0	3	3	0	0	6	0	12	9	0	21	0	0	2	0	2	29
05:15 PM	0	0	0	0	0	2	2	0	0	4	0	8	7	1	16	0	0	0	1	1	21
05:30 PM	2	0	0	0	2	3	7	0	0	10	0	23	19	0	42	0	0	1	3	4	58
05:45 PM	2	0	0	1	3	4	0	0	0	4	0	10	5	0	15	0	0	3	1	4	26
Total	4	0	0	1	5	12	12	0	0	24	0	53	40	1	94	0	0	6	5	11	134
Grand Total	7	0	0	3	10	21	24	0	1	46	1	104	104	1	210	0	1	15	7	23	289
Apprch %	70	0	0	30		45.7	52.2	0	2.2		0.5	49.5	49.5	0.5		0	4.3	65.2	30.4		
Total %	2.4	0	0	1	3.5	7.3	8.3	0	0.3	15.9	0.3	36	36	0.3	72.7	0	0.3	5.2	2.4	8	
Lights	7	0	0	3	10	21	24	0	1	46	1	104	103	1	209	0	1	15	7	23	288
% Lights	100	0	0	100	100	100	100	0	100	100	100	100	99	100	99.5	0	100	100	100	100	99.7
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	0	0	0	0	0	0.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22492
Site Code : 22492
Start Date : 12/14/2021
Page No : 2

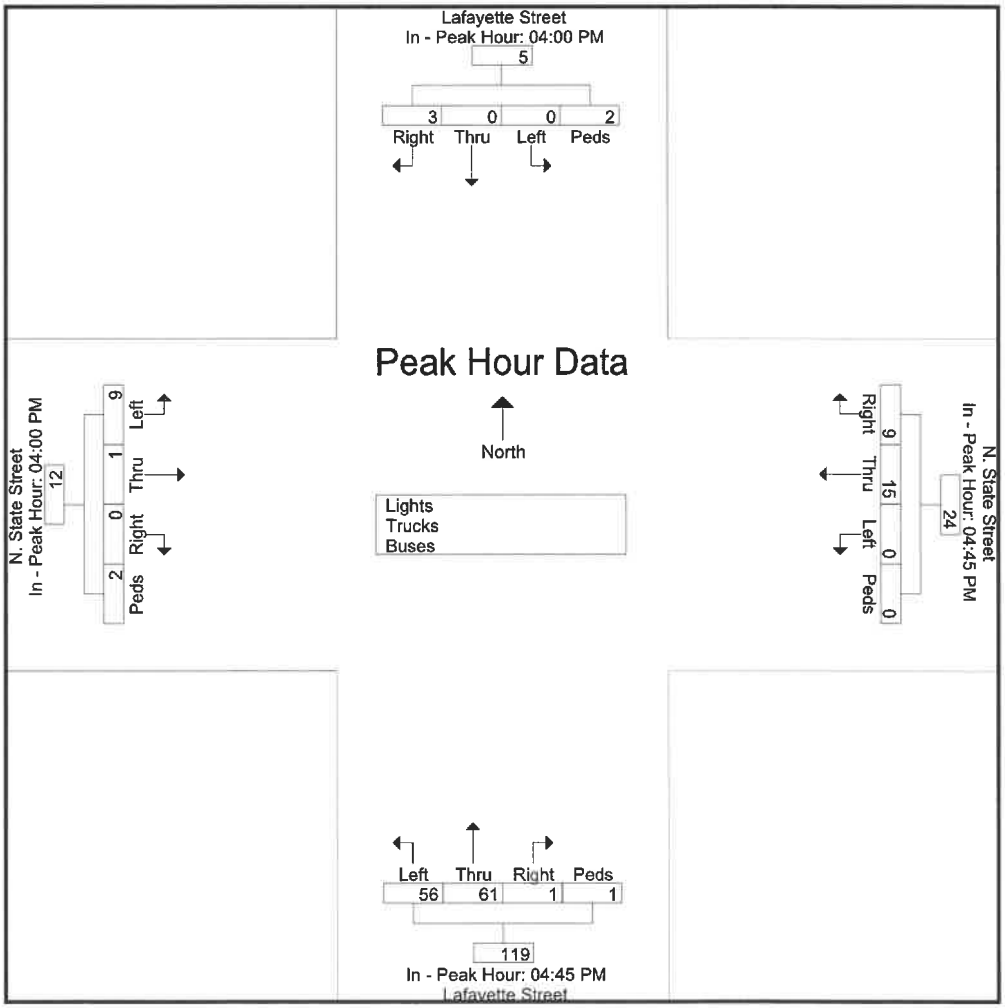
	Lafayette Street From North					N. State Street From East					Lafayette Street From South					N. State Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	2	2	1	3	0	1	5	0	10	19	0	29	0	0	1	1	2	38
04:15 PM	2	0	0	0	2	6	4	0	0	10	0	13	13	0	26	0	0	3	0	3	41
04:30 PM	1	0	0	0	1	1	2	0	0	3	0	10	11	0	21	0	1	2	1	4	29
04:45 PM	0	0	0	0	0	1	3	0	0	4	1	18	21	0	40	0	0	3	0	3	47
Total Volume	3	0	0	2	5	9	12	0	1	22	1	51	64	0	116	0	1	9	2	12	155
% App. Total	60	0	0	40		40.9	54.5	0	4.5		0.9	44	55.2	0		0	8.3	75	16.7		
PHF	.375	.000	.000	.250	.625	.375	.750	.000	.250	.550	.250	.708	.762	.000	.725	.000	.250	.750	.500	.750	.824



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22492
Site Code : 22492
Start Date : 12/14/2021
Page No : 3

Start Time	Lafayette Street From North					N. State Street From East					Lafayette Street From South					N. State Street From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:45 PM					04:45 PM					04:00 PM					
+0 mins.	0	0	0	2	2	1	3	0	0	4	1	18	21	0	40	0	0	1	1	2	
+15 mins.	2	0	0	0	2	3	3	0	0	6	0	12	9	0	21	0	0	3	0	3	
+30 mins.	1	0	0	0	1	2	2	0	0	4	0	8	7	1	16	0	1	2	1	4	
+45 mins.	0	0	0	0	0	3	7	0	0	10	0	23	19	0	42	0	0	3	0	3	
Total Volume	3	0	0	2	5	9	15	0	0	24	1	61	56	1	119	0	1	9	2	12	
% App. Total	60	0	0	40		37.5	62.5	0	0		0.8	51.3	47.1	0.8		0	8.3	75	16.7		
PHF	.375	.000	.000	.250	.625	.750	.536	.000	.000	.600	.250	.663	.667	.250	.708	.000	.250	.750	.500	.750	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Lafayette Street at S. State Street
Stamford, Connecticut

File Name : 22493
Site Code : 22493
Start Date : 12/15/2021
Page No : 1

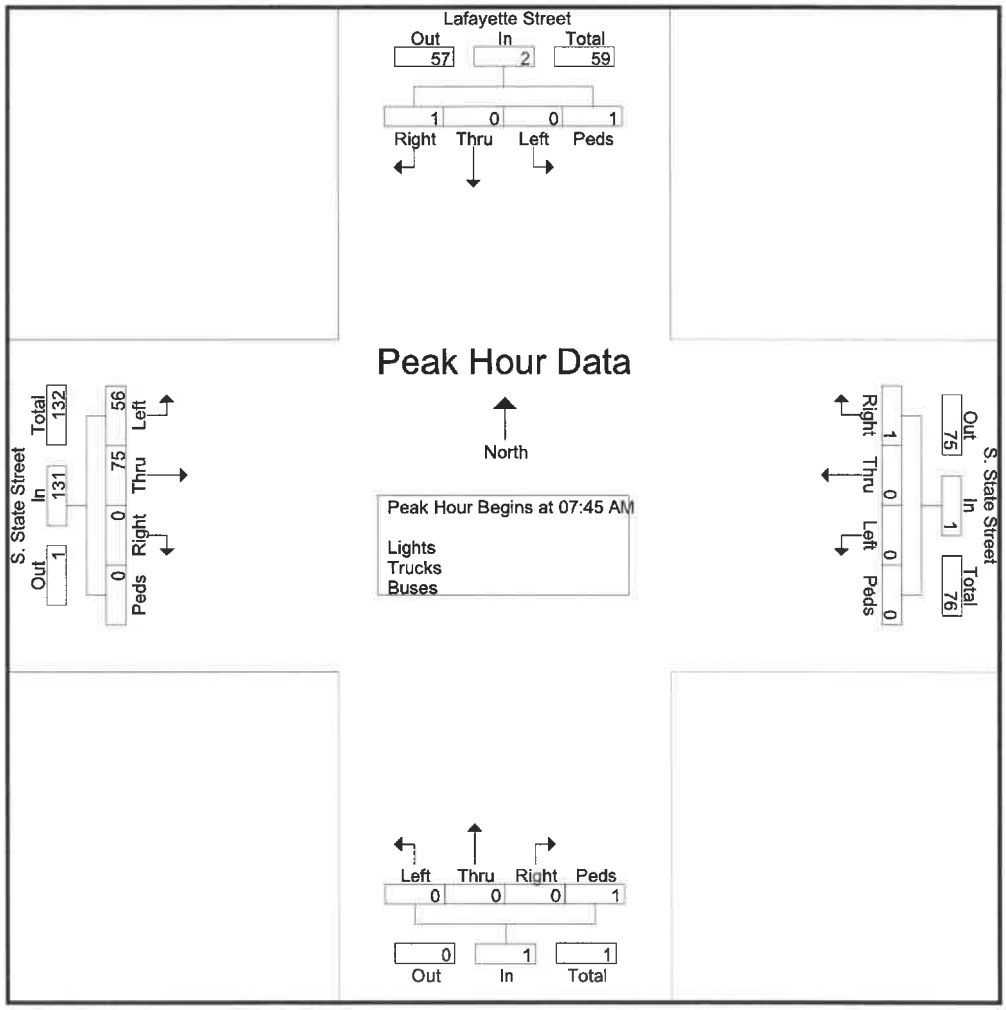
Groups Printed- Lights - Trucks - Buses

	Lafayette Street From North					S. State Street From East					From South					S. State Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7	7
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6	0	12	13
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	9	9	0	18	19
07:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	17	11	0	28	30
Total	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0	34	31	0	65	69
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	20	21	0	41	42
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	18	9	0	27	28
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	15	0	35	35
Grand Total	1	0	0	1	2	2	1	0	0	3	0	0	0	1	1	0	92	76	0	168	174
Apprch %	50	0	0	50		66.7	33.3	0	0		0	0	0	100		0	54.8	45.2	0		
Total %	0.6	0	0	0.6	1.1	1.1	0.6	0	0	1.7	0	0	0	0.6	0.6	0	52.9	43.7	0	96.6	
Lights	1	0	0	1	2	2	1	0	0	3	0	0	0	1	1	0	92	75	0	167	173
% Lights	100	0	0	100	100	100	100	0	0	100	0	0	0	100	100	0	100	98.7	0	99.4	99.4
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	0	0.6	0.6

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22493
Site Code : 22493
Start Date : 12/15/2021
Page No : 2

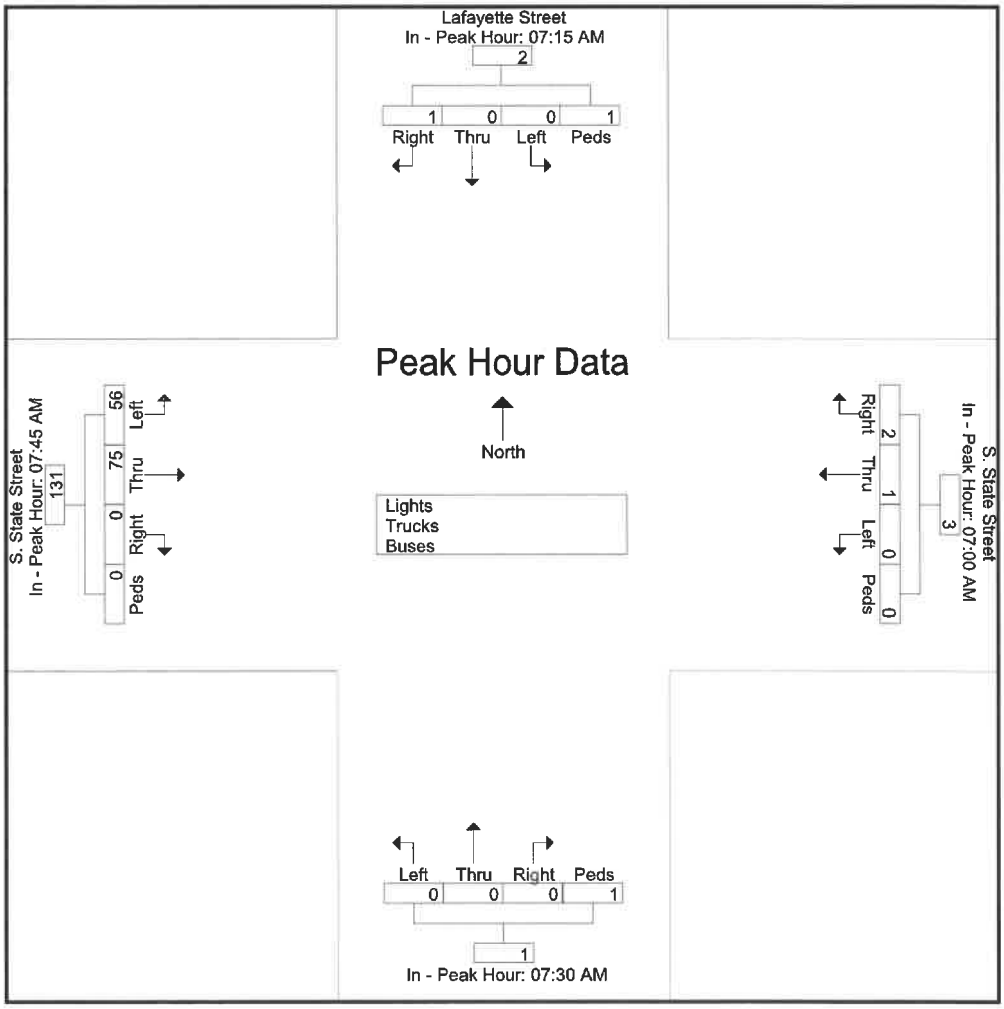
Start Time	Lafayette Street From North					S. State Street From East					From South					S. State Street From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	17	11	0	28	30
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	20	21	0	41	42
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	18	9	0	27	28
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	15	0	35	35
Total Volume	1	0	0	1	2	1	0	0	0	1	0	0	0	1	1	0	75	56	0	131	135
% App. Total	50	0	0	50		100	0	0	0		0	0	0	100		0	57.3	42.7	0		
PHF	.250	.000	.000	.250	.500	.250	.000	.000	.000	.250	.000	.000	.000	.250	.250	.000	.938	.667	.000	.799	.804



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22493
Site Code : 22493
Start Date : 12/15/2021
Page No : 3

Start Time	Lafayette Street From North					S. State Street From East					From South					S. State Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:30 AM					07:45 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	11	0	28	
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	20	21	0	41	
+30 mins.	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	18	9	0	27	
+45 mins.	0	0	0	1	1	1	0	0	0	1	0	0	0	1	1	0	20	15	0	35	
Total Volume	1	0	0	1	2	2	1	0	0	3	0	0	0	1	1	0	75	56	0	131	
% App. Total	50	0	0	50		66.7	33.3	0	0		0	0	0	100		0	57.3	42.7	0		
PHF	.250	.000	.000	.250	.500	.500	.250	.000	.000	.750	.000	.000	.000	.250	.250	.000	.938	.667	.000	.799	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Lafayette Street at S. State Street
Stamford, Connecticut

File Name : 22494
Site Code : 22494
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Lafayette Street From North					S. State Street From East					From South					S. State Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	32	0	59	59
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	21	0	50	50
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	22	0	52	52
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	32	0	79	79
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	107	0	240	240
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	24	0	52	52
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	20	0	63	63
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	42	0	90	90
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	14	0	49	49
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	100	0	254	254
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287	207	0	494	494
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	58.1	41.9	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.1	41.9	0	100	
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287	207	0	494	494
% Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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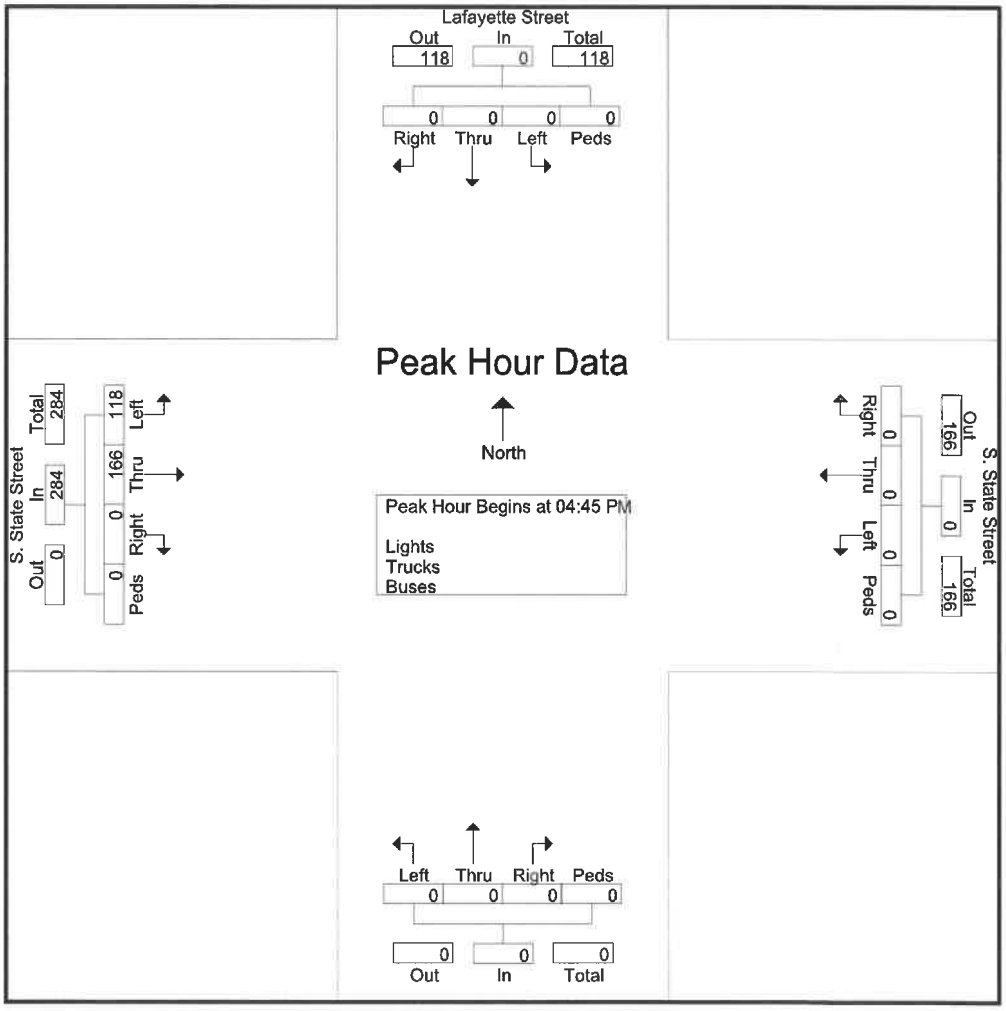
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22494
Site Code : 22494
Start Date : 12/14/2021
Page No : 2

