68 SEAVIEW AVENUE

TRAFFIC IMPACT STUDY

Prepared for: Eagle Ventures

Client Ref: 141.20495.00001

July 2022

July 19, 2022

Mr. Peter Cabrera
Eagle Ventures
36 Sherwood Place (Suite LL)
Greenwich, CT 06830

RE: Traffic Impact Study
Residential Redevelopment
68 Seaview Avenue
Stamford, Connecticut
SLR #141.20495.00001

Dear Mr. Cabrera:

At your request, we have undertaken this study to evaluate the traffic-related implications associated with the proposed mixed-use redevelopment to be located at 68 Seaview Avenue in Stamford, Connecticut. **Figure 1** displays the site location map. The site currently has a 7-story office building and boat marina. The proposed redevelopment plans to retrofit the existing office building with 52 residential units and approximately 6,800 square feet of office space. The existing 57-slip marina will remain.

The work comprising the study consisted of several tasks including data collection, review of roadway and traffic conditions, estimation of site-generated traffic volumes, and assessment of future traffic operations. For this study, the following intersections were evaluated:

1. Seaview Avenue at Shippan Avenue
2. Seaview Avenue at White Street (Marina Bay Association)

Overall, it was expected that the proposed mixed-use redevelopment would result in a reduction of site-generated traffic, however, to evaluate the traffic-related implications, two intersections were analyzed. The first intersection (Seaview Avenue at Shippan Avenue) was chosen because it is the closest reasonably major intersection in the area and was included to establish that there are no capacity or operational concerns with the site-generated traffic as it enters the local roadway network. The second intersection (Seaview Avenue at White Street) was chosen because it is in closest proximity to the site and was included to address any existing concerns near the site that may not be capacity or operational related. **Figure 2** displays the study area.

EXECUTIVE SUMMARY

The proposed mixed-use redevelopment is anticipated to generate significantly less traffic than the existing office building. With a net decrease in traffic to the area street network, no impacts to levels of service and intersection operations are anticipated with the construction of the proposed redevelopment.

EXISTING CONDITIONS

The existing information involving the vehicle volumes, transit, and accident history was collected to determine the existing conditions of the area around the proposed redevelopment.

Site Environs

Shippan Avenue is a local roadway that runs north/south from Warren Avenue to the Long Island Sound. The roadway generally has one lane in each direction but widens to provide additional turn lanes at signalized intersections. On-street parking is generally permitted on the south side of the roadway. Sidewalks are present on both sides of the roadway. Bike lanes are also present on both sides of the roadway.

Seaview Avenue is also a local roadway that runs north/south from Shippan Avenue to the proposed redevelopment site. The roadway has one lane in each direction. On-street parking is generally not permitted. Sidewalks are present on the east side of the roadway.

Crash Data Summary

Information on traffic accident statistics for the study intersections was obtained from the Connecticut Crash Data Repository for the roughly 3-year period of January 1, 2019, to April 29, 2022. The accident data collected for this period is shown in **Table 1**, summarized by location.

TABLE 1
Crash Data Summary

LOCATION		CRASH SEVERITY			TYPE OF COLLISION				
		PROPERTY DAMAGE ONLY	POSSIBLE INJURY	TOTAL	HIT FIXED OBJECT	ANGLE	REAR-END	SIDESWIPE (SAME DIRECTION)	TOTAL
INTERSECTIONS									
1	Seaview Avenue at Shippan Avenue	5	1	**6**	3	1	1	1	**6**
2	Seaview Avenue at White Street	0	0	**0**	0	0	0	0	**0**
	Intersection Totals	***5***	***1***	***6***	***3***	***1***	***1***	***1***	***6***

Source: Connecticut Crash Data Repository from January 1, 2019, to April 29, 2022.

No crashes were reported at the intersection of Seaview Avenue and White Street for the roughly 3-year period. Six crashes were reported at the intersection of Seaview Avenue and Shippan Avenue for the roughly 3-year period. More than 80 percent of the crashes at the intersection resulted in property damage only. No fatalities were reported. The most common collision type was hit pole/support/fixed object collisions, comprising of three of the six reported crashes.

Additionally, no crashes were reported on Seaview Avenue between Shippan Avenue and the redevelopment site. One collision was reported on the proposed redevelopment site in the parking garage. The collision was an angle collision caused by one of the drivers backing out of a parking spot and resulted in property damage only.

Existing Transit Routes

CTtransit is Connecticut Department of Transportation's (CTDOT) bus service. CTtransit Stamford operates 15 local bus routes. Buses connect with other state-subsidized services in Norwalk, with the New Haven Line in several locations, the Harlem Line on Metro-North Railroad, and with Bee-Line buses in Westchester County, New York. CTtransit Stamford also operates the I-Bus, an express service between downtown Stamford and White Plains, New York. CTtransit Stamford bus routes 326 and 327 have stops at the intersection of Seaview Avenue and Shippan Avenue.

Route 326 (Pacific Street) operates between the Stamford Transportation Center and Stamford's South End. The route operates from approximately 5:45 a.m. to 12:30 a.m. on weekdays, 7:00 a.m. to 9:30 p.m. on Saturdays, and 7:30 a.m. to 7:30 p.m. on Sundays. Route 327 (Shippan Avenue) operates limited-stop service between Shippan Point and the Stamford Transportation Center. The route operates from approximately 5:45 a.m. to 12:30 a.m. on weekdays.

Existing Traffic Volumes

Traffic monitoring data from December 2020 (collected during the COVID-19 epoch) for Shippan Avenue east of Magee Avenue was also obtained from CTDOT. The annualized average daily traffic (AADT) at this location was 5,800 vehicles (2,900 in the northbound and southbound directions). Additionally, the average speed at this location was 29.7 mph and the 85th percentile speed was 34.3 mph.

To supplement the state traffic monitoring data, multi-modal traffic counts were conducted, including vehicle turning movement and pedestrian crossing counts, at the intersections of Shippan Avenue at Seaview Avenue and Seaview Avenue at White Street. The counts were conducted on Wednesday, November 17, 2021, from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. to capture peak commuter activity. For analysis, the highest single peak-hour volume for each time period was extracted from the count data. The peak hours were found to be from 7:45 a.m. to 8:45 a.m. (a.m. peak hour) and from 5:00 p.m. to 6:00 p.m. (p.m. peak hour). Based on correspondence with CTDOT, there was no need to adjust the existing traffic counts to account for the COVID-19 pandemic and its effects on the local traffic patterns.