	Lafayette Street From North					S. State Street From East					From South					S. State Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	32	0	79	79
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	24	0	52	52
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	20	0	63	63
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	42	0	90	90
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	118	0	284	284
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	58.5	41.5	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.865	.702	.000	.789	.789



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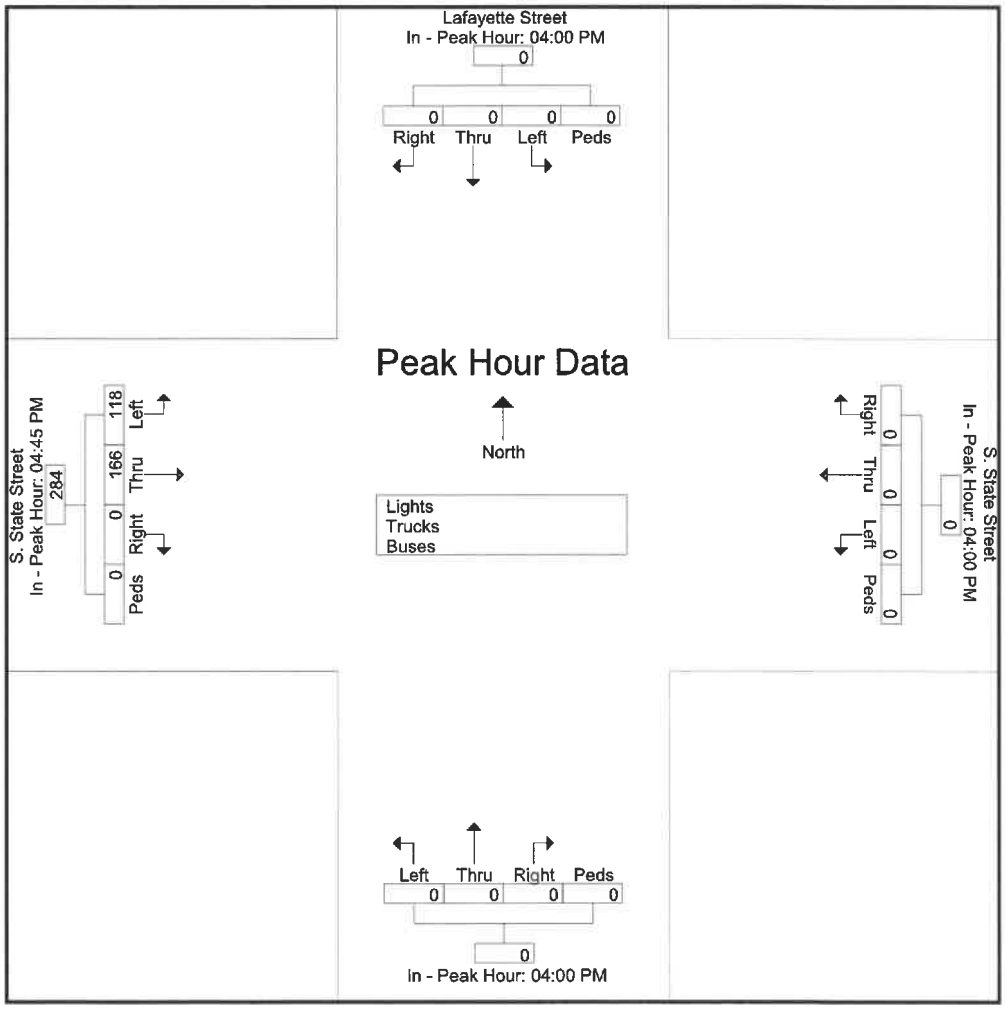
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22494
Site Code : 22494
Start Date : 12/14/2021
Page No : 3

	Lafayette Street From North					S. State Street From East					From South					S. State Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:00 PM					04:00 PM					04:45 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	32	0	79	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	24	0	52	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	20	0	63	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	42	0	90	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	118	0	284	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	58.5	41.5	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.865	.702	.000	.789	



ACCIDENT HISTORY

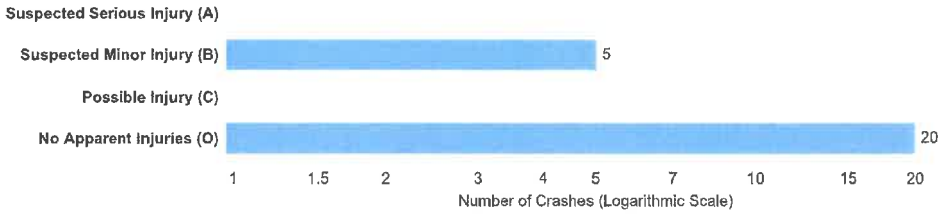
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Facto..

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.85* to *7.85*

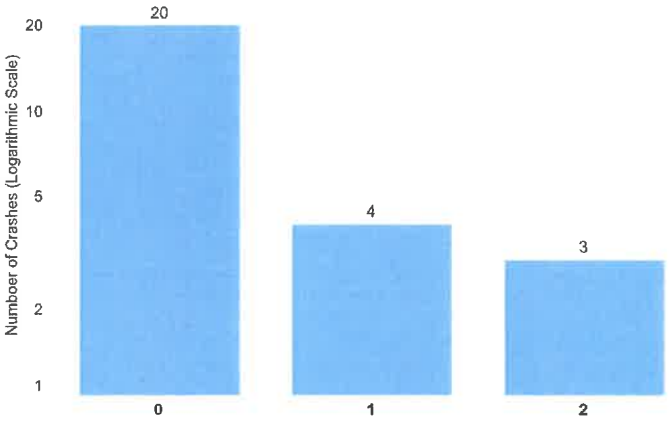
These figures display **crash-level data only** and provide the totals for crashes involving an injury of that type.

Injury Status of Crashes



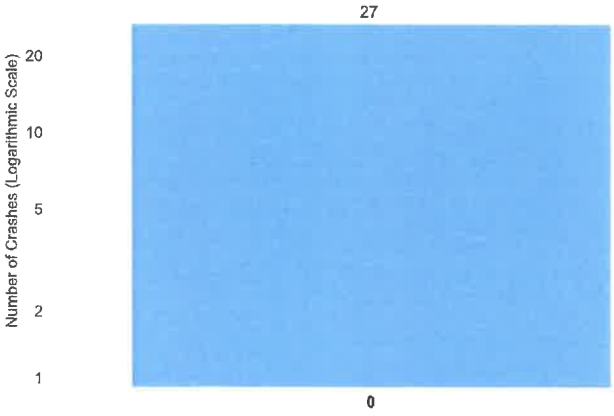
Crash Severity	Crashes	% of All Crashes
Suspected Serious Injury (A)	1.00	3.70%
Suspected Minor Injury (B)	5.00	18.52%
Possible Injury (C)	1.00	3.70%
No Apparent Injuries (O)	20.00	74.07%
Grand Total	27.00	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	20.00	74.07%
1	4.00	14.81%
2	3.00	11.11%
Grand Total	27.00	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	27.00	100.00%
Grand Total	27.00	100.00%

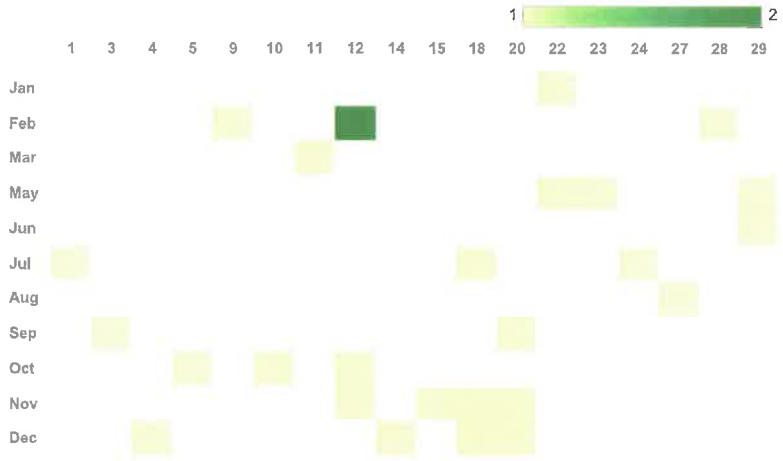
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | **Time and Date of Crashes** | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Facto..

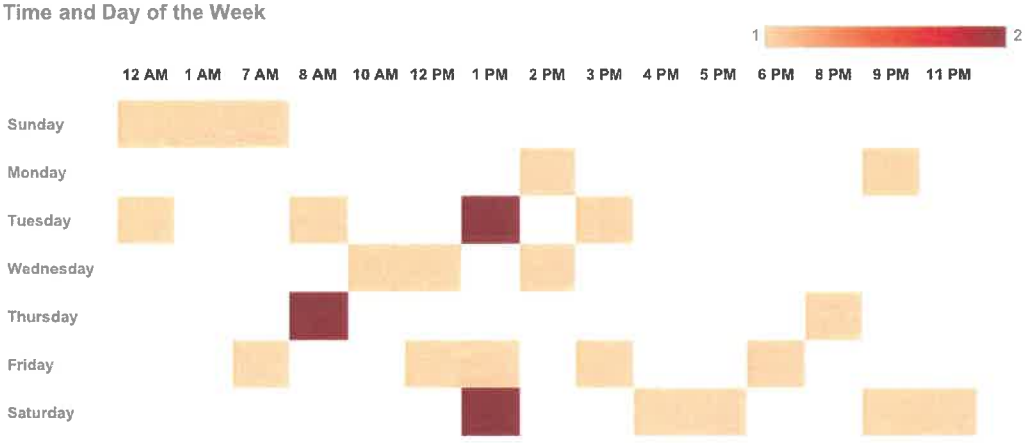
Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.85* to *7.85*

Month and Date of Crashes

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Jan			1.00	20.0%				
Feb			1.00	20.0%	2.00	18.2%	1.00	33.3%
Mar					1.00	9.1%		
May					2.00	18.2%	1.00	33.3%
Jun					1.00	9.1%		
Jul					2.00	18.2%	1.00	33.3%
Aug					1.00	9.1%		
Sep			1.00	20.0%	1.00	9.1%		
Oct	1.00	12.5%	1.00	20.0%	1.00	9.1%		
Nov	4.00	50.0%						
Dec	3.00	37.5%	1.00	20.0%				
Total	8.00	100.0%	5.00	100.0%	11.00	100.0%	3.00	100.0%



Time and Day of the Week



	Saturday	Friday	Thursday	Wednesday	Tuesday	Monday	Sunday	Grand Total
Crashes	6.00	5.00	3.00	3.00	5.00	2.00	3.00	27.00
% of Total Crashes	22.22%	18.52%	11.11%	11.11%	18.52%	7.41%	11.11%	100.00%

Hour of Crash Time	Crashes	% of All Crashes
12 AM	2.00	7.41%
1 AM	1.00	3.70%
7 AM	2.00	7.41%
8 AM	3.00	11.11%
10 AM	1.00	3.70%
12 PM	2.00	7.41%
1 PM	5.00	18.52%
2 PM	2.00	7.41%
3 PM	2.00	7.41%
4 PM	1.00	3.70%
5 PM	1.00	3.70%
6 PM	1.00	3.70%
8 PM	1.00	3.70%
9 PM	2.00	7.41%
11 PM	1.00	3.70%
Grand Total	27.00	100.00%

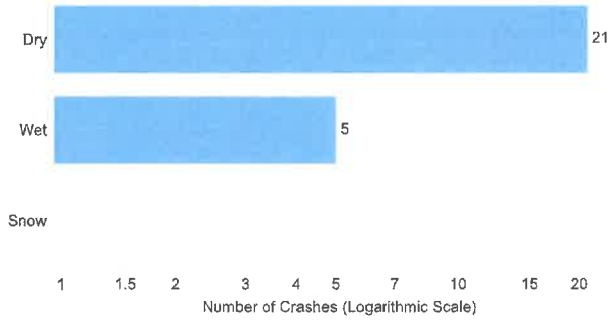
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 10/01/2021

Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | **Crash Conditions** | Roadway Features 1 | Roadway Features 2 | Contributing Factors

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.85* to *7.85*

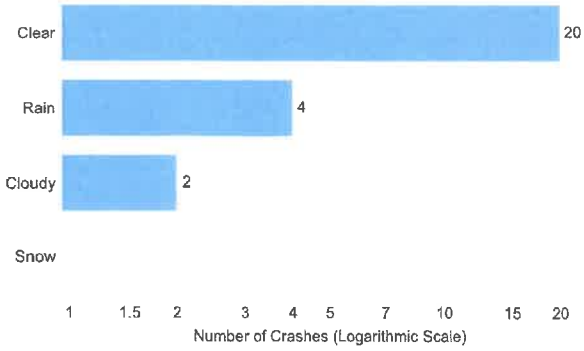
Traffic Surface Conditions



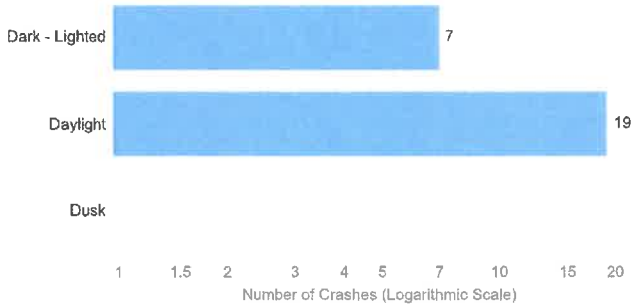
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dry	7.00	87.5%	4.00	80.0%	8.00	72.7%	2.00	66.7%
Wet	1.00	12.5%			3.00	27.3%	1.00	33.3%
Snow			1.00	20.0%				
Grand Total	8.00	100.0%	5.00	100.0%	11.00	100.0%	3.00	100.0%

Weather Conditions

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Clear	7.00	87.5%	4.00	80.0%	8.00	72.7%	1.00	33.3%
Rain	1.00	12.5%			2.00	18.2%	1.00	33.3%
Cloudy					1.00	9.1%	1.00	33.3%
Snow			1.00	20.0%				
Grand Total	8.00	100.0%	5.00	100.0%	11.00	100.0%	3.00	100.0%



Light Conditions



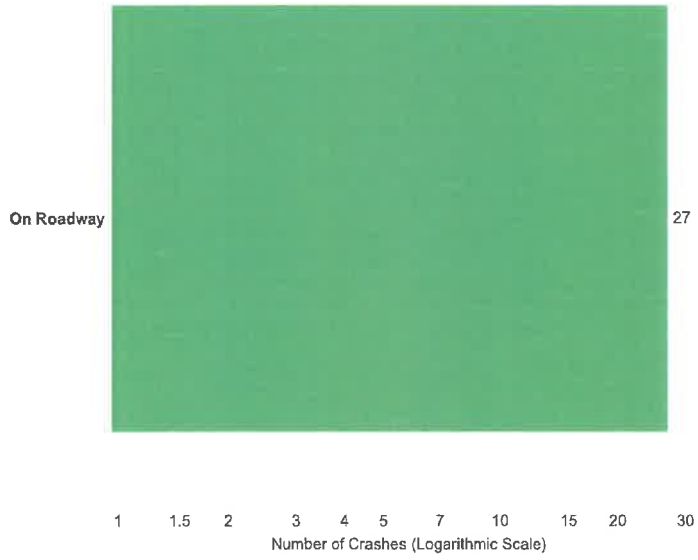
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dark - Lighted	1.00	12.5%	1.00	20.0%	4.00	36.4%	1.00	33.3%
Daylight	6.00	75.0%	4.00	80.0%	7.00	63.6%	2.00	66.7%
Dusk	1.00	12.5%						
Grand Total	8.00	100.0%	5.00	100.0%	11.00	100.0%	3.00	100.0%

Collision Analysis Safety Tables

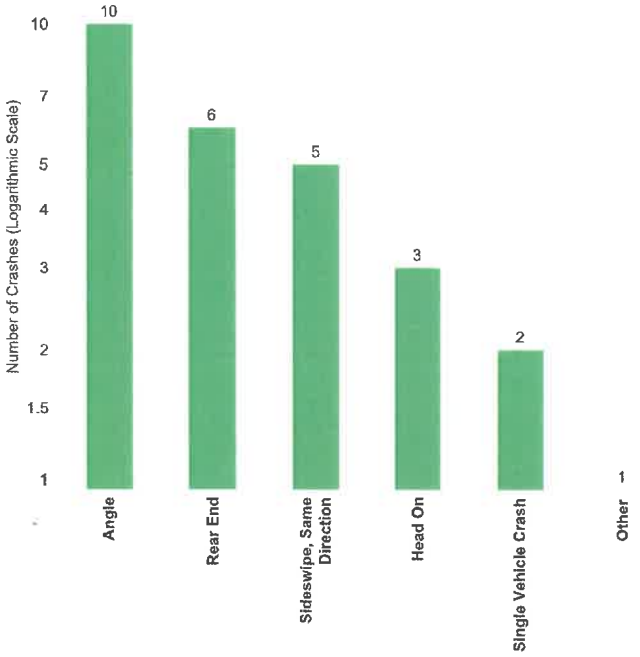
Roadway Features 2 | Contributing Factors | Contributing Factors-Vehicle | **Crash Manner and Location** | First Harmful Event 1 | First Harmful Event 2 | Vehicle Crash Events

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.85* to *7.85*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful..	Crashes	% of All Crashes
On Roadway	27.00	100.00%
Grand Total	27.00	100.00%

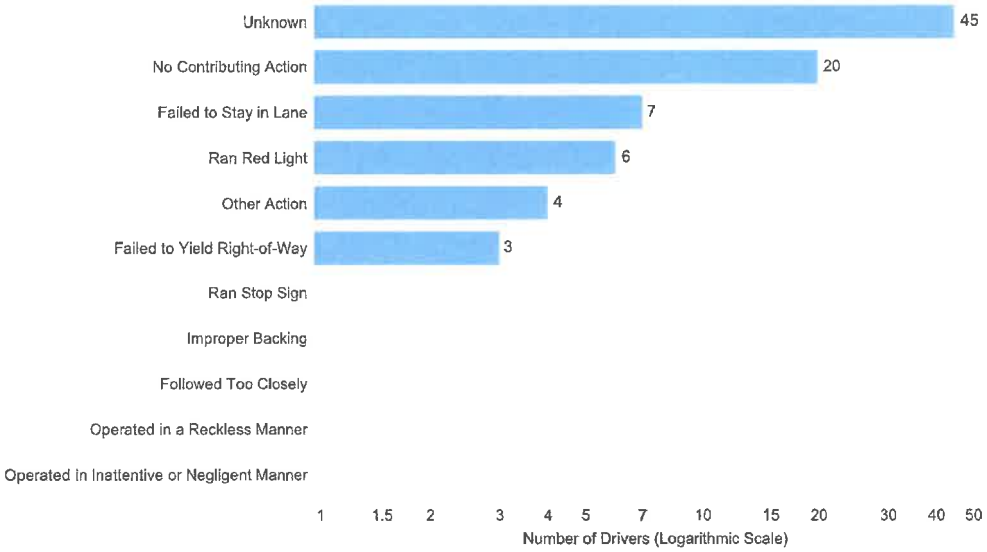
Manner Of Crash	Crashes	% of All Crashes
Angle	10.00	37.04%
Rear End	6.00	22.22%
Sideswipe, Same Direction	5.00	18.52%
Head On	3.00	11.11%
Single Vehicle Crash	2.00	7.41%
Other	1.00	3.70%
Grand Total	27.00	100.00%

Collision Analysis Safety Tables

Seatbelt Use | Airbag Deployment | Ejection Status and Injuries | **Driver Actions** | Driver Distraction | Pedestrians | Motorcycle Crashes

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.85* to *7.85*

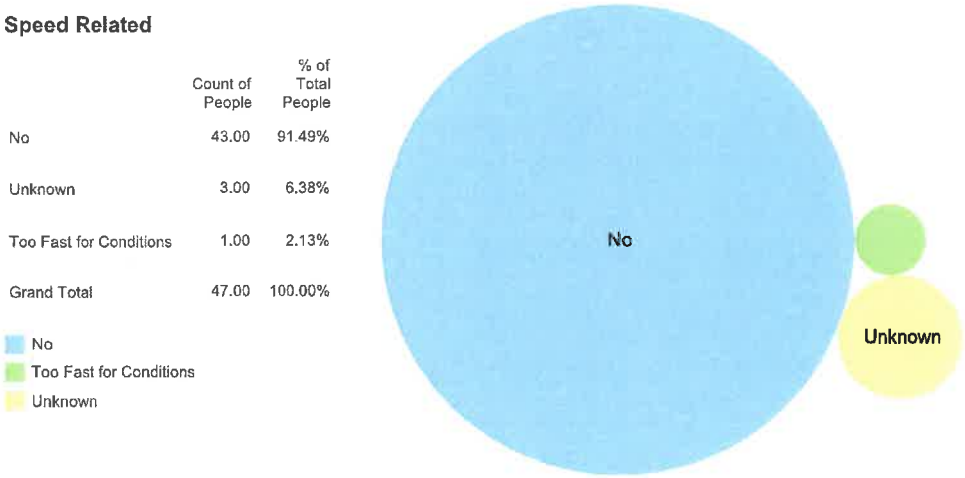
Drivers' First Actions



First Action - Driver	Count of People	% of Total People
No Contributing Action	20.00	42.55%
Failed to Stay in Lane	7.00	14.89%
Ran Red Light	6.00	12.77%
Other Action	4.00	8.51%
Failed to Yield Right-of-Way	3.00	6.38%
Unknown	2.00	4.26%
Ran Stop Sign	1.00	2.13%
Improper Backing	1.00	2.13%
Followed Too Closely	1.00	2.13%
Operated in a Reckless Manner	1.00	2.13%
Operated in Inattentive or Negligent Manner	1.00	2.13%
Grand Total	47.00	100.00%

Speed Related

	Count of People	% of Total People
No	43.00	91.49%
Unknown	3.00	6.38%
Too Fast for Conditions	1.00	2.13%
Grand Total	47.00	100.00%



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 10/01/2021

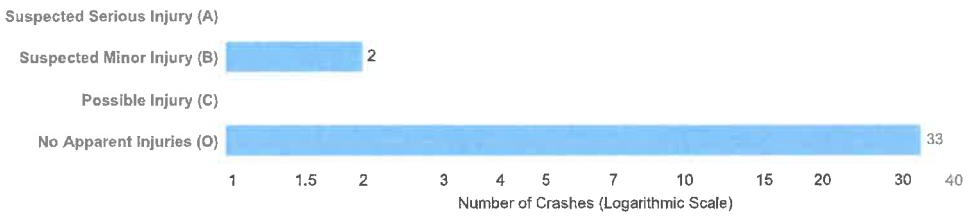
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Facto...

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.86* to *7.92*

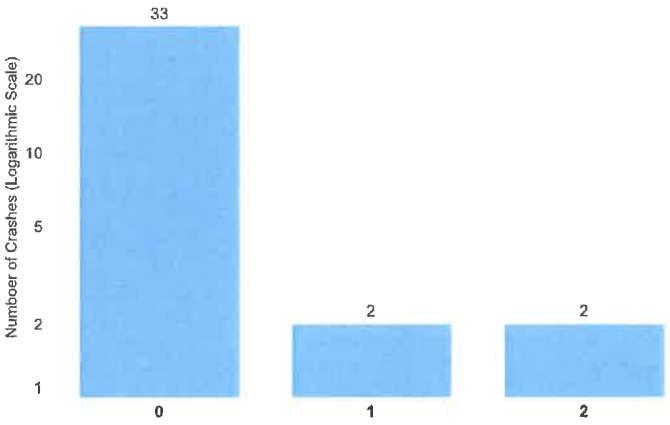
These figures display **crash-level data only** and provide the totals for crashes involving an injury of that type.

Injury Status of Crashes



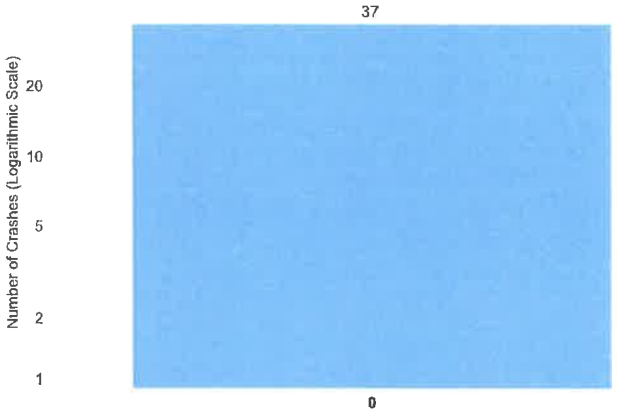
Crash Severity	Crashes	% of All Crashes
Suspected Serious Injury (A)	1.00	2.70%
Suspected Minor Injury (B)	2.00	5.41%
Possible Injury (C)	1.00	2.70%
No Apparent Injuries (O)	33.00	89.19%
Grand Total	37.00	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	33.00	89.19%
1	2.00	5.41%
2	2.00	5.41%
Grand Total	37.00	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	37.00	100.00%
Grand Total	37.00	100.00%

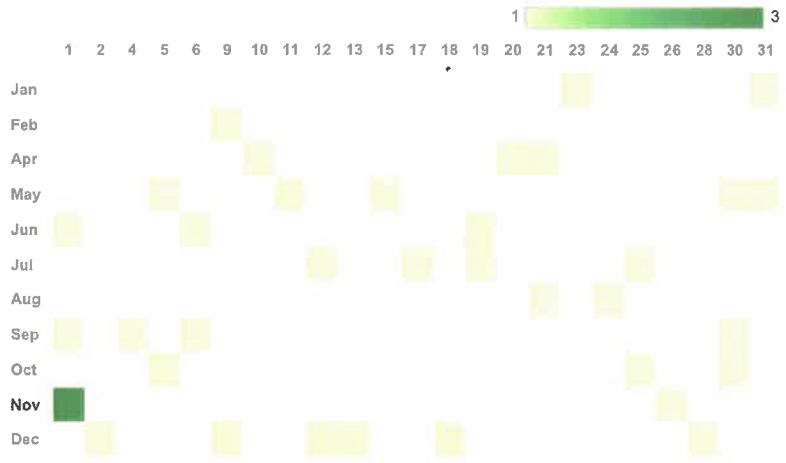
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | **Time and Date of Crashes** | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Factors

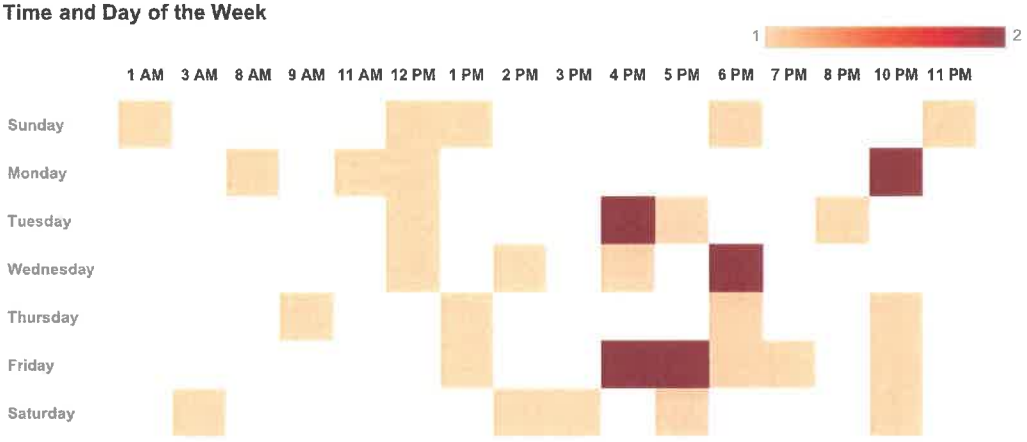
Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: **1**, Local Road Name: All, Mile Markers: *7.86* to *7.92*

Month and Date of Crashes

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Jan							2.00	25.0%
Feb							1.00	12.5%
Apr			1.00	7.7%			2.00	25.0%
May			1.00	7.7%	2.00	15.4%	2.00	25.0%
Jun			1.00	7.7%	2.00	15.4%		
Jul			3.00	23.1%			1.00	12.5%
Aug					2.00	15.4%		
Sep			2.00	15.4%	2.00	15.4%		
Oct	2.00	66.7%			1.00	7.7%		
Nov			1.00	7.7%	3.00	23.1%		
Dec	1.00	33.3%	4.00	30.8%	1.00	7.7%		
Total	3.00	100.0%	13.00	100.0%	13.00	100.0%	8.00	100.0%



Time and Day of the Week



	Saturday	Friday	Thursday	Wednesday	Tuesday	Monday	Sunday	Grand Total
Crashes	5.00	8.00	4.00	5.00	5.00	5.00	5.00	37.00
% of Total Crashes	13.51%	21.62%	10.81%	13.51%	13.51%	13.51%	13.51%	100.00%

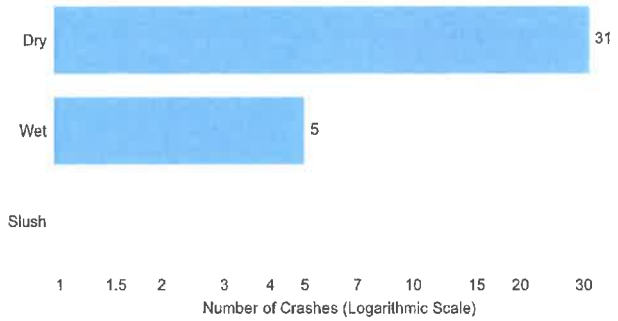
Hour of Crash Time	Crashes	% of All Crashes
1 AM	1.00	2.70%
3 AM	1.00	2.70%
8 AM	1.00	2.70%
9 AM	1.00	2.70%
11 AM	1.00	2.70%
12 PM	4.00	10.81%
1 PM	3.00	8.11%
2 PM	2.00	5.41%
3 PM	1.00	2.70%
4 PM	5.00	13.51%
5 PM	4.00	10.81%
6 PM	5.00	13.51%
7 PM	1.00	2.70%
8 PM	1.00	2.70%
10 PM	5.00	13.51%
11 PM	1.00	2.70%
Grand Total	37.00	100.00%

Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | **Crash Conditions** | Roadway Features 1 | Roadway Features 2 | Contributing Factors

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.86* to *7.92*

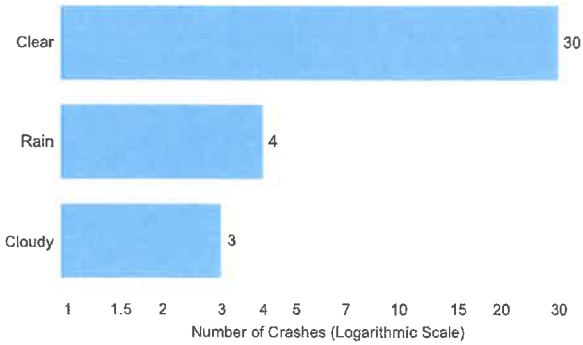
Traffic Surface Conditions



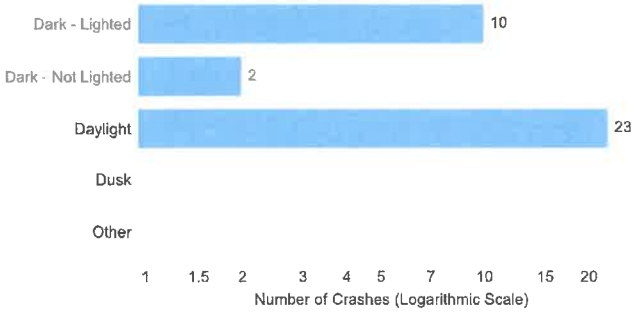
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dry	2.00	66.7%	11.00	84.6%	12.00	92.3%	6.00	75.0%
Wet	1.00	33.3%	1.00	7.7%	1.00	7.7%	2.00	25.0%
Slush			1.00	7.7%				
Grand Total	3.00	100.0%	13.00	100.0%	13.00	100.0%	8.00	100.0%

Weather Conditions

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Clear	2.00	66.7%	12.00	92.3%	11.00	84.6%	5.00	62.5%
Rain	1.00	33.3%			1.00	7.7%	2.00	25.0%
Cloudy			1.00	7.7%	1.00	7.7%	1.00	12.5%
Grand Total	3.00	100.0%	13.00	100.0%	13.00	100.0%	8.00	100.0%



Light Conditions



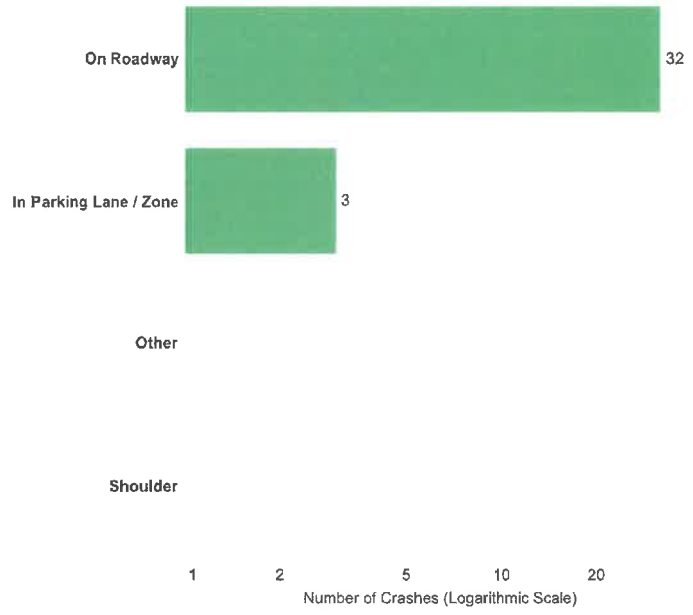
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dark - Lighted	2.00	66.7%	3.00	23.1%	3.00	23.1%	2.00	25.0%
Dark - Not Lighted			1.00	7.7%	1.00	7.7%		
Daylight	1.00	33.3%	8.00	61.5%	8.00	61.5%	6.00	75.0%
Dusk					1.00	7.7%		
Other			1.00	7.7%				
Grand Total	3.00	100.0%	13.00	100.0%	13.00	100.0%	8.00	100.0%

Collision Analysis Safety Tables

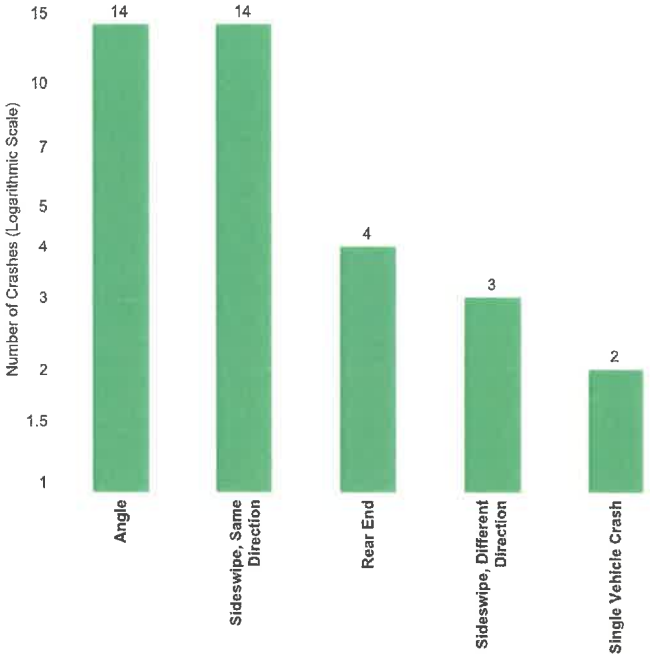
Roadway Features 2 | Contributing Factors | Contributing Factors-Vehicle | **Crash Manner and Location** | First Harmful Event 1 | First Harmful Event 2 | Vehicle Crash Events

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.86* to *7.92*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful Event	Crashes	% of All Crashes
On Roadway	32.00	86.49%
In Parking Lane / Zone	3.00	8.11%
Shoulder	1.00	2.70%
Other	1.00	2.70%
Grand Total	37.00	100.00%

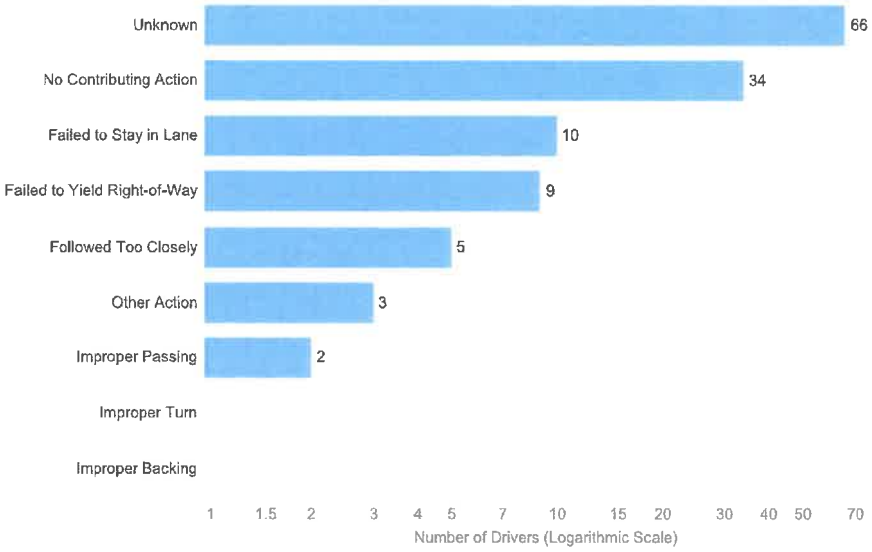
Manner Of Crash	Crashes	% of All Crashes
Sideswipe, Same Direction	14.00	37.84%
Angle	14.00	37.84%
Rear End	4.00	10.81%
Sideswipe, Different Direction	3.00	8.11%
Single Vehicle Crash	2.00	5.41%
Grand Total	37.00	100.00%