The existing peak-hour traffic volumes are shown in **Figure 3**. It is important to note that only the first floor of the existing office building (approximately 9,500 square feet) on the redevelopment site was occupied

at the time the traffic counts were conducted. Additionally, the counts were conducted in November, so marina activity was likely low. The counts are included in the Appendix.

PROPOSED REDEVELOPMENT

As stated previously, the proposed redevelopment plans to retrofit the existing approximately 97,000-square-foot office building with approximately 6,800 square feet of office space and 52 residential units. The existing 57-slip marina and driveway will remain.

Proposed Redevelopment Trip Generation

The existing and proposed site-generated peak-hour trips were estimated using statistical data published by the Institute of Transportation Engineers (ITE).[1] **Table 2** summarizes the site-generated traffic estimates for the existing site (if fully occupied) and the proposed redevelopment during the study peak hours.

TABLE 2
Proposed Development New Site Traffic Estimates

LAND USE	UNITS	A.M. PEAK HOUR				P.M. PEAK HOUR			
		TRIP RATE	IN	OUT	TOTAL	TRIP RATE	IN	OUT	TOTAL
Existing									
710 – General Office Building	97 KSF	1.52/KSF	130	17	147	1.44/KSF	24	116	140
420 - Marina	57 Berths	0.07/Berth	1	3	4	0.21/Berth	7	5	12
Existing Total			*131*	*20*	*151*		*31*	*121*	*152*
Proposed Redevelopment									
221 – Multifamily Housing (Mid-Rise)	52 DU	0.37/DU	4	15	19	0.39/DU	12	8	20
710 – General Office Building	6.8 KSF	1.52/KSF	9	1	10	1.44/KSF	2	8	10
420 - Marina	57 Berths	0.07/Berth	1	3	4	0.21/Berth	7	5	12
Proposed Total			*14*	*19*	*33*		*21*	*21*	*42*
Proposed - Existing			***-117***	***-1***	***-118***		***-10***	***-100***	***-110***

Notes:
1. *Trip Generation*, 11th Edition, Institute of Transportation Engineers
2. DU = Dwelling Unit, KSF = Thousand Square Feet

[1] *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021

It is important to note that general urban/suburban ITE rates were used in this analysis. The statistical data published by ITE is based on areas without the public transportation attributes and access to the train station of Stamford. Therefore, this analysis should be considered conservative.

As shown in Table 2, the proposed mixed-use redevelopment is estimated to generate significantly less trips than the existing office building. The retrofit from office to residential use is expected to result in an over 70% reduction in site generated traffic during the morning and afternoon peak hours. The proposed redevelopment is estimated to generate 33 total vehicle trips (14 vehicles entering and 19 vehicles exiting) during the morning peak hour and 42 total vehicle trips (21 vehicles entering and 21 vehicles exiting) during the afternoon peak hour.

Site-Generated Trip Distribution

The geographic distribution of the office/marina site-generated traffic and the residential site-generated traffic was estimated based on review of the roadway traffic patterns in the vicinity of the site, as well as review of census commuting data. **Figure 4** illustrates the distribution for the office/marina site-generated traffic through the study area. **Figure 5** illustrates the distribution for the residential site-generated traffic through the study area.

Existing (Fully Occupied) Site-Generated Trip Assignment

As stated previously, at the time the existing traffic counts were conducted, only the first floor of the office building (approximately 9,500 square feet) was occupied and marina activity was likely low. However, this evaluation compares the site-generated trips that would be traveling to and from the redevelopment site if the office building were to be fully occupied and the marina were to be fully active in the future and the site trips anticipated to be generated by the proposed redevelopment.

Based on the site trip generation and trip distribution, the existing fully occupied office and marina trips were assigned to the study area intersections. **Figure 6** displays the resulting existing fully occupied office and marina trip assignment.

Proposed Redevelopment Trip Assignment

Based on the site trip generation and trip distribution, the proposed new site-generated trips were assigned to the study area intersections. **Figure 7** displays the resulting proposed redevelopment trip assignment.

FUTURE (2024) CONDITIONS

The proposed redevelopment is anticipated to be completed in 2024. Future (2024) Conditions were evaluated with the office building and marina fully occupied and with the proposed redevelopment completed to determine possible traffic impacts.

Background Traffic Volumes

The background traffic scenario is reflective of future (2024) conditions if the proposed development was not built and instead the existing office building and marina were fully occupied. Background (2024) Conditions also includes traffic associated with other nearby expected upcoming developments as well as general traffic growth.

Based on correspondence with the City of Stamford and CTDOT, there are no proposed or pending developments in the area that would impact the traffic volumes above normal traffic growth. Additionally based on correspondence with CTDOT, the existing traffic volumes were projected to Future (2024) Conditions using a growth rate of 0.5 percent per year.

Background (2024) Conditions peak-hour traffic volumes were estimated by applying the growth rate to the existing peak-hour traffic volumes (shown in Figure 3), subtracting the existing trips traveling to/from the site and adding the existing fully occupied office and marina trip assignment (shown in Figure 6). The resultant Background (2024) Conditions peak-hour traffic volumes are shown in **Figure 8**. The subtracted existing trips are included in the Appendix.

Combined Traffic Volumes

The combined traffic scenario is reflective of future (2024) conditions once the proposed development is completed. Combined (2024) Conditions peak-hour traffic volumes were estimated by adding the proposed redevelopment trip assignment (shown in Figure 7) to the Background (2024) Conditions peak-hour traffic volumes (shown in Figure 8) and subtracting the existing fully occupied office and marina trip assignment (shown in Figure 6). The resultant Combined (2024) Conditions peak-hour traffic volumes are shown in **Figure 9**.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was performed at the study intersections under Background (2024) and Combined (2024) Conditions to evaluate each intersection's ability to process traffic volumes. These evaluations were used to determine possible traffic impacts associated with the proposed redevelopment, based on the comparison of background and combined traffic operations.

Intersection operation results are expressed as a level of service (LOS). LOS is used to provide a qualitative evaluation of the efficiency of operations of an intersection in terms of delay and inconvenience based on certain quantitative calculations. A description of the various LOS designations, A through F, is given in the Appendix. LOS A describes operations with very low average control delay per vehicle while LOS F describes operations with long average delays. The study intersections were evaluated using *Synchro 11* (*Trafficware*) traffic analysis software package. **Table 3** summarizes the capacity analysis findings under Background and Combined (2024) Conditions. The *Synchro* analysis worksheets are included in the Appendix.

It is important to note LOS A to LOS D are generally considered acceptable conditions. However, in urban

areas, like our study area, LOS E during peak hours is often deemed acceptable and can indicate an efficient tradeoff between traffic flow and the amount of land devoted to the movement of motor vehicles.