Collision Analysis Safety Tables

Seatbelt Use | Airbag Deployment | Ejection Status and Injuries | **Driver Actions** | Driver Distraction | Pedestrians | Motorcycle Crashes

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.86* to *7.92*

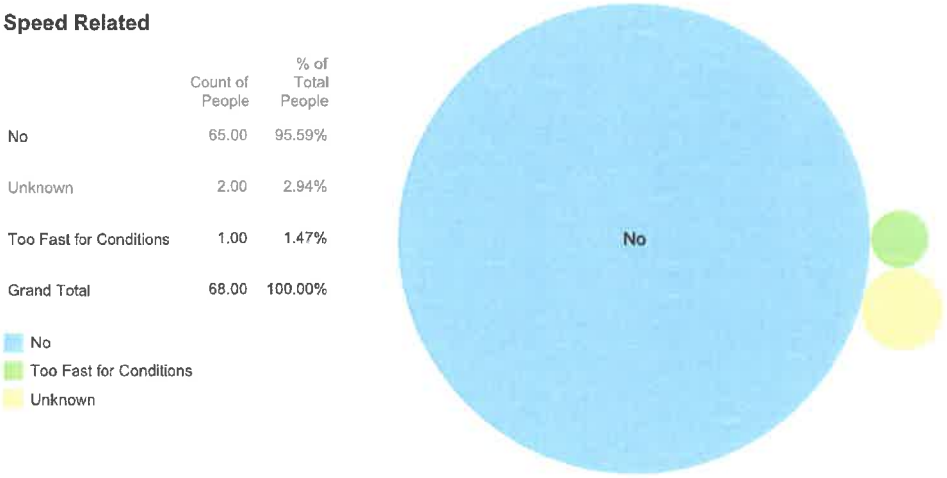
Drivers' First Actions



First Action - Driver	Count of People	% of Total People
No Contributing Action	34.00	50.00%
Failed to Stay in Lane	10.00	14.71%
Failed to Yield Right-of-Way	9.00	13.24%
Followed Too Closely	5.00	7.35%
Unknown	3.00	4.41%
Other Action	3.00	4.41%
Improper Passing	2.00	2.94%
Improper Turn	1.00	1.47%
Improper Backing	1.00	1.47%
Grand Total	68.00	100.00%

Speed Related

	Count of People	% of Total People
No	65.00	95.59%
Unknown	2.00	2.94%
Too Fast for Conditions	1.00	1.47%
Grand Total	68.00	100.00%



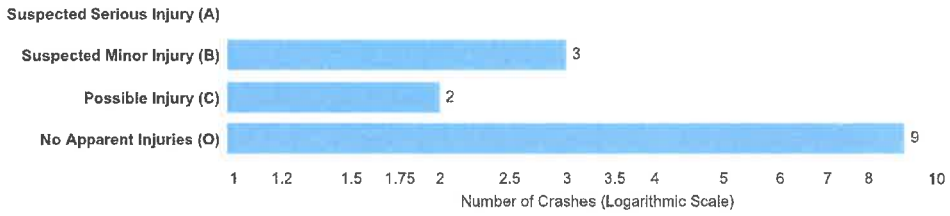
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Facto..

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.93* to *7.93*

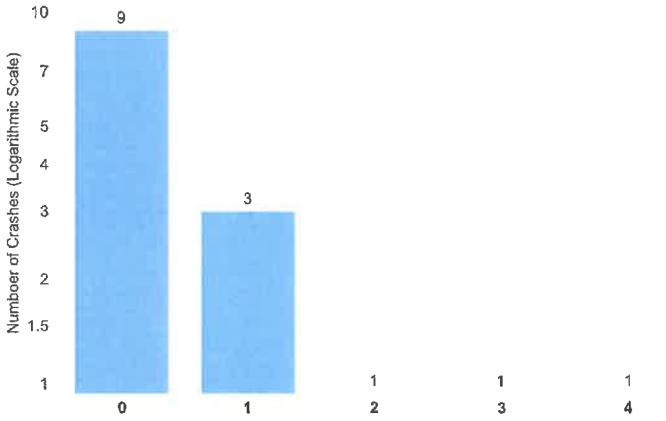
These figures display **crash-level data only** and provide the totals for crashes involving an injury of that type.

Injury Status of Crashes



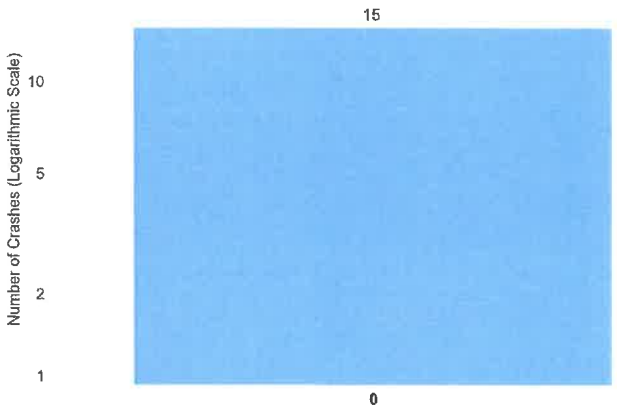
Crash Severity	Crashes	% of All Crashes
Suspected Serious Injury (A)	1.00	6.67%
Suspected Minor Injury (B)	3.00	20.00%
Possible Injury (C)	2.00	13.33%
No Apparent Injuries (O)	9.00	60.00%
Grand Total	15.00	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	9.00	60.00%
1	3.00	20.00%
2	1.00	6.67%
3	1.00	6.67%
4	1.00	6.67%
Grand Total	15.00	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	15.00	100.00%
Grand Total	15.00	100.00%

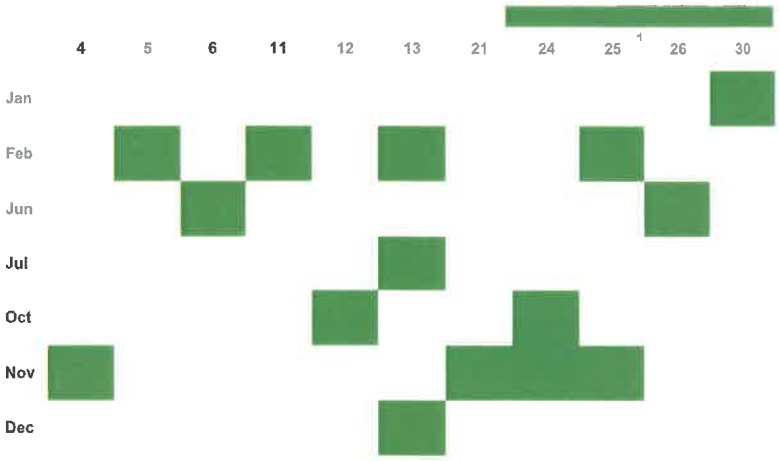
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | **Time and Date of Crashes** | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Factors

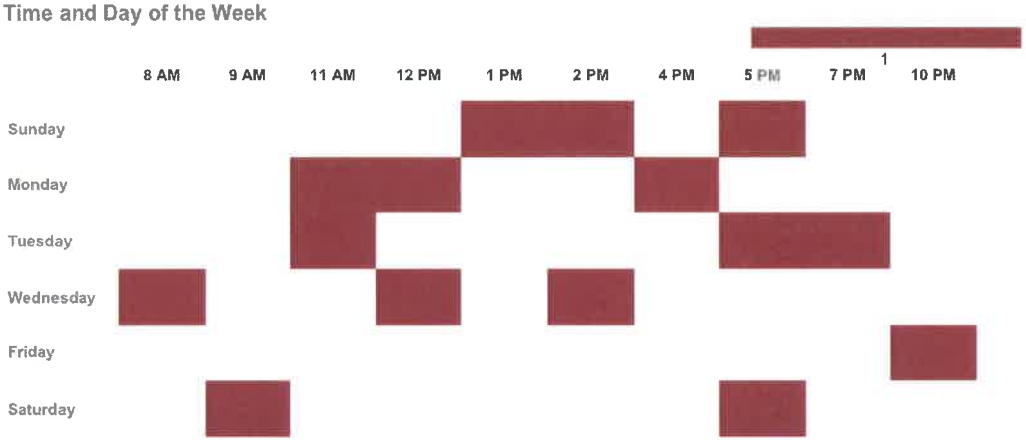
Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.93* to *7.93*

Month and Date of Crashes

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Jan			1.000	20.0%				
Feb			2.000	40.0%	1.000	20.0%	1.000	50.0%
Jun			1.000	20.0%			1.000	50.0%
Jul					1.000	20.0%		
Oct	1.000	33.3%			1.000	20.0%		
Nov	2.000	66.7%			2.000	40.0%		
Dec			1.000	20.0%				
Total	3.000	100.0%	5.000	100.0%	5.000	100.0%	2.000	100.0%



Time and Day of the Week



	Saturday	Friday	Wednesday	Tuesday	Monday	Sunday	Grand Total
Crashes	2.00	1.00	3.00	3.00	3.00	3.00	15.00
% of Total Crashes	13.33%	6.67%	20.00%	20.00%	20.00%	20.00%	100.00%

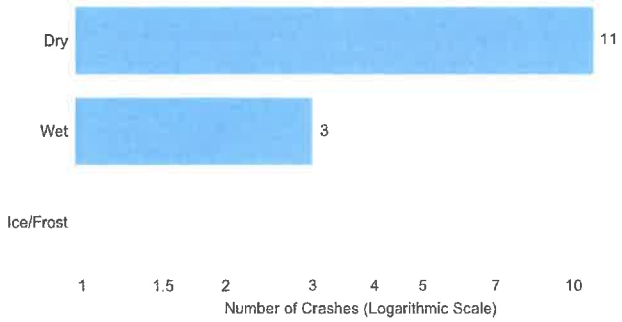
Hour of Crash Time	Crashes	% of All Crashes
8 AM	1.00	6.67%
9 AM	1.00	6.67%
11 AM	2.00	13.33%
12 PM	2.00	13.33%
1 PM	1.00	6.67%
2 PM	2.00	13.33%
4 PM	1.00	6.67%
5 PM	3.00	20.00%
7 PM	1.00	6.67%
10 PM	1.00	6.67%
Grand Total	15.00	100.00%

Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | **Crash Conditions** | Roadway Features 1 | Roadway Features 2 | Contributing Factors

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: **1**, Local Road Name: All, Mile Markers: *7.93* to *7.93*

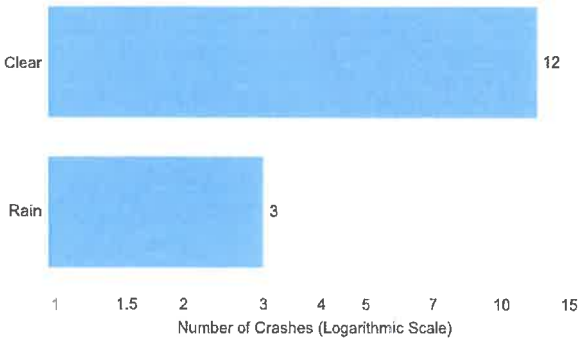
Traffic Surface Conditions



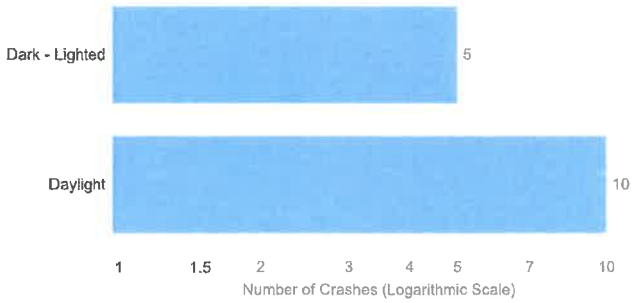
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dry	3.000	100.0%	3.000	60.0%	3.000	60.0%	2.000	100.0%
Wet			1.000	20.0%	2.000	40.0%		
Ice/Frost			1.000	20.0%				
Grand Total	3.000	100.0%	5.000	100.0%	5.000	100.0%	2.000	100.0%

Weather Conditions

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Clear	3.000	100.0%	4.000	80.0%	3.000	60.0%	2.000	100.0%
Rain			1.000	20.0%	2.000	40.0%		
Grand Total	3.000	100.0%	5.000	100.0%	5.000	100.0%	2.000	100.0%



Light Conditions



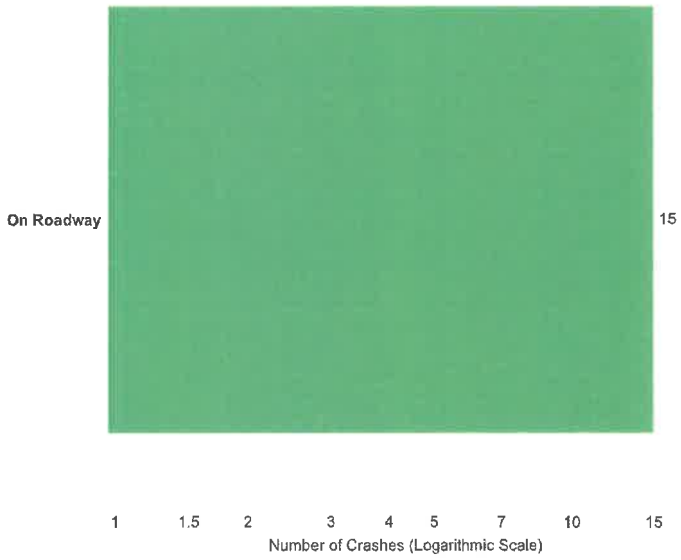
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dark - Lighted	1.000	33.3%	1.000	20.0%	3.000	60.0%		
Daylight	2.000	66.7%	4.000	80.0%	2.000	40.0%	2.000	100.0%
Grand Total	3.000	100.0%	5.000	100.0%	5.000	100.0%	2.000	100.0%

Collision Analysis Safety Tables

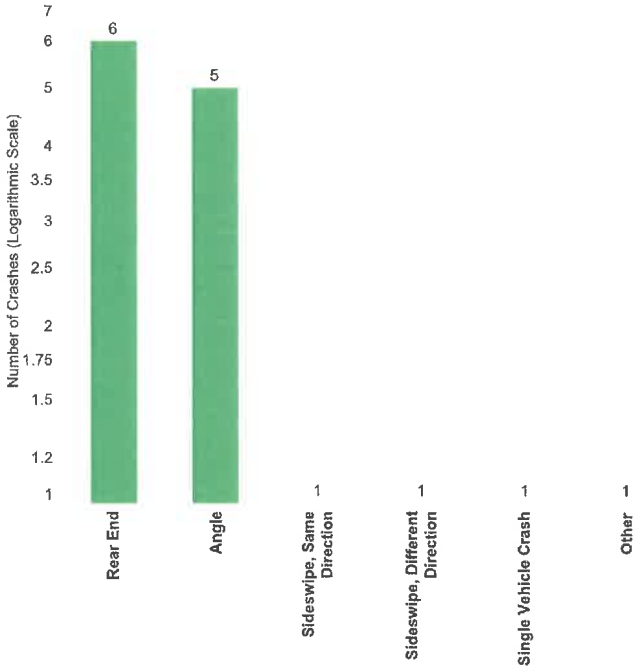
Roadway Features 2 | Contributing Factors | Contributing Factors-Vehicle | **Crash Manner and Location** | First Harmful Event 1 | First Harmful Event 2 | Vehicle Crash Events

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.93* to *7.93*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful..	Crashes	% of All Crashes
On Roadway	15.00	100.00%
Grand Total	15.00	100.00%

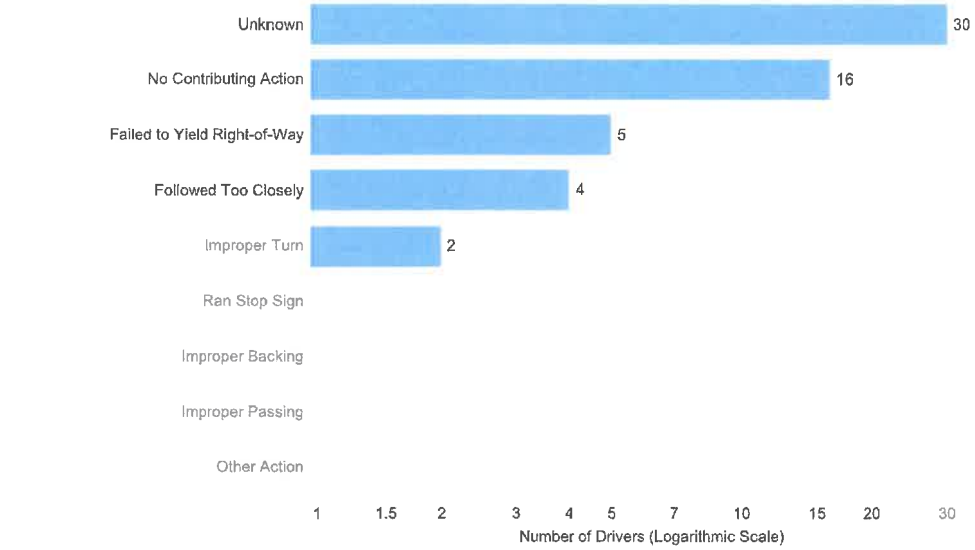
Manner Of Crash	Crashes	% of All Crashes
Rear End	6.00	40.00%
Angle	5.00	33.33%
Other	1.00	6.67%
Single Vehicle Crash	1.00	6.67%
Sideswipe, Different Direction	1.00	6.67%
Sideswipe, Same Direction	1.00	6.67%
Grand Total	15.00	100.00%

Collision Analysis Safety Tables

Seatbelt Use | Airbag Deployment | Ejection Status and Injuries | **Driver Actions** | Driver Distraction | Pedestrians | Motorcycle Crashes

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.93* to *7.93*

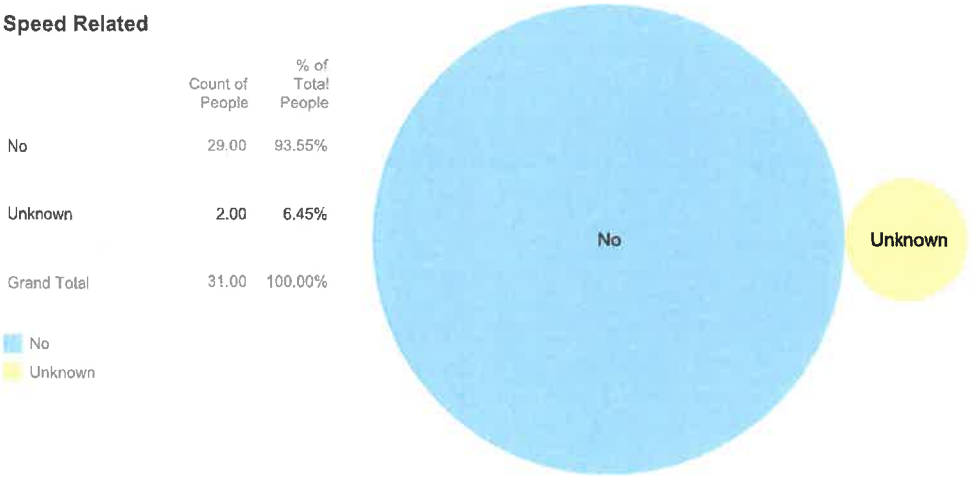
Drivers' First Actions



First Action - Driver	Count of People	% of Total People
No Contributing Action	16.00	51.61%
Failed to Yield Right-of-Way	5.00	16.13%
Followed Too Closely	4.00	12.90%
Improper Turn	2.00	6.45%
Ran Stop Sign	1.00	3.23%
Improper Backing	1.00	3.23%
Improper Passing	1.00	3.23%
Other Action	1.00	3.23%
Grand Total	31.00	100.00%

Speed Related

	Count of People	% of Total People
No	29.00	93.55%
Unknown	2.00	6.45%
Grand Total	31.00	100.00%



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 10/01/2021

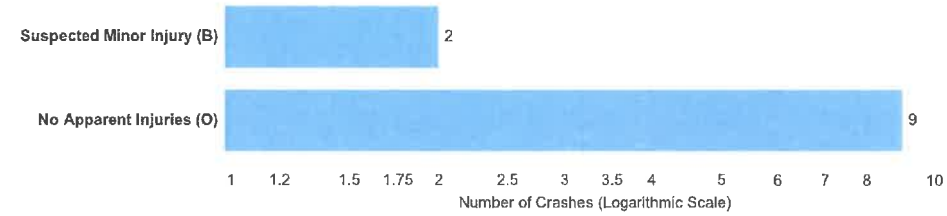
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Facto...