As shown in Table 3, all individual movements at both study intersections are expected to operate at acceptable LOS (LOS A to LOS C) under Background (2024) Conditions and are expected to continue to operate at acceptable conditions under Combined (2024) Conditions during both peak periods. Both study intersections are not expected to experience degradations in individual movement LOS as a result of the proposed redevelopment. In fact, some individual movements at both study intersections are expected to operate better as a result of the proposed redevelopment. With a net decrease in traffic to the area street network, no impacts to LOS are anticipated with this proposed redevelopment.

TABLE 3
Capacity Analysis Summary
Future (2024) Conditions

INTERSECTION/LANE GROUP	LEVEL OF SERVICE			
	A.M. PEAK HOUR		P.M. PEAK HOUR	
	BACKGROUND	COMBINED	BACKGROUND	COMBINED
Unsignalized				
1. Seaview Avenue at Shippan Avenue				
Northbound Left/Through/Right	B	B	C	B
Eastbound Left	A	A	A	A
Westbound Left	A	A	A	A
Southbound Left/Through/Right	A	A	A	A
2. Seaview Avenue at White Street				
Northbound Left	A	A	A	A
Eastbound Left/Through/Right	B	A	B	A
Westbound Left/Through/Right	A	A	A	A
Southbound Left	A	A	A	A

Notes: LOS calculations were performed using *Synchro 11*.

SUMMARY

This study was conducted to assess the traffic-related impacts of the proposed redevelopment at 68 Seaview Avenue. The proposed redevelopment plans to retrofit the existing office building with 52 residential units and approximately 6,800 square feet of office space. The existing 57-slip marina and driveway will remain. To determine a profile of existing conditions, data assembly efforts were undertaken. Estimates of traffic that will be generated by the proposed redevelopment were established based on statistical data published by ITE and intersection capacity analysis was performed at the intersections of Seaview Avenue at Shippan Avenue and Seaview Avenue at White Street (Marina Bay Association).

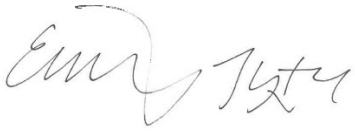
The proposed redevelopment is anticipated to generate significantly less traffic than the existing office building would if it were to be fully occupied in the future. With a net decrease in traffic to the area street network, no impacts to LOS are anticipated. With the proposed retrofit of the existing office building, both study intersections are expected to operate at acceptable LOS (LOS A to LOS C) during both peak periods. Both study intersections are also not expected to experience degradations in individual movement LOS as a result of the proposed mixed-use redevelopment and, in fact, some individual movements are expected to operate better as a result of the proposed redevelopment.

We hope this report is useful to you and the City of Stamford. If you have any questions or need anything further, please do not hesitate to contact either of the undersigned.

Sincerely,

SLR International Corporation

David G. Sullivan, PE, Associate
US Manager of Traffic & Transportation Planning



Emily A. Foster, PE
Associate Transportation Engineer

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Figures

- Figure 1 – Site Location Map
- Figure 2 – Study Area
- Figure 3 – Existing Peak-Hour Traffic Volumes
- Figure 4 – General Office/Marna Site-Generated Trip Distribution
- Figure 5 – General Residential Site-Generated Trip Distribution
- Figure 6 – Existing Fully-Occupied Office/Marina Peak-Hour Trip Assignment
- Figure 7 – Proposed Development Peak-Hour Trip Assignment
- Figure 8 – Background (2024) Conditions Peak-Hour Traffic Volumes
- Figure 9 – Combined (2024) Conditions Peak-Hour Traffic Volumes

Appendix

- Peak-Hour Traffic Volumes
- Subtracted Existing Trips
- LOS Designation Descriptions
- *Synchro* Analysis Worksheets