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.94* to *7.97*

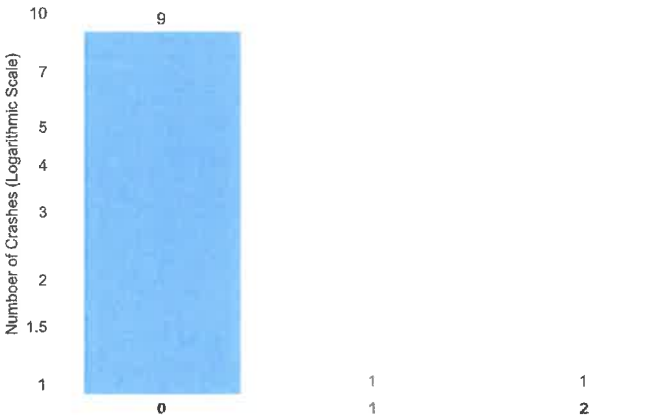
These figures display **crash-level data only** and provide the totals for crashes involving an injury of that type.

Injury Status of Crashes



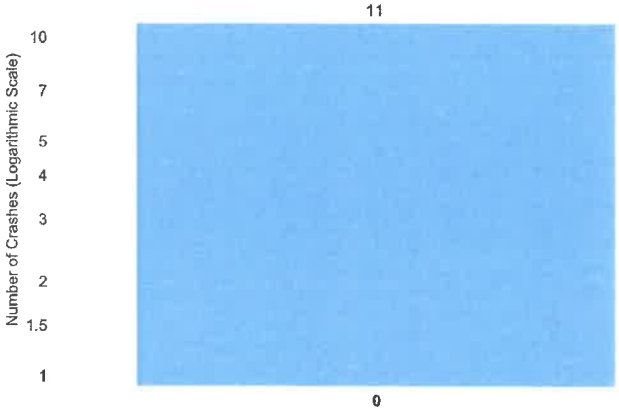
Crash Severity	Crashes	% of All Crashes
Suspected Minor Injury (B)	2.00	18.18%
No Apparent Injuries (O)	9.00	81.82%
Grand Total	11.00	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	9.00	81.82%
1	1.00	9.09%
2	1.00	9.09%
Grand Total	11.00	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	11.00	100.00%
Grand Total	11.00	100.00%

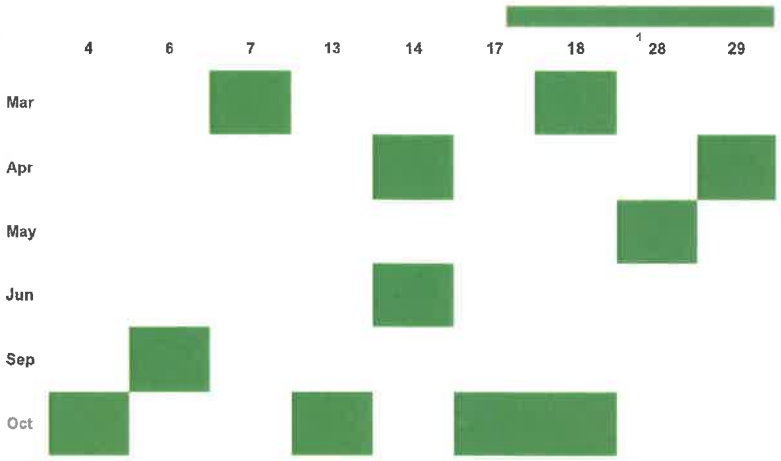
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | **Time and Date of Crashes** | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Factors

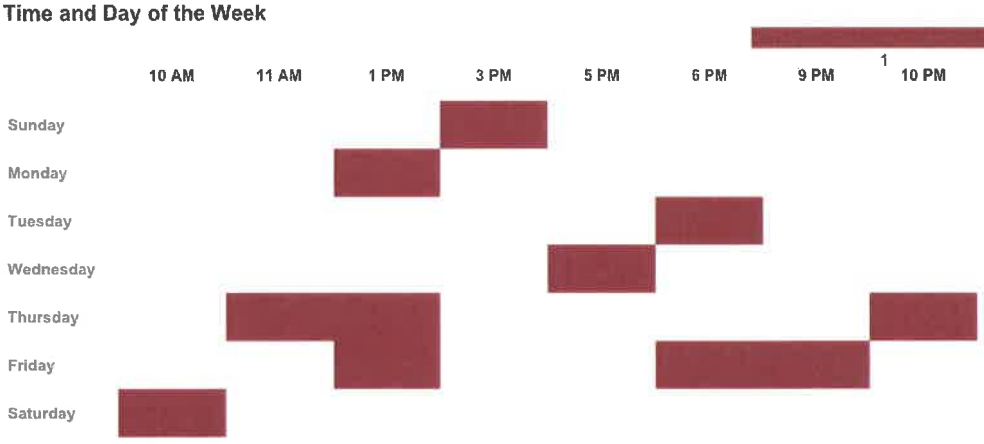
Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.94* to *7.97*

Month and Date of Crashes

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Mar			1.000	25.0%	1.000	33.3%		
Apr							2.000	66.7%
May							1.000	33.3%
Jun					1.000	33.3%		
Sep			1.000	25.0%				
Oct	1.000	100.0%	2.000	50.0%	1.000	33.3%		
Total	1.000	100.0%	4.000	100.0%	3.000	100.0%	3.000	100.0%



Time and Day of the Week



	Saturday	Friday	Thursday	Wednesday	Tuesday	Monday	Sunday	Grand Total
Crashes	1.00	3.00	3.00	1.00	1.00	1.00	1.00	11.00
% of Total Crashes	9.09%	27.27%	27.27%	9.09%	9.09%	9.09%	9.09%	100.00%

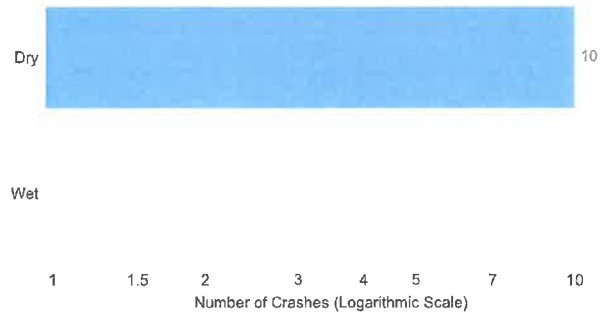
Hour of Crash Time	Crashes	% of All Crashes
10 AM	1.00	9.09%
11 AM	1.00	9.09%
1 PM	3.00	27.27%
3 PM	1.00	9.09%
5 PM	1.00	9.09%
6 PM	2.00	18.18%
9 PM	1.00	9.09%
10 PM	1.00	9.09%
Grand Total	11.00	100.00%

Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | **Crash Conditions** | Roadway Features 1 | Roadway Features 2 | Contributing Factors

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.94* to *7.97*

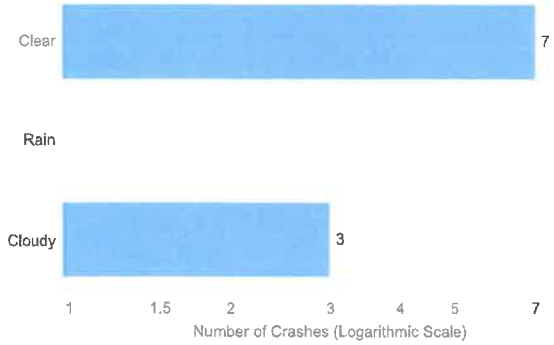
Traffic Surface Conditions



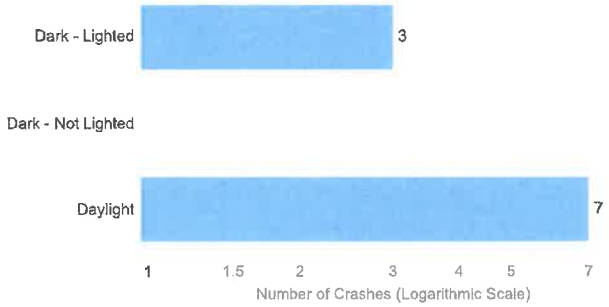
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dry	1.000	100.0%	4.000	100.0%	3.000	100.0%	2.000	66.7%
Wet							1.000	33.3%
Grand Total	1.000	100.0%	4.000	100.0%	3.000	100.0%	3.000	100.0%

Weather Conditions

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Clear	1.000	100.0%	3.000	75.0%	2.000	66.7%	1.000	33.3%
Cloudy			1.000	25.0%	1.000	33.3%	1.000	33.3%
Rain							1.000	33.3%
Grand Total	1.000	100.0%	4.000	100.0%	3.000	100.0%	3.000	100.0%



Light Conditions



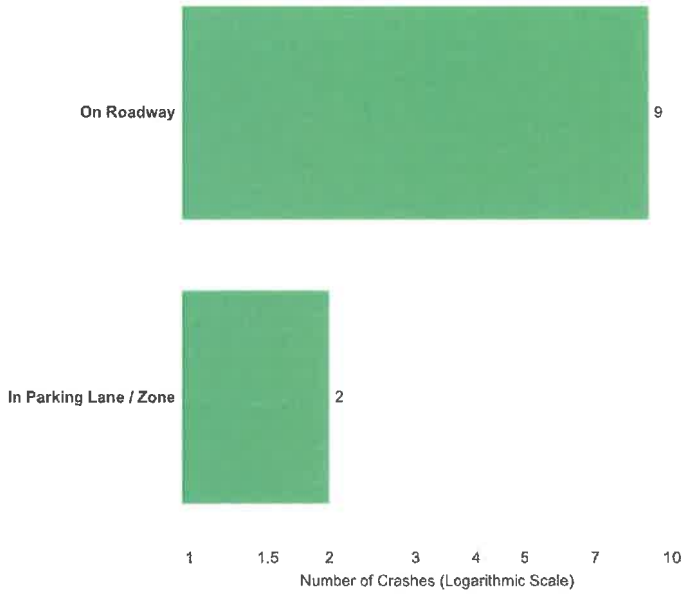
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dark - Lighted			1.000	25.0%	1.000	33.3%	1.000	33.3%
Dark - Not Lighted							1.000	33.3%
Daylight	1.000	100.0%	3.000	75.0%	2.000	66.7%	1.000	33.3%
Grand Total	1.000	100.0%	4.000	100.0%	3.000	100.0%	3.000	100.0%

Collision Analysis Safety Tables

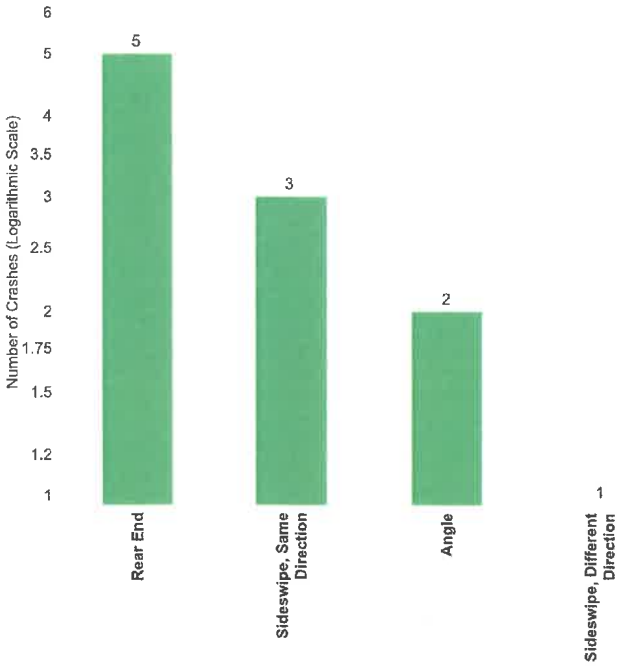
Roadway Features 2 | Contributing Factors | Contributing Factors-Vehicle | **Crash Manner and Location** | First Harmful Event 1 | First Harmful Event 2 | Vehicle Crash Events

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: **1**, Local Road Name: All, Mile Markers: *7.94* to *7.97*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful Event	Crashes	% of All Crashes
On Roadway	9.00	81.82%
In Parking Lane / Zone	2.00	18.18%
Grand Total	11.00	100.00%

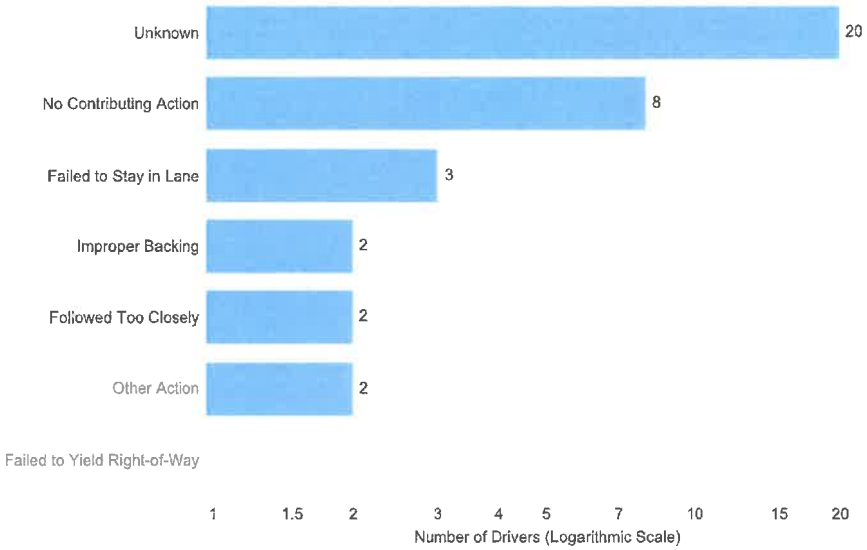
Manner Of Crash	Crashes	% of All Crashes
Rear End	5.00	45.45%
Sideswipe, Same Direction	3.00	27.27%
Angle	2.00	18.18%
Sideswipe, Different Direction	1.00	9.09%
Grand Total	11.00	100.00%

Collision Analysis Safety Tables

Seatbelt Use | Airbag Deployment | Ejection Status and Injuries | **Driver Actions** | Driver Distraction | Pedestrians | Motorcycle Crashes

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.94* to *7.97*

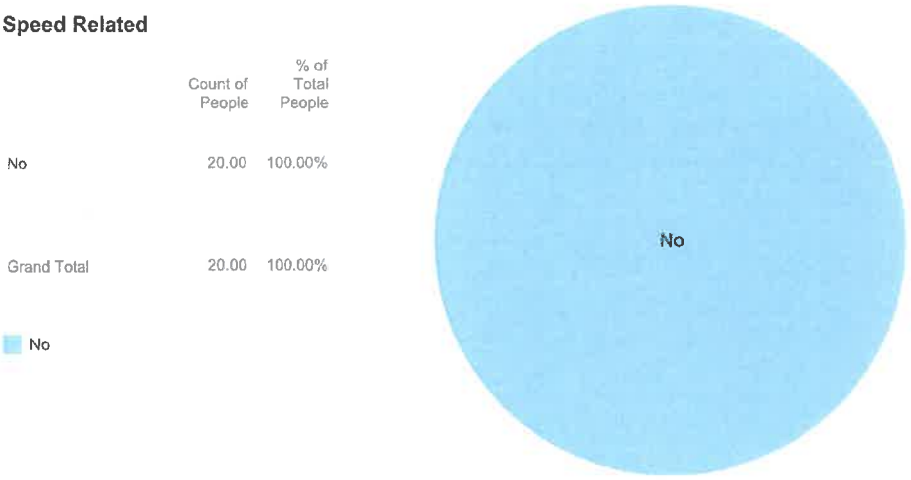
Drivers' First Actions



First Action - Driver	Count of People	% of Total People
No Contributing Action	8.00	40.00%
Failed to Stay in Lane	3.00	15.00%
Unknown	2.00	10.00%
Improper Backing	2.00	10.00%
Followed Too Closely	2.00	10.00%
Other Action	2.00	10.00%
Failed to Yield Right-of-Way	1.00	5.00%
Grand Total	20.00	100.00%

Speed Related

	Count of People	% of Total People
No	20.00	100.00%
Grand Total	20.00	100.00%



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 10/01/2021

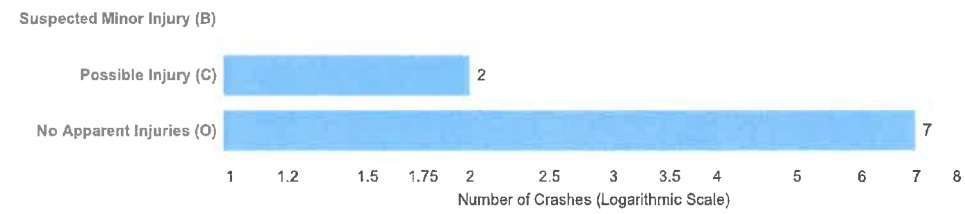
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Factors

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.98* to *7.98*

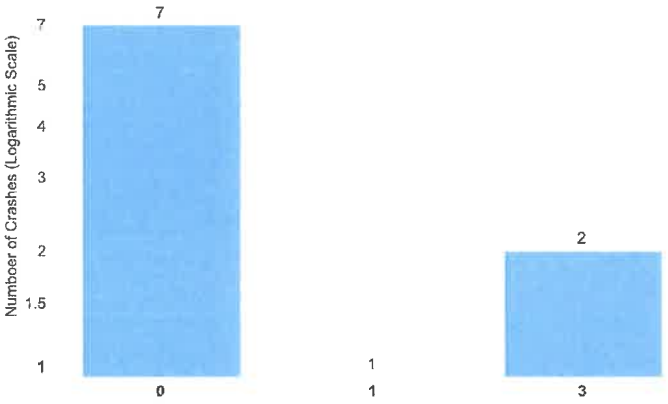
These figures display **crash-level data only** and provide the totals for crashes involving an injury of that type.

Injury Status of Crashes



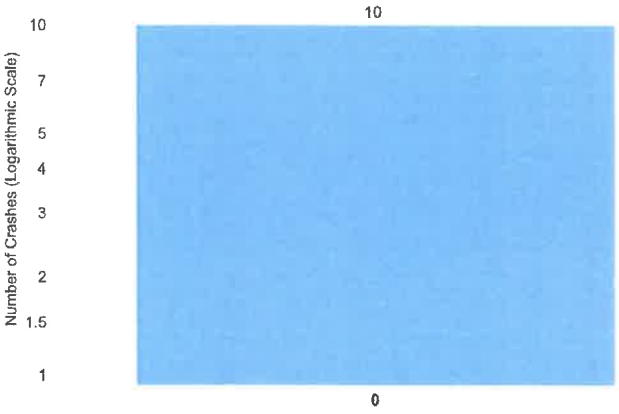
Crash Severity	Crashes	% of All Crashes
Suspected Minor Injury (B)	1.000	10.00%
Possible Injury (C)	2.000	20.00%
No Apparent Injuries (O)	7.000	70.00%
Grand Total	10.000	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	7.000	70.00%
1	1.000	10.00%
3	2.000	20.00%
Grand Total	10.000	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	10.000	100.00%
Grand Total	10.000	100.00%

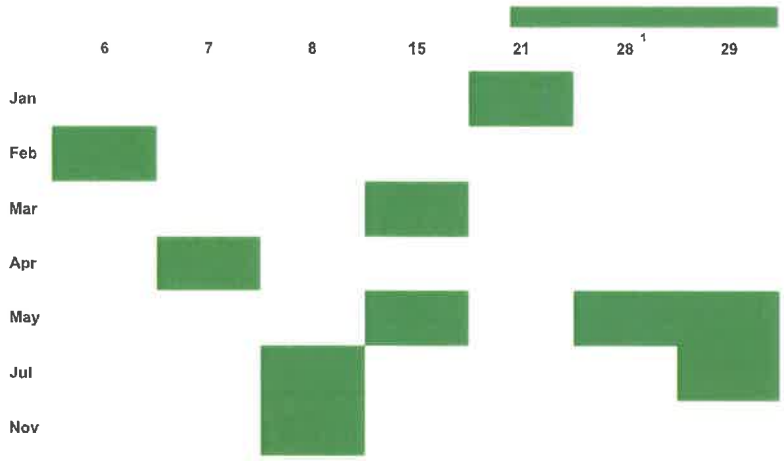
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | **Time and Date of Crashes** | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Facto...

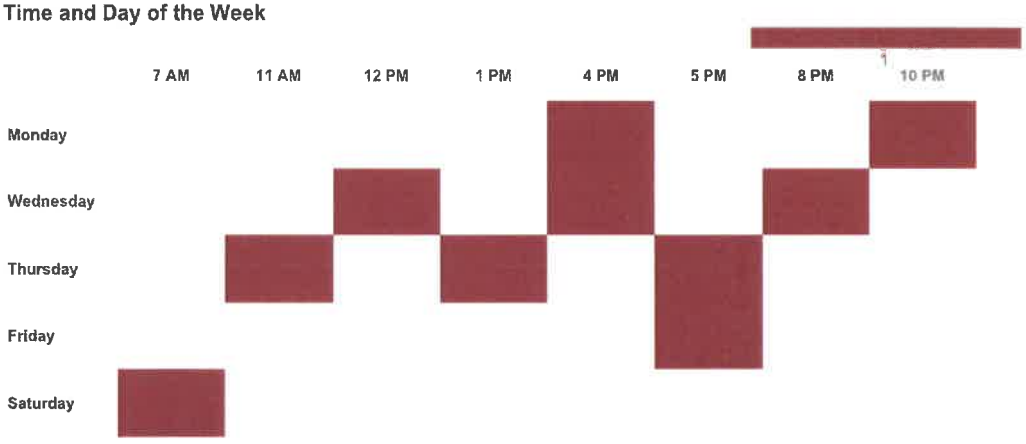
Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.98* to *7.98*

Month and Date of Crashes

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Jan			1.000	25.0%				
Feb					1.000	33.3%		
Mar			1.000	25.0%				
Apr							1.000	50.0%
May			1.000	25.0%	1.000	33.3%	1.000	50.0%
Jul			1.000	25.0%	1.000	33.3%		
Nov	1.000	100.0%						
Total	1.000	100.0%	4.000	100.0%	3.000	100.0%	2.000	100.0%



Time and Day of the Week



	Saturday	Friday	Thursday	Wednesday	Monday	Grand Total
Crashes	1.000	1.000	3.000	3.000	2.000	10.000
% of Total Crashes	10.00%	10.00%	30.00%	30.00%	20.00%	100.00%

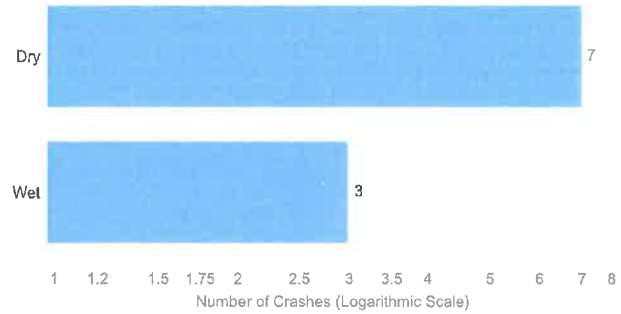
Hour of Crash Time	Crashes	% of All Crashes
7 AM	1.000	10.00%
11 AM	1.000	10.00%
12 PM	1.000	10.00%
1 PM	1.000	10.00%
4 PM	2.000	20.00%
5 PM	2.000	20.00%
8 PM	1.000	10.00%
10 PM	1.000	10.00%
Grand Total	10.000	100.00%

Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | **Crash Conditions** | Roadway Features 1 | Roadway Features 2 | Contributing Factors

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.98* to *7.98*

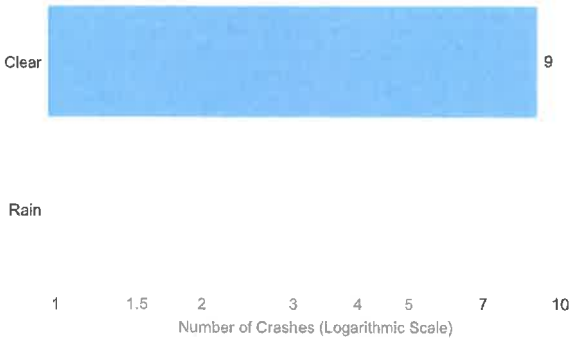
Traffic Surface Conditions



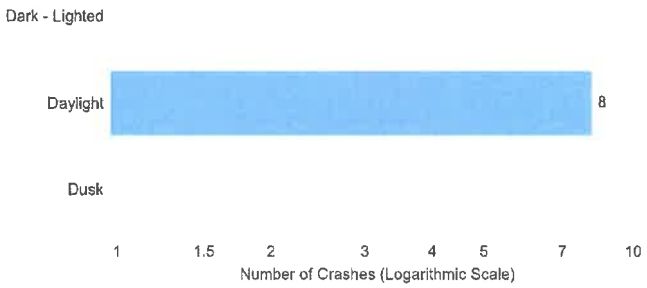
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dry	1.000	100.0%	2.000	50.0%	2.000	66.7%	2.000	100.0%
Wet			2.000	50.0%	1.000	33.3%		
Grand Total	1.000	100.0%	4.000	100.0%	3.000	100.0%	2.000	100.0%

Weather Conditions

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Clear	1.000	100.0%	3.000	75.0%	3.000	100.0%	2.000	100.0%
Rain			1.000	25.0%				
Grand Total	1.000	100.0%	4.000	100.0%	3.000	100.0%	2.000	100.0%



Light Conditions



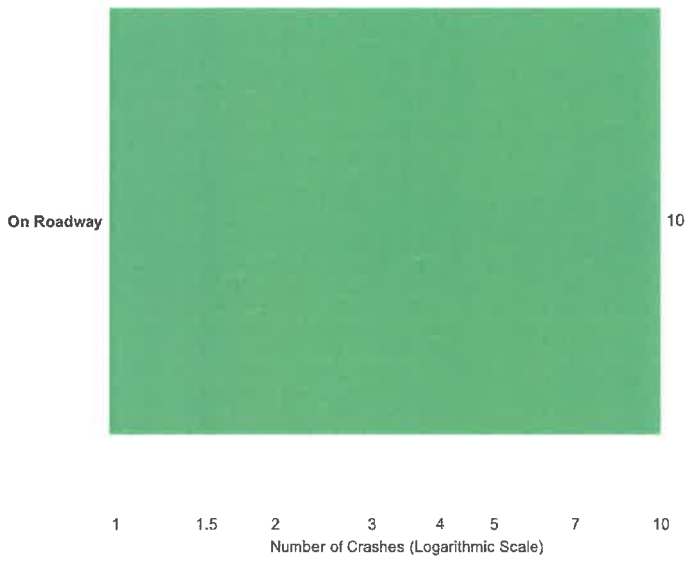
	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dark - Lighted			1.000	25.0%				
Daylight	1.000	100.0%	2.000	50.0%	3.000	100.0%	2.000	100.0%
Dusk			1.000	25.0%				
Grand Total	1.000	100.0%	4.000	100.0%	3.000	100.0%	2.000	100.0%

Collision Analysis Safety Tables

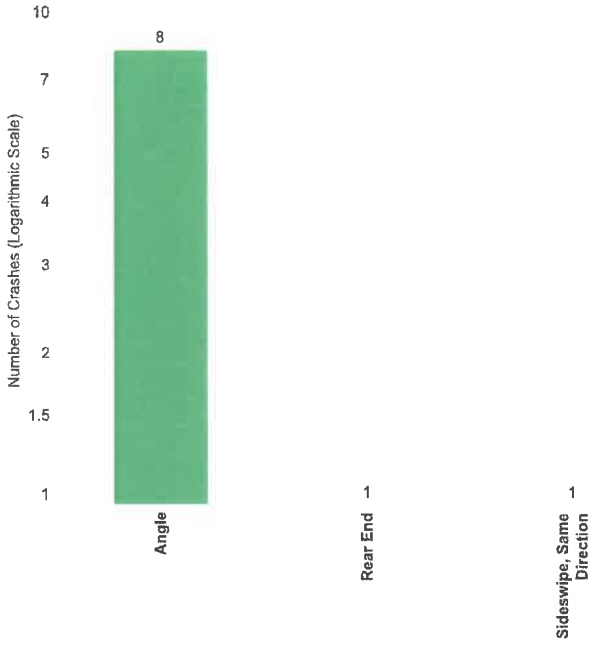
Roadway Features 2 | Contributing Factors | Contributing Factors-Vehicle | **Crash Manner and Location** | First Harmful Event 1 | First Harmful Event 2 | Vehicle Crash Events

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.98* to *7.98*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful..	Crashes	% of All Crashes
On Roadway	10.000	100.00%
Grand Total	10.000	100.00%

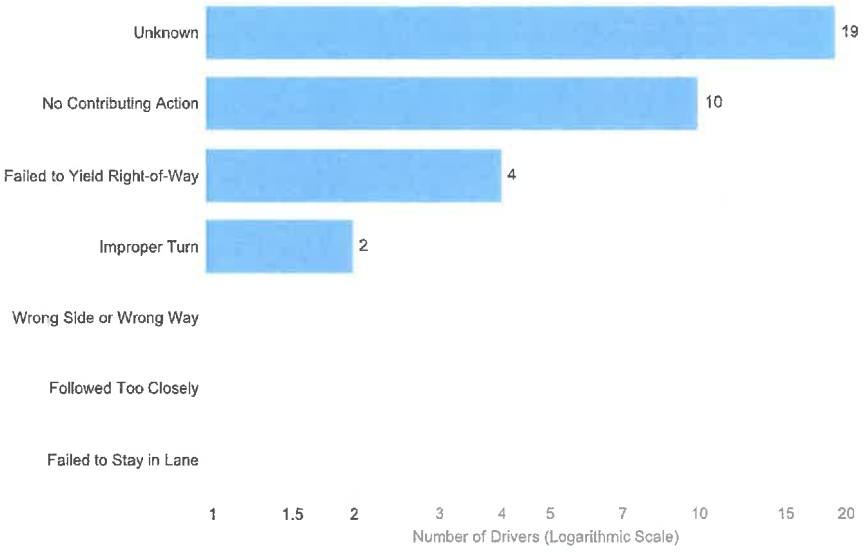
Manner Of Crash	Crashes	% of All Crashes
Angle	8.000	80.00%
Sideswipe, Same Direction	1.000	10.00%
Rear End	1.000	10.00%
Grand Total	10.000	100.00%

Collision Analysis Safety Tables

Seatbelt Use | Airbag Deployment | Ejection Status and Injuries | **Driver Actions** | Driver Distraction | Pedestrians | Motorcycle Crashes

Queries Selected: Town: *Stamford*, Date (Year:*All* or *10/1/2018* to *9/30/2021*), Severity: *All*, Route Class: *US Route*, Road Number: 1, Local Road Name: All, Mile Markers: *7.98* to *7.98*

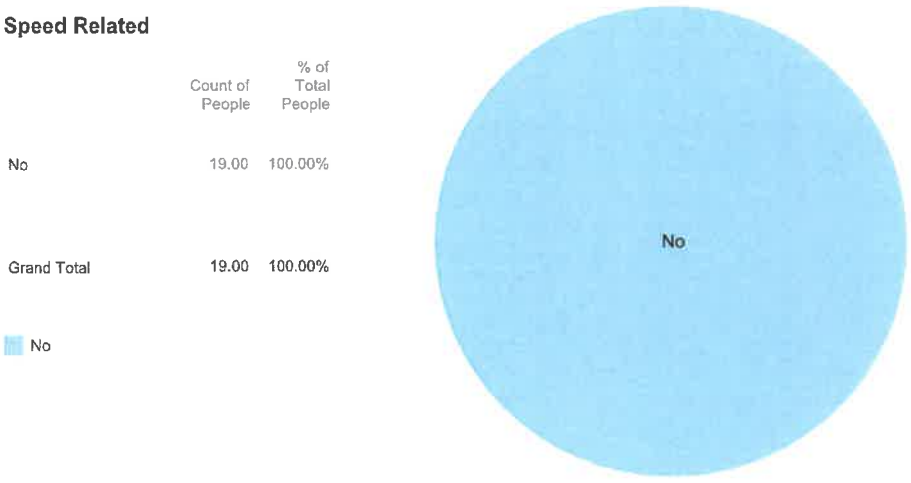
Drivers' First Actions



First Action - Driver	Count of People	% of Total People
No Contributing Action	10.00	52.63%
Failed to Yield Right-of-Way	4.00	21.05%
Improper Turn	2.00	10.53%
Wrong Side or Wrong Way	1.00	5.26%
Followed Too Closely	1.00	5.26%
Failed to Stay in Lane	1.00	5.26%
Grand Total	19.00	100.00%

Speed Related

	Count of People	% of Total People
No	19.00	100.00%
Grand Total	19.00	100.00%



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CAPACITY ANALYSIS PROCEDURES

CAPACITY ANALYSIS PROCEDURES

Intersections – Four methods of analysis are needed to evaluate different kinds of intersections. These methods are based on procedures found in the Sixth Edition of the Highway Capacity Manual 2016 and are described below.

Signalized Intersections

This chapter's methodology applies to three-leg and four-leg intersections of two streets or highways where the signalization operates in isolation from nearby intersections.

Performance Measure – An intersection's performance is described by the use of one or more quantitative measures that characterize some aspect of the service provided to a specific road user group. Performance measures include automobile volume-to-capacity ratio, automobile delay, queue storage ratio, pedestrian delay, pedestrian circulation area, pedestrian perception score, bicycle delay, and bicycle perception score. LOS is considered a performance measure. It is computed for the automobile, pedestrian, and bicycle travel modes.

Travel Modes – There are three methodologies that can be used to evaluate intersection performance from the perspective of motorists, pedestrians, and bicyclists. They are referred to as the automobile methodology, the pedestrian methodology, and the bicycle methodology.

Lane Groups and Movement Groups – A separate lane group is established to (a) each lane (or combination of adjacent lanes) that exclusively serves one movement and (b) each lane shared by two or more movements. The concept of movement groups is also established to facilitate data entry. A separate movement group is established for (a) each turn movement with one or more exclusive turn lanes and (b) the through movement (inclusive of any turn movements that share a lane).

LOS Criteria – LOS criteria for the automobile mode are different from those for the non-automobile modes. The automobile-mode criteria are based on performance measures that are field measurable and perceivable by travelers. The criteria for the non-automobile modes are based on scores reported by travelers indicating their perception of service quality.

Automobile Mode – LOS for Automobile Mode can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following describes each LOS.

Level of Service A – It describes operations with a control delay of 10.0 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned

when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of Service B – It describes operations with control delay between 10 to 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicle stop than with LOS A.

Level of Service C – It describes operations with control delay between 20 to 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of Service D – It describes operations with control delay between 35 to 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of Service E – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of Service F – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

The LOS thresholds established for automobile mode at a signalized intersection

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	≤ 1.0	>1.0
≤ 10	A	F
>10 to 20	B	F
>20 to 35	C	F
>35 to 55	D	F
>55 to 80	E	F
>80	F	F

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

Two-Way STOP-Controlled Intersections (TWSC)

One typical configuration is a four-leg intersection, where the major street is uncontrolled, while the minor street is controlled by STOP signs. The other typical configuration is a three-leg intersection, where the single minor-street approach is controlled by a STOP sign.