Figure 1
Site Location Map

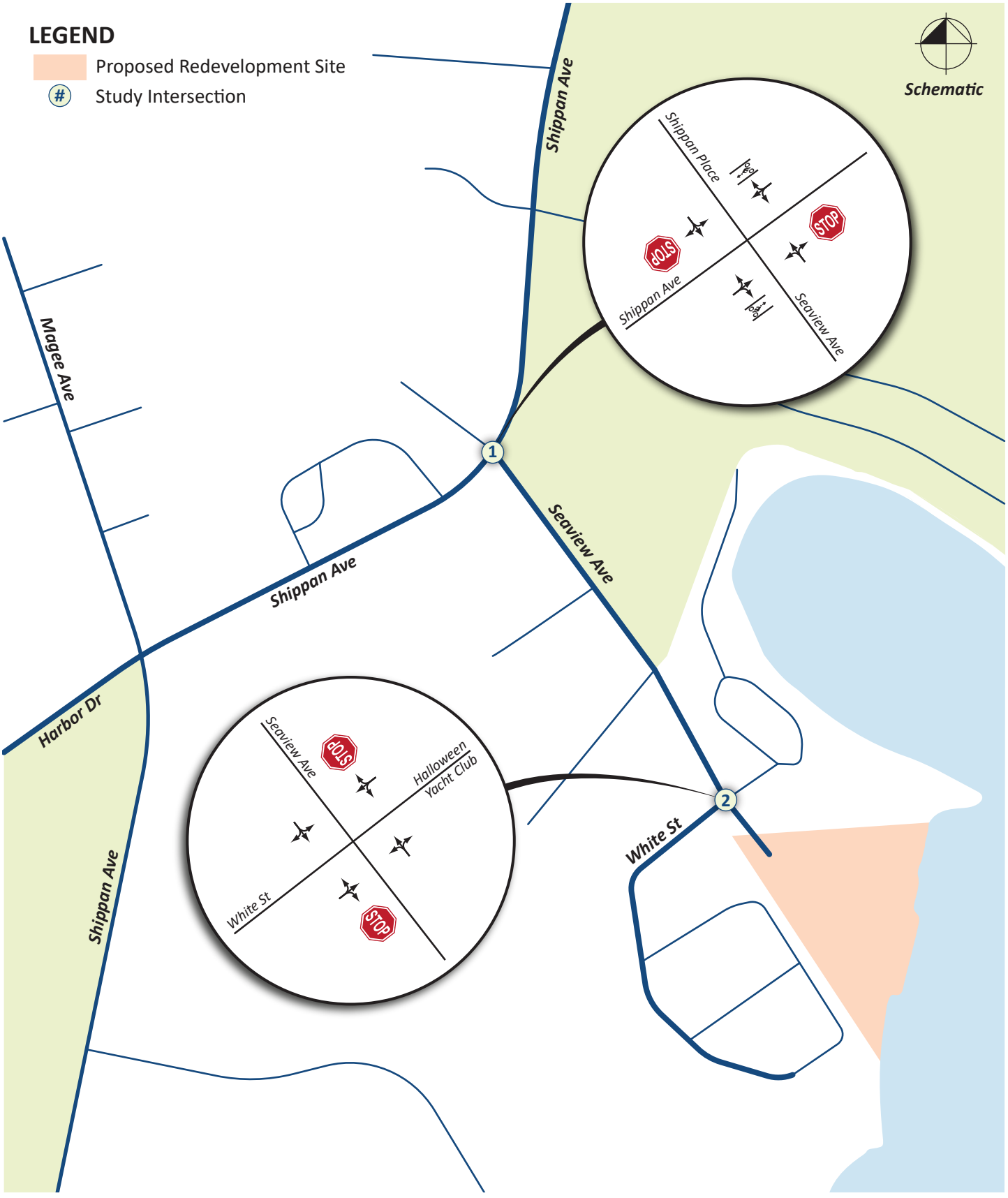

Figure 2
Study Area

Figure 3
Existing Peak Hour Traffic Volumes

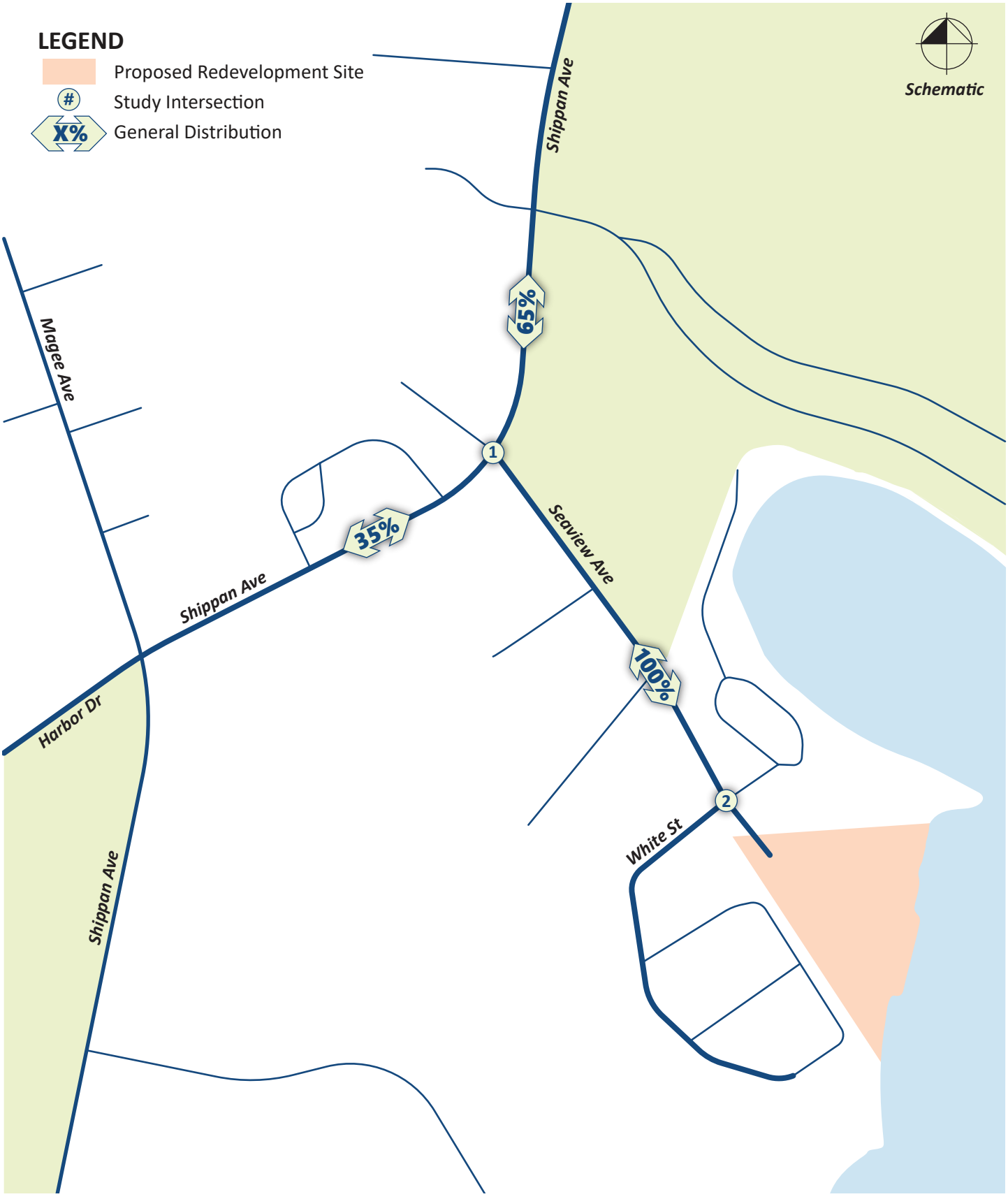

Figure 4
General Office/Marina Site-Generated Trip Distribution

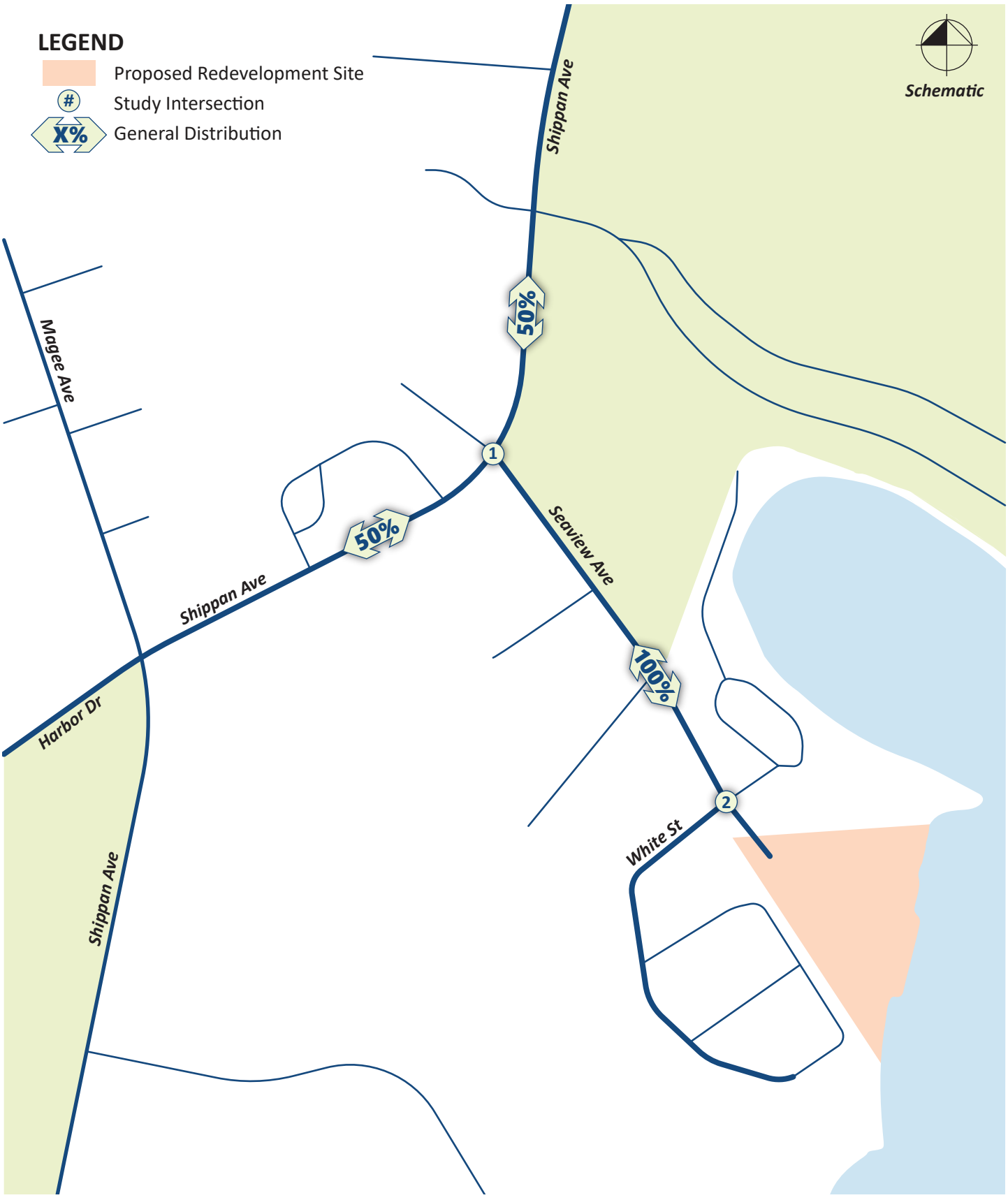

Figure 5
General Residential Site-Generated Trip Distribution

Figure 6
Existing Fully Occupied Office/Marina Peak Hour Trip Assignment

Figure 7
Proposed Development Peak Hour Trip Assignment

Figure 8
Background (2024) Conditions Peak Hour Traffic Volumes

Figure 9
Combined (2024) Conditions Peak Hour Traffic Volumes

APPENDIX

A.M.TRAFFIC COUNTS (7:00 to 9:00 a.m.)
Locations 1 and 2
Wednesday November 17th, 2021
Stamford, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

Shippan Ave. at Seaview Ave.
A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 1342-1W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

	SOUTHBOUND					SHPPPAN AVE. WESTBOUND					SEAVIEW AVE. NORTHBOUND					SHIPPAN AVE. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	2	2	4	31	0	1	36	4	0	5	1	10	0	25	3	0	28	76
07:15 AM	0	0	0	0	0	6	36	0	0	42	9	0	4	1	14	0	31	6	0	37	93
07:30 AM	0	0	0	3	3	4	38	0	0	42	8	0	2	0	10	0	34	5	0	39	94
07:45 AM	0	0	0	1	1	5	56	0	0	61	8	0	7	5	20	0	33	7	0	40	122
Total	0	0	0	6	6	19	161	0	1	181	29	0	18	7	54	0	123	21	0	144	385
08:00 AM	0	0	0	1	1	5	41	0	0	46	4	0	6	2	12	0	32	0	0	32	91
08:15 AM	0	0	0	0	0	13	51	0	0	64	2	0	9	0	11	0	36	3	0	39	114
08:30 AM	0	0	0	1	1	2	48	0	0	50	3	0	7	2	12	0	42	6	0	48	111
08:45 AM	0	0	0	0	0	6	56	0	0	62	1	0	4	0	5	0	40	4	0	44	111
Total	0	0	0	2	2	26	196	0	0	222	10	0	26	4	40	0	150	13	0	163	427
Grand Total	0	0	0	8	8	45	357	0	1	403	39	0	44	11	94	0	273	34	0	307	812
Apprch %	0	0	0	100		11.2	88.6	0	0.2		41.5	0	46.8	11.7		0	88.9	11.1	0		
Total %	0	0	0	1	1	5.5	44	0	0.1	49.6	4.8	0	5.4	1.4	11.6	0	33.6	4.2	0	37.8	
CARS	0	0	0	8	8	45	348	0	1	394	39	0	44	11	94	0	256	34	0	290	786
% CARS	0	0	0	100	100	100	97.5	0	100	97.8	100	0	100	100	100	0	93.8	100	0	94.5	96.8
TRUCKS	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
% TRUCKS	0	0	0	0	0	0	0.8	0	0	0.7	0	0	0	0	0	0	1.5	0	0	1.3	0.9
BUSES	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	19
% BUSES	0	0	0	0	0	0	1.7	0	0	1.5	0	0	0	0	0	0	4.8	0	0	4.2	2.3

Shippan Ave. at Seaview Ave.

A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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File Name : 1342-1W
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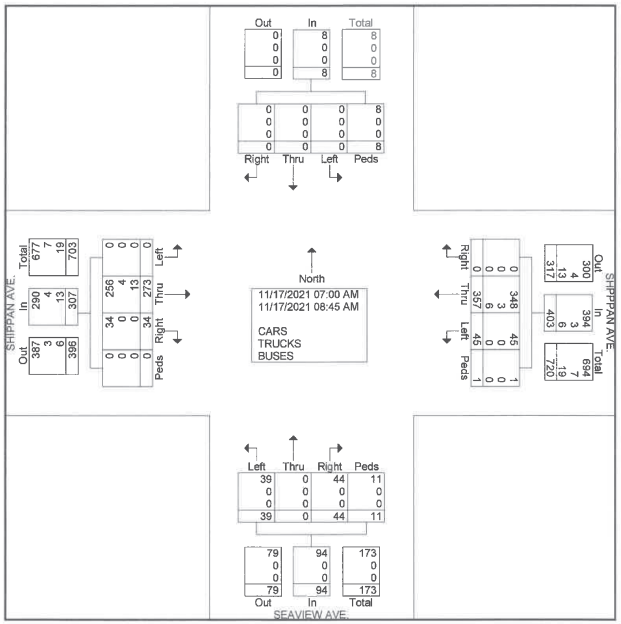