Theoretical Basic – Gap-acceptance models begin with the recognition that TWSC Intersections give no positive indication or control to the driver on the minor street as to when it is appropriate to leave the stop line and enter the major street. The driver must determine when a gap on the major street is large enough to permit entry and when to enter, on the basis of the relative priority of the competing movements. This decision-making process has been formalized analytically into what is commonly known as gap-acceptance theory. Gap-acceptance theory includes three basic elements: the size and distribution (availability) of gaps on the major street, the usefulness of these gaps to the minor-street drivers, and the relative priority of the various movements at the intersection.

Critical Headway and Follow-Up Headway – The *critical headway* is defined as the minimum interval in the major street traffic stream that allows intersection entry for one minor-street vehicle. Thus, the driver's critical headway is the minimum headway that would be acceptable. Critical headway can be estimated on the basis of observations of the largest rejected and smallest accepted headway for a given intersection. The *follow-up headway* is defined as the time between the departure of one vehicle from the minor street and the departure of the next vehicle using the same major-street headway, under a condition of continuous queuing on the minor street.

Base Critical Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE CRITICAL HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	4.1	4.1	5.3
U-turn from major	N/A	6.4 (wide) 6.9 (narrow)	5.6
Right turn from minor	6.2	6.9	7.1
Through traffic 0n major	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5* 2-stage, stage I: 5.5* 2-stage, Stage II: 5.5*
Left turn from minor	1-stage:7.1 2-stage, stage I: 6.1 2-stage, Stage II: 6.1	1-stage:7.5 2-stage, stage I: 6.5 2-stage, Stage II: 6.5	1-stage:6.4 2-stage, stage I: 7.3 2-stage, Stage II: 6.7

*Use caution; values estimated

Base Follow-up Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE FOLLOW-UP HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	2.2	2.2	3.1
U-turn from major	N/A	2.5 (wide) 3.1 (narrow)	2.3
Right turn from minor	3.3	3.3	3.9
Through traffic on major	4.0	4.0	4.0
Left turn from minor	3.5	3.5	3.8

Level Of Service Criteria – LOS for a TWSC intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turn. LOS is not defined for the intersection as a whole or for major-street approaches. LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

Automobile Mode – The methodology applies to TWSC intersections with up to three lanes (either shared or exclusive) on the major-street approaches and up to three lanes on the minor-street

approaches (with no more than one exclusive lane for each movement on the minor-street approach). Effects from other intersections are accounted for only in situations in which a TWSC intersection is located on an urban street segment between coordinated signalized intersections. In this situation, the intersection can be analyzed by using the procedures in urban street segment.

Level-of Service Criteria for Automobile Mode

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	1.0	>1.0
0- 10	A	F
>10 to 15	B	F
>15 to 25	C	F
>25 to 35	D	F
>35 to 50	E	F
>50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

All-Way STOP-Controlled Intersections

AWSC intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. If no traffic is present on the other approaches, a driver can proceed immediately after stopping. If there is traffic on one or more of the other approaches, a driver proceeds only after determining that no vehicles are currently in the intersection and that it is the driver's turn to proceed.

Level Of Service Criteria – For the assessment of LOS at the approach and intersection levels, LOS is based solely on control delay. LOS F is assigned if volume-to-capacity ratio of a lane exceeds 1.0, regardless of the control delay.

Level-of Service Criteria for Automobile Mode

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO*	
	v/c ≤ 1.0	*v/c* >1.0
0- 10	A	0- 10
>10 to 15	B	>10 to 15
>15 to 25	C	>15 to 25
>25 to 35	D	>25 to 35
>35 to 50	E	>35 to 50
>50	F	>50

Note: * For approaches and intersection wide assessment, LOS is defined solely by control delay.

Automobile Mode – Methodologies in this chapter apply to isolated AWSC intersection with up to three lanes on each approach. They do not account for intersection effects with other intersections. The methodologies do not apply to AWSC intersections with more than four approaches. In addition, the effect of conflicting pedestrians on automobiles is not considered in this procedure.

Pedestrian and Bicycle Modes – The current methodologies for analyzing LOS and delay at AWSC intersections do not extend to pedestrians and bicycles.

Roundabouts – Roundabouts are intersections with a generally circular shape, characterized by yield on entry and circulation around a central island. The analysis boundaries are the roundabout itself, including associated pedestrian crosswalks. The methodology does not account for the effects of adjacent traffic control devices such as nearby traffic signals or signalized pedestrian crossing.

Level of Service Criteria – Assessment of LOS for automobiles in roundabouts at the approach and intersection levels is based solely on control delay. LOS F is assigned if the volume-to-capacity ratio of a lane exceeds 1.0 regardless of the control delay.

Imitation of the Methodology – The methodology applies to isolated roundabouts with up to two entry lanes and up to one bypass lane per approach.

Level-of Service Criteria for Automobile Mode

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO*	
	v/c ≤ 1.0	*v/c* >1.0
0- 10	A	0- 10
>10 to 15	B	>10 to 15
>15 to 25	C	>15 to 25
>25 to 35	D	>25 to 35
>35 to 50	E	>35 to 50
>50	F	>50

Note: For approaches and intersection wide assessment, LOS is defined solely by control delay.

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CAPACITY ANALYSIS WORKSHEETS

CAPACITY ANALYSIS WORKSHEETS

Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	450	1	3	805	0	18	0	19	222	3	51
Future Volume (vph)	0	450	1	3	805	0	18	0	19	222	3	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	15	15	15	12	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98		0.99	0.98	
Frt								0.931			0.857	
Flt Protected								0.976		0.950		
Satd. Flow (prot)	0	3303	0	0	3303	0	0	1837	0	1770	1510	0
Flt Permitted					0.954			0.874		0.730		
Satd. Flow (perm)	0	3303	0	0	3151	0	0	1637	0	1352	1510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								28			57	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			411			360			606	
Travel Time (s)		7.6			9.3			8.2			13.8	
Confl. Peds. (#/hr)	10		4	4		10	6		2	2		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	506	1	3	904	0	20	0	21	249	3	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	507	0	0	907	0	0	41	0	249	60	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		15.0		15.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		21.1		21.1	21.1		12.1	12.1		12.1	12.1	
Total Split (s)		82.0		82.0	82.0		38.0	38.0		38.0	38.0	
Total Split (%)		68.3%		68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	
Yellow Time (s)		4.1		4.1	4.1		3.6	3.6		3.6	3.6	
All-Red Time (s)		2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1			5.1		5.1	5.1	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		82.5			82.5			26.3		26.3	26.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.69			0.69			0.22		0.22	0.22	
v/c Ratio		0.22			0.42			0.11		0.84	0.16	
Control Delay		8.0			9.5			16.5		68.0	10.0	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		8.0			9.5			16.5		68.0	10.0	
LOS		A			A			B		E	A	
Approach Delay		8.0			9.5			16.5			56.7	
Approach LOS		A			A			B			E	
Queue Length 50th (ft)		69			147			8		186	2	
Queue Length 95th (ft)		116			274			34		255	33	
Internal Link Dist (ft)		253			331			280			526	
Turn Bay Length (ft)												
Base Capacity (vph)		2284			2179			476		376	461	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.22			0.42			0.09		0.66	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 27 (23%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 17.5 — Intersection LOS: B
Intersection Capacity Utilization 52.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

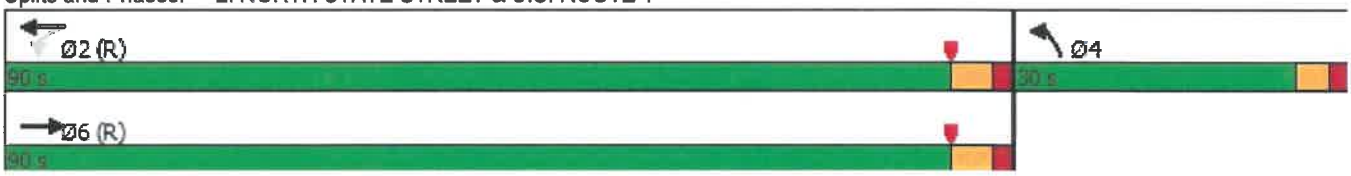
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	713	0	8	795	11	57
Future Volume (vph)	713	0	8	795	11	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor					1.00	
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	3421	0	0	3421	1746	0
Flt Permitted				0.948	0.992	
Satd. Flow (perm)	3421	0	0	3243	1741	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)					59	
Link Speed (mph)	30			30	30	
Link Distance (ft)	258			323	552	
Travel Time (s)	5.9			7.3	12.5	
Confl. Peds. (#/hr)					11	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	743	0	8	828	11	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	743	0	0	836	70	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	
Minimum Split (s)	20.8		20.8	20.8	12.0	
Total Split (s)	90.0		90.0	90.0	30.0	
Total Split (%)	75.0%		75.0%	75.0%	25.0%	
Yellow Time (s)	3.8		3.8	3.8	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.8			5.8	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	105.3			105.3	7.5	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.88			0.88	0.06	
v/c Ratio	0.25			0.29	0.43	
Control Delay	1.2			2.0	25.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.2			2.0	25.7	
LOS	A			A	C	
Approach Delay	1.2			2.0	25.7	
Approach LOS	A			A	C	
Queue Length 50th (ft)	25			48	8	
Queue Length 95th (ft)	37			74	55	
Internal Link Dist (ft)	178			243	472	
Turn Bay Length (ft)						
Base Capacity (vph)	3000			2844	410	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.25			0.29	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 31 (26%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 2.6 Intersection LOS: A
Intersection Capacity Utilization 42.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NORTH STATE STREET & U.S. ROUTE 1



Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	0	0	6	3	18	29	0	0	0	7
Future Vol, veh/h	5	0	0	0	6	3	18	29	0	0	0	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	0	0	7	3	21	34	0	0	0	8
Number of Lanes	1	0	0	0	1	0	1	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.3	6.9	7.7	6.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	67%	0%
Vol Right, %	0%	0%	0%	33%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	29	5	9	7
LT Vol	18	0	5	0	0
Through Vol	0	29	0	6	0
RT Vol	0	0	0	3	7
Lane Flow Rate	21	34	6	10	8
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.029	0.043	0.007	0.011	0.008
Departure Headway (Hd)	5.066	4.565	4.249	3.845	3.501
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	710	788	838	925	1021
Service Time	2.774	2.274	2.296	1.892	1.528
HCM Lane V/C Ratio	0.03	0.043	0.007	0.011	0.008
HCM Control Delay	7.9	7.5	7.3	6.9	6.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	724	10	3	607	0	39	0	40	172	2	31
Future Volume (vph)	0	724	10	3	607	0	39	0	40	172	2	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	15	15	15	12	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98		0.99	0.97	
Frt		0.998						0.931			0.860	
Flt Protected								0.976		0.950		
Satd. Flow (prot)	0	3294	0	0	1739	0	0	1839	0	1770	1506	0
Flt Permitted					0.996			0.839		0.672		
Satd. Flow (perm)	0	3294	0	0	1732	0	0	1568	0	1240	1506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						40			42	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			411			360			606	
Travel Time (s)		7.6			9.3			8.2			13.8	
Confl. Peds. (#/hr)	18		12	12		18	10		7	7		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	992	14	4	832	0	53	0	55	236	3	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1006	0	0	836	0	0	108	0	236	45	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		15.0		15.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		21.1		21.1	21.1		12.1	12.1		12.1	12.1	
Total Split (s)		88.0		88.0	88.0		32.0	32.0		32.0	32.0	
Total Split (%)		73.3%		73.3%	73.3%		26.7%	26.7%		26.7%	26.7%	
Yellow Time (s)		4.1		4.1	4.1		3.6	3.6		3.6	3.6	
All-Red Time (s)		2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1			5.1		5.1	5.1	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		82.3			82.3			26.5		26.5	26.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.69			0.69			0.22		0.22	0.22	
v/c Ratio		0.44			0.70			0.29		0.86	0.12	
Control Delay		9.6			20.8			25.8		73.7	12.5	
Queue Delay		0.0			0.6			0.0		0.0	0.0	
Total Delay		9.6			21.4			25.8		73.7	12.5	
LOS		A			C			C		E	B	
Approach Delay		9.6			21.4			25.8			63.9	
Approach LOS		A			C			C			E	
Queue Length 50th (ft)		181			408			42		172	2	
Queue Length 95th (ft)		154			403			70		212	22	
Internal Link Dist (ft)		253			331			280			526	
Turn Bay Length (ft)												
Base Capacity (vph)		2302			1210			401		293	388	
Starvation Cap Reductn		0			123			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.44			0.77			0.27		0.81	0.12	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 79 (66%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 60.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

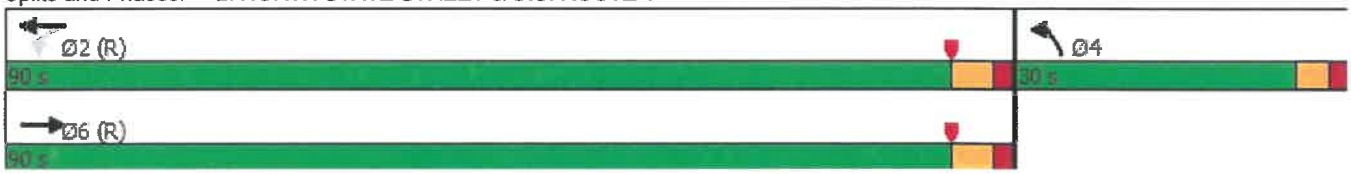
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	952	3	6	640	2	137
Future Volume (vph)	952	3	6	640	2	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	1.00	
Frt					0.867	
Flt Protected					0.999	
Satd. Flow (prot)	3421	0	0	3421	1721	0
Flt Permitted				0.944	0.999	
Satd. Flow (perm)	3421	0	0	3230	1721	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1				139	
Link Speed (mph)	30			30	30	
Link Distance (ft)	258			323	552	
Travel Time (s)	5.9			7.3	12.5	
Confl. Peds. (#/hr)		2	2		3	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1094	3	7	736	2	157
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1097	0	0	743	159	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	
Minimum Split (s)	20.8		20.8	20.8	12.0	
Total Split (s)	90.0		90.0	90.0	30.0	
Total Split (%)	75.0%		75.0%	75.0%	25.0%	
Yellow Time (s)	3.8		3.8	3.8	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.8			5.8	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	100.7			100.7	8.5	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.84			0.84	0.07	
v/c Ratio	0.38			0.27	0.64	
Control Delay	2.5			2.4	23.9	
Queue Delay	0.1			0.0	0.0	
Total Delay	2.6			2.4	23.9	
LOS	A			A	C	
Approach Delay	2.6			2.4	23.9	
Approach LOS	A			A	C	
Queue Length 50th (ft)	50			41	15	
Queue Length 95th (ft)	127			74	74	
Internal Link Dist (ft)	178			243	472	
Turn Bay Length (ft)						
Base Capacity (vph)	2871			2710	468	
Starvation Cap Reductn	594			0	0	
Spillback Cap Reductn	0			150	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.48			0.29	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 95 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 4.2 Intersection LOS: A
Intersection Capacity Utilization 44.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NORTH STATE STREET & U.S. ROUTE 1



Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	0	0	12	9	64	60	0	0	0	15
Future Vol, veh/h	10	0	0	0	12	9	64	60	0	0	0	15
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	0	0	15	11	80	75	0	0	0	19
Number of Lanes	1	0	0	0	1	0	1	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.7	7.2	8.2	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	57%	0%
Vol Right, %	0%	0%	0%	43%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	60	10	21	15
LT Vol	64	0	10	0	0
Through Vol	0	60	0	12	0
RT Vol	0	0	0	9	15
Lane Flow Rate	80	75	12	26	19
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.114	0.096	0.016	0.03	0.019
Departure Headway (Hd)	5.111	4.61	4.581	4.11	3.611
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	702	778	786	876	976
Service Time	2.836	2.335	2.582	2.111	1.691
HCM Lane V/C Ratio	0.114	0.096	0.015	0.03	0.019
HCM Control Delay	8.5	7.8	7.7	7.2	6.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0	0.1	0.1

CAPACITY ANALYSIS WORKSHEETS

No-Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	458	1	3	819	0	18	0	20	226	3	52
Future Volume (vph)	0	458	1	3	819	0	18	0	20	226	3	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	15	15	15	12	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98		0.99	0.98	
Frt								0.929			0.857	
Flt Protected								0.977		0.950		
Satd. Flow (prot)	0	3303	0	0	3303	0	0	1835	0	1770	1510	0
Flt Permitted					0.954			0.877		0.730		
Satd. Flow (perm)	0	3303	0	0	3151	0	0	1639	0	1352	1510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								28			58	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			411			360			606	
Travel Time (s)		7.6			9.3			8.2			13.8	
Confl. Peds. (#/hr)	10		4	4		10	6		2	2		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	515	1	3	920	0	20	0	22	254	3	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	516	0	0	923	0	0	42	0	254	61	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		15.0		15.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		21.1		21.1	21.1		12.1	12.1		12.1	12.1	
Total Split (s)		82.0		82.0	82.0		38.0	38.0		38.0	38.0	
Total Split (%)		68.3%		68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	
Yellow Time (s)		4.1		4.1	4.1		3.6	3.6		3.6	3.6	
All-Red Time (s)		2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1			5.1		5.1	5.1	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		82.0			82.0			26.8		26.8	26.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.68			0.68			0.22		0.22	0.22	
v/c Ratio		0.23			0.43			0.11		0.84	0.16	
Control Delay		8.2			9.9			16.7		67.7	9.9	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		8.2			9.9			16.7		67.7	9.9	
LOS		A			A			B		E	A	
Approach Delay		8.2			9.9			16.7			56.5	
Approach LOS		A			A			B			E	
Queue Length 50th (ft)		72			154			9		189	2	
Queue Length 95th (ft)		120			288			34		260	33	
Internal Link Dist (ft)		253			331			280			526	
Turn Bay Length (ft)												
Base Capacity (vph)		2274			2169			477		377	463	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.23			0.43			0.09		0.67	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 27 (23%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 53.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