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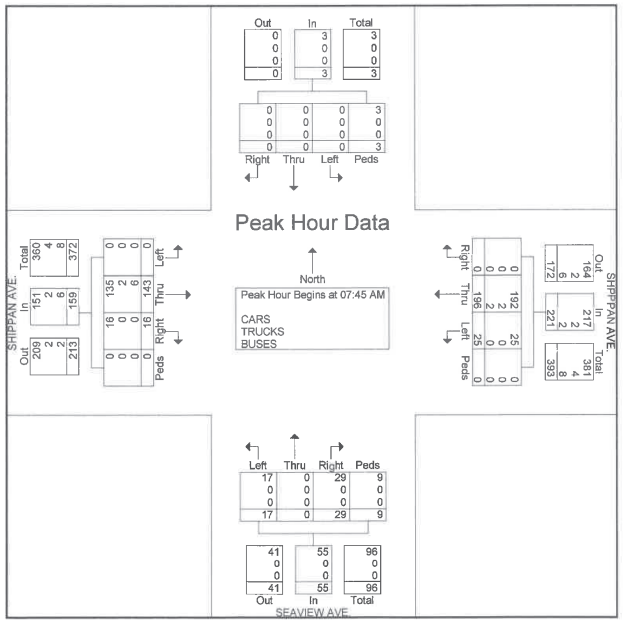
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	**1**	**1**	5	**56**	0	0	61	**8**	0	7	**5**	**20**	0	33	**7**	0	40	**122**
08:00 AM	0	0	0	1	1	5	41	0	0	46	4	0	6	2	12	0	32	0	0	32	91
08:15 AM	0	0	0	0	0	**13**	51	0	0	**64**	2	0	**9**	0	11	0	36	3	0	39	114
08:30 AM	0	0	0	1	1	2	48	0	0	50	3	0	7	2	12	0	**42**	6	0	**48**	111
Total Volume	0	0	0	3	3	25	196	0	0	221	17	0	29	9	55	0	143	16	0	159	438
% App. Total	0	0	0	100		11.3	88.7	0	0		30.9	0	52.7	16.4		0	89.9	10.1	0		
PHF	.000	.000	.000	.750	.750	.481	.875	.000	.000	.863	.531	.000	.806	.450	.688	.000	.851	.571	.000	.828	.898
CARS	0	0	0	3	3	25	192	0	0	217	17	0	29	9	55	0	135	16	0	151	426
% CARS	0	0	0	100	100	100	98.0	0	0	98.2	100	0	100	100	100	0	94.4	100	0	95.0	97.3
TRUCKS	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% TRUCKS	0	0	0	0	0	0	1.0	0	0	0.9	0	0	0	0	0	0	1.4	0	0	1.3	0.9
BUSES	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
% BUSES	0	0	0	0	0	0	1.0	0	0	0.9	0	0	0	0	0	0	4.2	0	0	3.8	1.8



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07:15 AM	0	0	0	0	0	6	35	0	0	41	9	0	4	1	14	0	27	6	0	33	88
07:30 AM	0	0	0	3	3	4	38	0	0	42	8	0	2	0	10	0	33	5	0	38	93
07:45 AM	0	0	0	1	1	5	53	0	0	58	8	0	7	5	20	0	32	7	0	39	118
Total	0	0	0	6	6	19	154	0	1	174	29	0	18	7	54	0	113	21	0	134	368
08:00 AM	0	0	0	1	1	5	41	0	0	46	4	0	6	2	12	0	30	0	0	30	89
08:15 AM	0	0	0	0	0	13	50	0	0	63	2	0	9	0	11	0	34	3	0	37	111
08:30 AM	0	0	0	1	1	2	48	0	0	50	3	0	7	2	12	0	39	6	0	45	108
08:45 AM	0	0	0	0	0	6	55	0	0	61	1	0	4	0	5	0	40	4	0	44	110
Total	0	0	0	2	2	26	194	0	0	220	10	0	26	4	40	0	143	13	0	156	418
Grand Total	0	0	0	8	8	45	348	0	1	394	39	0	44	11	94	0	256	34	0	290	786
Apprch %	0	0	0	100		11.4	88.3	0	0.3		41.5	0	46.8	11.7		0	88.3	11.7	0		
Total %	0	0	0	1	1	5.7	44.3	0	0.1	50.1	5	0	5.6	1.4	12	0	32.6	4.3	0	36.9	

Shippan Ave. at Seaview Ave.

A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 1342-1W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 5

Groups Printed- TRUCKS

	SOUTHBOUND					SHPPPAN AVE. WESTBOUND					SEAVIEW AVE. NORTHBOUND					SHIPPAN AVE. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	42.9	0	0	42.9	0	0	0	0	0	0	57.1	0	0	57.1	

Shippan Ave. at Seaview Ave.

A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 1342-1W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 6

Groups Printed- BUSES

	SOUTHBOUND					SHPPPAN AVE. WESTBOUND					SEAVIEW AVE. NORTHBOUND					SHIPPAN AVE. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
Grand Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	19
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	31.6	0	0	31.6	0	0	0	0	0	0	68.4	0	0	68.4	

Seaview Ave. at White St./Driveway

A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

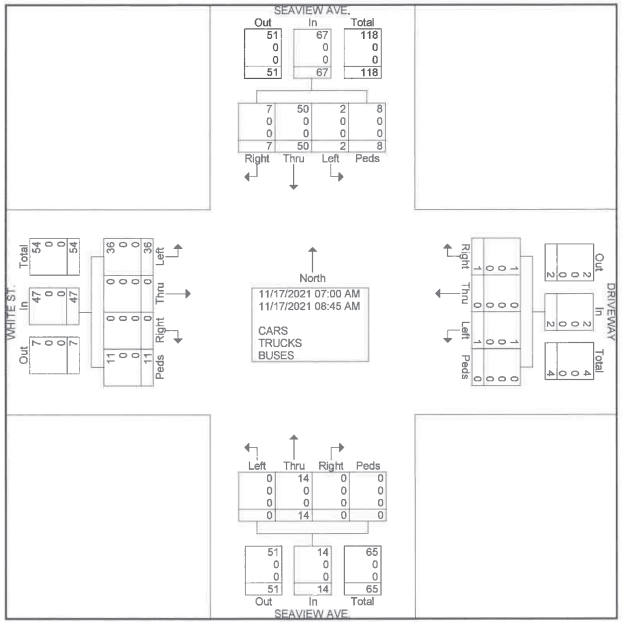
	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0	0	1	4	7
07:15 AM	1	8	1	0	10	0	0	0	0	0	0	2	0	0	2	8	0	0	3	11	23
07:30 AM	0	5	1	1	7	1	0	0	0	1	0	3	0	0	3	3	0	0	1	4	15
07:45 AM	1	6	1	2	10	0	0	1	0	1	0	3	0	0	3	5	0	0	0	5	19
Total	2	21	3	3	29	1	0	1	0	2	0	9	0	0	9	19	0	0	5	24	64
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	4	0	0	3	7	12
08:15 AM	0	11	2	2	15	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	21
08:30 AM	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	5	0	0	2	7	16
08:45 AM	0	7	1	3	11	0	0	0	0	0	0	1	0	0	1	4	0	0	1	5	17
Total	0	29	4	5	38	0	0	0	0	0	0	5	0	0	5	17	0	0	6	23	66
Grand Total	2	50	7	8	67	1	0	1	0	2	0	14	0	0	14	36	0	0	11	47	130
Apprch %	3	74.6	10.4	11.9		50	0	50	0		0	100	0	0		76.6	0	0	23.4		
Total %	1.5	38.5	5.4	6.2	51.5	0.8	0	0.8	0	1.5	0	10.8	0	0	10.8	27.7	0	0	8.5	36.2	
CARS	2	50	7	8	67	1	0	1	0	2	0	14	0	0	14	36	0	0	11	47	130
% CARS	100	100	100	100	100	100	0	100	0	100	0	100	0	0	100	100	0	0	100	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

Seaview Ave. at White St./Driveway

A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 2



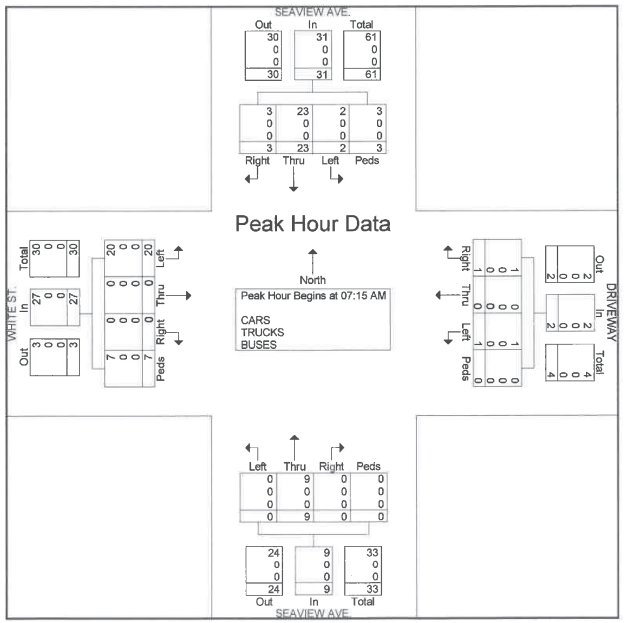
Seaview Ave. at White St./Driveway

A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 3

	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	**8**	**1**	0	**10**	0	0	0	0	0	0	2	0	0	2	**8**	0	0	**3**	**11**	**23**
07:30 AM	0	5	1	1	7	**1**	0	0	0	**1**	0	**3**	0	0	**3**	3	0	0	1	4	15
07:45 AM	1	6	1	**2**	10	0	0	**1**	0	1	0	3	0	0	3	5	0	0	0	5	19
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	4	0	0	3	7	12
Total Volume	2	23	3	3	31	1	0	1	0	2	0	9	0	0	9	20	0	0	7	27	69
% App. Total	6.5	74.2	9.7	9.7		50	0	50	0		0	100	0	0		74.1	0	0	25.9		
PHF	.500	.719	.750	.375	.775	.250	.000	.250	.000	.500	.000	.750	.000	.000	.750	.625	.000	.000	.583	.614	.750
CARS	2	23	3	3	31	1	0	1	0	2	0	9	0	0	9	20	0	0	7	27	69
% CARS	100	100	100	100	100	100	0	100	0	100	0	100	0	0	100	100	0	0	100	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



Seaview Ave. at White St./Driveway

A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 4

Groups Printed- CARS

	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0	0	1	4	7
07:15 AM	1	8	1	0	10	0	0	0	0	0	0	2	0	0	2	8	0	0	3	11	23
07:30 AM	0	5	1	1	7	1	0	0	0	1	0	3	0	0	3	3	0	0	1	4	15
07:45 AM	1	6	1	2	10	0	0	1	0	1	0	3	0	0	3	5	0	0	0	5	19
Total	2	21	3	3	29	1	0	1	0	2	0	9	0	0	9	19	0	0	5	24	64
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	4	0	0	3	7	12
08:15 AM	0	11	2	2	15	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	21
08:30 AM	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	5	0	0	2	7	16
08:45 AM	0	7	1	3	11	0	0	0	0	0	0	1	0	0	1	4	0	0	1	5	17
Total	0	29	4	5	38	0	0	0	0	0	0	5	0	0	5	17	0	0	6	23	66
Grand Total	2	50	7	8	67	1	0	1	0	2	0	14	0	0	14	36	0	0	11	47	130
Apprch %	3	74.6	10.4	11.9		50	0	50	0		0	100	0	0		76.6	0	0	23.4		
Total %	1.5	38.5	5.4	6.2	51.5	0.8	0	0.8	0	1.5	0	10.8	0	0	10.8	27.7	0	0	8.5	36.2	

Seaview Ave. at White St./Driveway

A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 5

Groups Printed- TRUCKS

	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Seaview Ave. at White St./Driveway

A.M.TRAFFIC COUNTS (7:00 to 9:00 A.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 6

Groups Printed- BUSES

	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

P.M.TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Locations 1 and 2
Wednesday November 17th, 2021
Stamford, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Brankaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

Shippan Ave. at Seaview Ave.