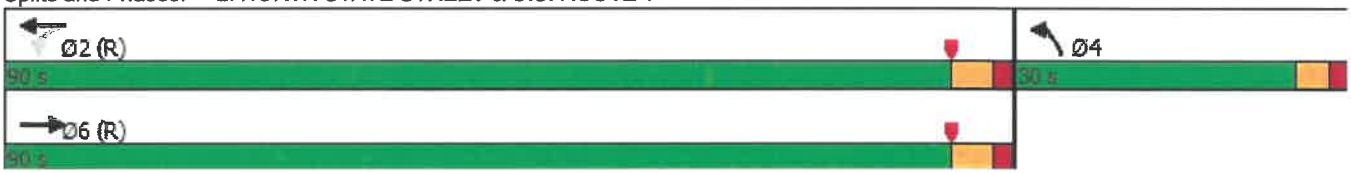
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	726	0	8	809	11	58
Future Volume (vph)	726	0	8	809	11	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor					1.00	
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	3421	0	0	3421	1746	0
Flt Permitted				0.948	0.992	
Satd. Flow (perm)	3421	0	0	3243	1741	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)					60	
Link Speed (mph)	30			30	30	
Link Distance (ft)	258			323	552	
Travel Time (s)	5.9			7.3	12.5	
Confl. Peds. (#/hr)					11	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	756	0	8	843	11	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	756	0	0	851	71	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	
Minimum Split (s)	20.8		20.8	20.8	12.0	
Total Split (s)	90.0		90.0	90.0	30.0	
Total Split (%)	75.0%		75.0%	75.0%	25.0%	
Yellow Time (s)	3.8		3.8	3.8	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.8			5.8	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	105.3			105.3	7.5	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.88			0.88	0.06	
v/c Ratio	0.25			0.30	0.43	
Control Delay	1.2			2.0	25.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.2			2.0	25.5	
LOS	A			A	C	
Approach Delay	1.2			2.0	25.5	
Approach LOS	A			A	C	
Queue Length 50th (ft)	25			50	8	
Queue Length 95th (ft)	37			76	55	
Internal Link Dist (ft)	178			243	472	
Turn Bay Length (ft)						
Base Capacity (vph)	3000			2844	411	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.25			0.30	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 31 (26%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 2.6 Intersection LOS: A
Intersection Capacity Utilization 42.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NORTH STATE STREET & U.S. ROUTE 1



Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	0	0	6	3	18	30	0	0	0	7
Future Vol, veh/h	5	0	0	0	6	3	18	30	0	0	0	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	0	0	7	3	21	35	0	0	0	8
Number of Lanes	1	0	0	0	1	0	1	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.3	6.9	7.7	6.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	67%	0%
Vol Right, %	0%	0%	0%	33%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	30	5	9	7
LT Vol	18	0	5	0	0
Through Vol	0	30	0	6	0
RT Vol	0	0	0	3	7
Lane Flow Rate	21	35	6	10	8
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.029	0.044	0.007	0.011	0.008
Departure Headway (Hd)	5.066	4.565	4.251	3.847	3.502
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	710	788	838	925	1021
Service Time	2.774	2.274	2.298	1.894	1.528
HCM Lane V/C Ratio	0.03	0.044	0.007	0.011	0.008
HCM Control Delay	7.9	7.5	7.3	6.9	6.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	737	10	3	618	0	40	0	41	175	2	32
Future Volume (vph)	0	737	10	3	618	0	40	0	41	175	2	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	15	15	15	12	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98		0.99	0.97	
Frt		0.998						0.932			0.860	
Flt Protected								0.976		0.950		
Satd. Flow (prot)	0	3294	0	0	1739	0	0	1841	0	1770	1506	0
Flt Permitted					0.996			0.836		0.669		
Satd. Flow (perm)	0	3294	0	0	1732	0	0	1564	0	1234	1506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						39			44	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			411			360			606	
Travel Time (s)		7.6			9.3			8.2			13.8	
Confl. Peds. (#/hr)	18		12	12		18	10		7	7		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1010	14	4	847	0	55	0	56	240	3	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1024	0	0	851	0	0	111	0	240	47	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		15.0		15.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		21.1		21.1	21.1		12.1	12.1		12.1	12.1	
Total Split (s)		88.0		88.0	88.0		32.0	32.0		32.0	32.0	
Total Split (%)		73.3%		73.3%	73.3%		26.7%	26.7%		26.7%	26.7%	
Yellow Time (s)		4.1		4.1	4.1		3.6	3.6		3.6	3.6	
All-Red Time (s)		2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1			5.1		5.1	5.1	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		81.8			81.8			27.0		27.0	27.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.68			0.68			0.22		0.22	0.22	
v/c Ratio		0.46			0.72			0.29		0.86	0.13	
Control Delay		10.0			23.1			26.1		73.0	12.3	
Queue Delay		0.0			1.0			0.0		0.0	0.0	
Total Delay		10.0			24.1			26.1		73.0	12.3	
LOS		A			C			C		E	B	
Approach Delay		10.0			24.1			26.1			63.1	
Approach LOS		A			C			C			E	
Queue Length 50th (ft)		190			455			44		174	2	
Queue Length 95th (ft)		157			455			73		#217	22	
Internal Link Dist (ft)		253			331			280			526	
Turn Bay Length (ft)												
Base Capacity (vph)		2294			1206			403		295	393	
Starvation Cap Reductn		0			150			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.45			0.81			0.28		0.81	0.12	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 79 (66%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

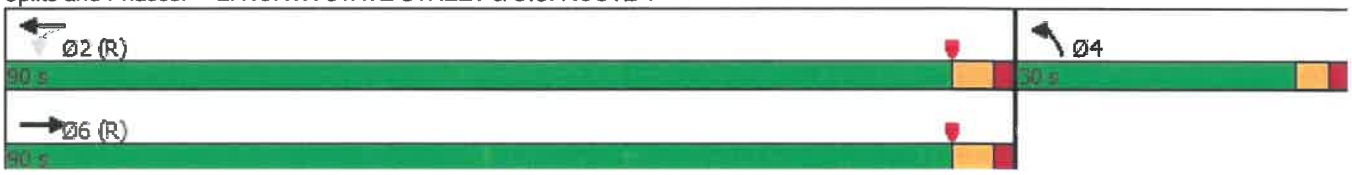
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	969	3	6	652	2	139
Future Volume (vph)	969	3	6	652	2	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	1.00	
Frt					0.867	
Flt Protected					0.999	
Satd. Flow (prot)	3421	0	0	3421	1721	0
Flt Permitted				0.944	0.999	
Satd. Flow (perm)	3421	0	0	3230	1721	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1				133	
Link Speed (mph)	30			30	30	
Link Distance (ft)	258			323	552	
Travel Time (s)	5.9			7.3	12.5	
Confl. Peds. (#/hr)		2	2		3	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1114	3	7	749	2	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1117	0	0	756	162	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	
Minimum Split (s)	20.8		20.8	20.8	12.0	
Total Split (s)	90.0		90.0	90.0	30.0	
Total Split (%)	75.0%		75.0%	75.0%	25.0%	
Yellow Time (s)	3.8		3.8	3.8	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.8			5.8	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	100.4			100.4	8.8	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.84			0.84	0.07	
v/c Ratio	0.39			0.28	0.65	
Control Delay	2.6			2.5	26.3	
Queue Delay	0.1			0.0	0.0	
Total Delay	2.7			2.5	26.3	
LOS	A			A	C	
Approach Delay	2.7			2.5	26.3	
Approach LOS	A			A	C	
Queue Length 50th (ft)	51			42	22	
Queue Length 95th (ft)	131			79	81	
Internal Link Dist (ft)	178			243	472	
Turn Bay Length (ft)						
Base Capacity (vph)	2862			2702	463	
Starvation Cap Reductn	587			0	0	
Spillback Cap Reductn	0			204	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.49			0.30	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 95 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 4.5 Intersection LOS: A
Intersection Capacity Utilization 44.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NORTH STATE STREET & U.S. ROUTE 1



Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	0	0	12	9	65	62	0	0	0	15
Future Vol, veh/h	10	0	0	0	12	9	65	62	0	0	0	15
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	0	0	15	11	81	78	0	0	0	19
Number of Lanes	1	0	0	0	1	0	1	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.7	7.2	8.2	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	57%	0%
Vol Right, %	0%	0%	0%	43%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	62	10	21	15
LT Vol	65	0	10	0	0
Through Vol	0	62	0	12	0
RT Vol	0	0	0	9	15
Lane Flow Rate	81	78	12	26	19
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.115	0.099	0.016	0.03	0.019
Departure Headway (Hd)	5.111	4.61	4.588	4.117	3.614
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	702	778	785	875	975
Service Time	2.836	2.335	2.589	2.118	1.694
HCM Lane V/C Ratio	0.115	0.1	0.015	0.03	0.019
HCM Control Delay	8.5	7.8	7.7	7.2	6.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0	0.1	0.1

CAPACITY ANALYSIS WORKSHEETS

Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	463	1	3	819	0	42	0	38	228	3	52
Future Volume (vph)	0	463	1	3	819	0	42	0	38	228	3	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	15	15	15	12	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98		1.00	0.98	
Frt								0.935			0.857	
Flt Protected								0.975		0.950		
Satd. Flow (prot)	0	3303	0	0	3303	0	0	1845	0	1770	1510	0
Flt Permitted					0.954			0.831		0.701		
Satd. Flow (perm)	0	3303	0	0	3151	0	0	1564	0	1299	1510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								38			58	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			411			360			606	
Travel Time (s)		7.6			9.3			8.2			13.8	
Confl. Peds. (#/hr)	10		4	4		10	6		2	2		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	520	1	3	920	0	47	0	43	256	3	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	521	0	0	923	0	0	90	0	256	61	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		15.0		15.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		21.1		21.1	21.1		12.1	12.1		12.1	12.1	
Total Split (s)		82.0		82.0	82.0		38.0	38.0		38.0	38.0	
Total Split (%)		68.3%		68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	
Yellow Time (s)		4.1		4.1	4.1		3.6	3.6		3.6	3.6	
All-Red Time (s)		2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1			5.1		5.1	5.1	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		80.9			80.9			27.9		27.9	27.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.67			0.67			0.23		0.23	0.23	
v/c Ratio		0.23			0.43			0.23		0.85	0.15	
Control Delay		8.7			10.8			21.8		67.7	9.5	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		8.7			10.8			21.8		67.7	9.5	
LOS		A			B			C		E	A	
Approach Delay		8.7			10.8			21.8			56.5	
Approach LOS		A			B			C			E	
Queue Length 50th (ft)		75			160			32		190	2	
Queue Length 95th (ft)		125			305			68		261	33	
Internal Link Dist (ft)		253			331			280			526	
Turn Bay Length (ft)												
Base Capacity (vph)		2252			2148			468		366	467	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.23			0.43			0.19		0.70	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 27 (23%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 53.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

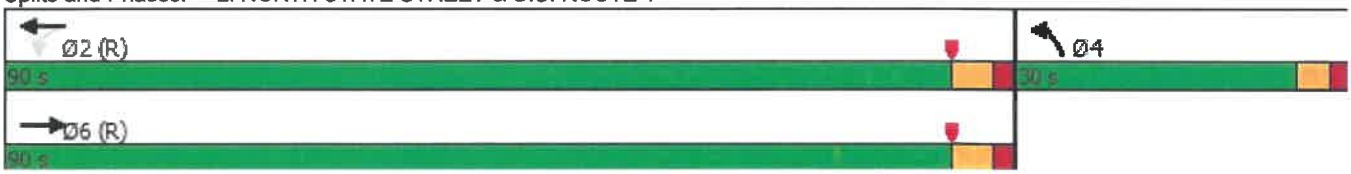
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	742	9	14	809	11	58
Future Volume (vph)	742	9	14	809	11	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor					1.00	
Frt	0.998				0.886	
Flt Protected				0.999	0.992	
Satd. Flow (prot)	3414	0	0	3418	1746	0
Flt Permitted				0.936	0.992	
Satd. Flow (perm)	3414	0	0	3202	1741	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				60	
Link Speed (mph)	30			30	30	
Link Distance (ft)	258			323	552	
Travel Time (s)	5.9			7.3	12.5	
Confl. Peds. (#/hr)					11	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	773	9	15	843	11	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	782	0	0	858	71	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	
Minimum Split (s)	20.8		20.8	20.8	12.0	
Total Split (s)	90.0		90.0	90.0	30.0	
Total Split (%)	75.0%		75.0%	75.0%	25.0%	
Yellow Time (s)	3.8		3.8	3.8	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.8			5.8	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	105.3			105.3	7.5	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.88			0.88	0.06	
v/c Ratio	0.26			0.31	0.43	
Control Delay	1.2			2.0	25.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.2			2.0	25.5	
LOS	A			A	C	
Approach Delay	1.2			2.0	25.5	
Approach LOS	A			A	C	
Queue Length 50th (ft)	26			50	8	
Queue Length 95th (ft)	38			77	55	
Internal Link Dist (ft)	178			243	472	
Turn Bay Length (ft)						
Base Capacity (vph)	2994			2809	411	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.26			0.31	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 31 (26%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 2.6 Intersection LOS: A
Intersection Capacity Utilization 47.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NORTH STATE STREET & U.S. ROUTE 1



Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	0	0	6	43	18	32	0	0	0	7
Future Vol, veh/h	5	0	0	0	6	43	18	32	0	0	0	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	0	0	7	50	21	37	0	0	0	8
Number of Lanes	1	0	0	0	1	0	1	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.4	6.8	7.7	6.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	12%	0%
Vol Right, %	0%	0%	0%	88%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	32	5	49	7
LT Vol	18	0	5	0	0
Through Vol	0	32	0	6	0
RT Vol	0	0	0	43	7
Lane Flow Rate	21	37	6	57	8
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.03	0.048	0.007	0.056	0.008
Departure Headway (Hd)	5.149	4.648	4.291	3.524	3.587
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	698	772	828	1007	994
Service Time	2.863	2.363	2.346	1.576	1.622
HCM Lane V/C Ratio	0.03	0.048	0.007	0.057	0.008
HCM Control Delay	8	7.6	7.4	6.8	6.7
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0	0.2	0

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	9	15	0	40
Future Vol, veh/h	0	0	9	15	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	16	0	43

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	18
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1061
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1061
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.5
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1061
HCM Lane V/C Ratio	-	-	0.041
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	751	10	3	618	0	58	0	57	181	2	32
Future Volume (vph)	0	751	10	3	618	0	58	0	57	181	2	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	15	15	15	12	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98		0.99	0.97	
Frt		0.998						0.933			0.860	
Flt Protected								0.975		0.950		
Satd. Flow (prot)	0	3294	0	0	1739	0	0	1841	0	1770	1506	0
Flt Permitted					0.996			0.825		0.629		
Satd. Flow (perm)	0	3294	0	0	1732	0	0	1545	0	1162	1506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2						38			44	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			411			360			606	
Travel Time (s)		7.6			9.3			8.2			13.8	
Confl. Peds. (#/hr)	18		12	12		18	10		7	7		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1029	14	4	847	0	79	0	78	248	3	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1043	0	0	851	0	0	157	0	248	47	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		15.0		15.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		21.1		21.1	21.1		12.1	12.1		12.1	12.1	
Total Split (s)		88.0		88.0	88.0		32.0	32.0		32.0	32.0	
Total Split (%)		73.3%		73.3%	73.3%		26.7%	26.7%		26.7%	26.7%	
Yellow Time (s)		4.1		4.1	4.1		3.6	3.6		3.6	3.6	
All-Red Time (s)		2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1			5.1		5.1	5.1	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		77.5			77.5			31.3		31.3	31.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.65			0.65			0.26		0.26	0.26	
v/c Ratio		0.49			0.76			0.37		0.82	0.11	
Control Delay		12.1			27.0			30.0		64.0	11.9	
Queue Delay		0.0			2.4			0.0		0.0	0.0	
Total Delay		12.1			29.4			30.0		64.0	11.9	
LOS		B			C			C		E	B	
Approach Delay		12.1			29.4			30.0			55.7	
Approach LOS		B			C			C			E	
Queue Length 50th (ft)		220			571			72		175	2	
Queue Length 95th (ft)		162			474			108		#249	22	
Internal Link Dist (ft)		253			331			280			526	
Turn Bay Length (ft)												
Base Capacity (vph)		2248			1182			430		302	424	
Starvation Cap Reductn		0			207			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.46			0.87			0.37		0.82	0.11	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 79 (66%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

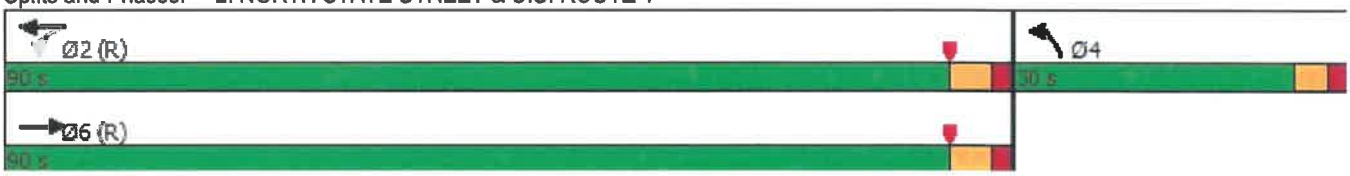
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	981	27	22	652	2	139
Future Volume (vph)	981	27	22	652	2	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	1.00	
Frt	0.996				0.867	
Flt Protected				0.998	0.999	
Satd. Flow (prot)	3405	0	0	3414	1721	0
Flt Permitted				0.883	0.999	
Satd. Flow (perm)	3405	0	0	3021	1721	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				130	
Link Speed (mph)	30			30	30	
Link Distance (ft)	258			323	552	
Travel Time (s)	5.9			7.3	12.5	
Confl. Peds. (#/hr)		2	2		3	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1128	31	25	749	2	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1159	0	0	774	162	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	
Minimum Split (s)	20.8		20.8	20.8	12.0	
Total Split (s)	90.0		90.0	90.0	30.0	
Total Split (%)	75.0%		75.0%	75.0%	25.0%	
Yellow Time (s)	3.8		3.8	3.8	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.8			5.8	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	100.3			100.3	8.9	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.84			0.84	0.07	
v/c Ratio	0.41			0.31	0.66	
Control Delay	3.2			2.7	27.1	
Queue Delay	0.1			0.0	0.0	
Total Delay	3.3			2.7	27.1	
LOS	A			A	C	
Approach Delay	3.3			2.7	27.1	
Approach LOS	A			A	C	
Queue Length 50th (ft)	52			45	24	
Queue Length 95th (ft)	129			85	84	
Internal Link Dist (ft)	178			243	472	
Turn Bay Length (ft)						
Base Capacity (vph)	2847			2525	461	
Starvation Cap Reductn	605			0	0	
Spillback Cap Reductn	0			293	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.52			0.35	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 95 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 4.9 Intersection LOS: A
Intersection Capacity Utilization 51.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NORTH STATE STREET & U.S. ROUTE 1



Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	0	0	12	39	65	66	0	0	0	15
Future Vol, veh/h	10	0	0	0	12	39	65	66	0	0	0	15
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	0	0	15	49	81	83	0	0	0	19
Number of Lanes	1	0	0	0	1	0	1	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.7	7.2	8.3	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	24%	0%
Vol Right, %	0%	0%	0%	76%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	66	10	51	15
LT Vol	65	0	10	0	0
Through Vol	0	66	0	12	0
RT Vol	0	0	0	39	15
Lane Flow Rate	81	82	12	64	19
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.117	0.107	0.016	0.07	0.019
Departure Headway (Hd)	5.178	4.678	4.641	3.932	3.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	691	765	775	917	952
Service Time	2.915	2.414	2.644	1.932	1.783
HCM Lane V/C Ratio	0.117	0.107	0.015	0.07	0.02
HCM Control Delay	8.6	8	7.7	7.2	6.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0	0.2	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	21	40	0	30
Future Vol, veh/h	0	0	21	40	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	23	43	0	33

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	45
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1025
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1025
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1025
HCM Lane V/C Ratio	-	-	0.032
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1