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1342-1W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

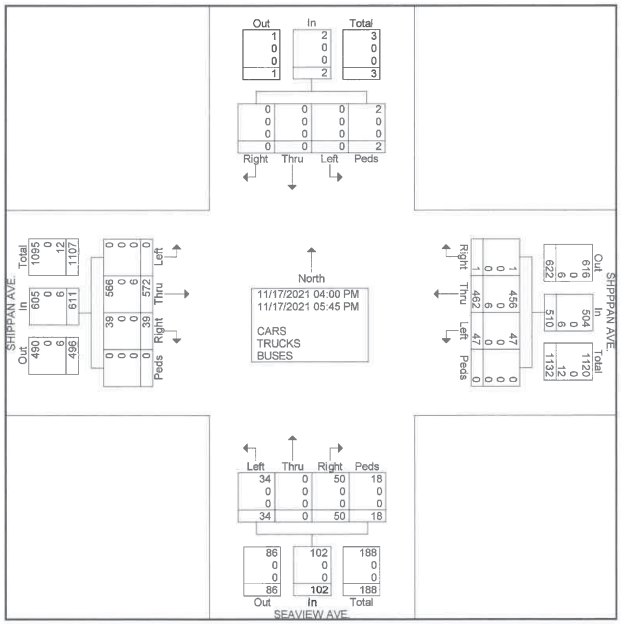
	SOUTHBOUND					SHPPPAN AVE. WESTBOUND					SEAVIEW AVE. NORTHBOUND					SHIPPAN AVE. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	5	66	0	0	71	6	0	6	4	16	0	55	6	0	61	148
04:15 PM	0	0	0	0	0	3	62	0	0	65	6	0	1	3	10	0	77	5	0	82	157
04:30 PM	0	0	0	0	0	3	43	0	0	46	1	0	11	3	15	0	56	3	0	59	120
04:45 PM	0	0	0	1	1	9	54	0	0	63	4	0	8	3	15	0	64	3	0	67	146
Total	0	0	0	1	1	20	225	0	0	245	17	0	26	13	56	0	252	17	0	269	571
05:00 PM	0	0	0	1	1	7	68	0	0	75	9	0	13	4	26	0	85	7	0	92	194
05:15 PM	0	0	0	0	0	5	51	0	0	56	1	0	4	1	6	0	84	4	0	88	150
05:30 PM	0	0	0	0	0	8	54	1	0	63	4	0	3	0	7	0	84	9	0	93	163
05:45 PM	0	0	0	0	0	7	64	0	0	71	3	0	4	0	7	0	67	2	0	69	147
Total	0	0	0	1	1	27	237	1	0	265	17	0	24	5	46	0	320	22	0	342	654
Grand Total	0	0	0	2	2	47	462	1	0	510	34	0	50	18	102	0	572	39	0	611	1225
Apprch %	0	0	0	100		9.2	90.6	0.2	0		33.3	0	49	17.6		0	93.6	6.4	0		
Total %	0	0	0	0.2	0.2	3.8	37.7	0.1	0	41.6	2.8	0	4.1	1.5	8.3	0	46.7	3.2	0	49.9	
CARS	0	0	0	2	2	47	456	1	0	504	34	0	50	18	102	0	566	39	0	605	1213
% CARS	0	0	0	100	100	100	98.7	100	0	98.8	100	0	100	100	100	0	99	100	0	99	99
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	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
% BUSES	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	0	0	0	1	0	0	1	1

Shippan Ave. at Seaview Ave.

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1342-1W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 2



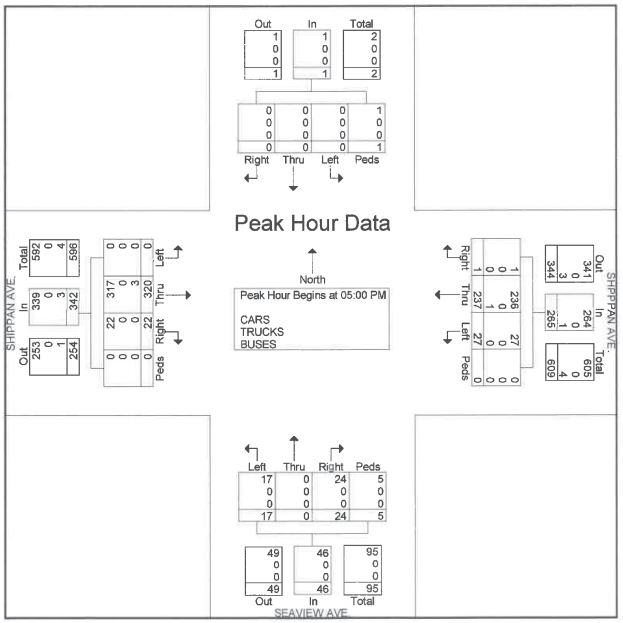
Shippan Ave. at Seaview Ave.

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1342-1W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 3

	SOUTHBOUND					SHPPPAN AVE. WESTBOUND					SEAVIEW AVE. NORTHBOUND					SHIPPAN AVE. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	**1**	**1**	7	**68**	0	0	**75**	**9**	0	**13**	**4**	**26**	0	**85**	7	0	92	**194**
05:15 PM	0	0	0	0	0	5	51	0	0	56	1	0	4	1	6	0	84	4	0	88	150
05:30 PM	0	0	0	0	0	**8**	54	**1**	0	63	4	0	3	0	7	0	84	**9**	0	**93**	163
05:45 PM	0	0	0	0	0	7	64	0	0	71	3	0	4	0	7	0	67	2	0	69	147
Total Volume	0	0	0	1	1	27	237	1	0	265	17	0	24	5	46	0	320	22	0	342	654
% App. Total	0	0	0	100		10.2	89.4	0.4	0		37	0	52.2	10.9		0	93.6	6.4	0		
PHF	.000	.000	.000	.250	.250	.844	.871	.250	.000	.883	.472	.000	.462	.313	.442	.000	.941	.611	.000	.919	.843
CARS	0	0	0	1	1	27	236	1	0	264	17	0	24	5	46	0	317	22	0	339	650
% CARS	0	0	0	100	100	100	99.6	100	0	99.6	100	0	100	100	100	0	99.1	100	0	99.1	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	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% BUSES	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.9	0	0	0.9	0.6



Shippan Ave. at Seaview Ave.

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1342-1W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 4

Groups Printed- CARS

	SOUTHBOUND					SHPPPAN AVE. WESTBOUND					SEAVIEW AVE. NORTHBOUND					SHIPPAN AVE. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	5	64	0	0	69	6	0	6	4	16	0	53	6	0	59	144
04:15 PM	0	0	0	0	0	3	60	0	0	63	6	0	1	3	10	0	76	5	0	81	154
04:30 PM	0	0	0	0	0	3	43	0	0	46	1	0	11	3	15	0	56	3	0	59	120
04:45 PM	0	0	0	1	1	9	53	0	0	62	4	0	8	3	15	0	64	3	0	67	145
Total	0	0	0	1	1	20	220	0	0	240	17	0	26	13	56	0	249	17	0	266	563
05:00 PM	0	0	0	1	1	7	68	0	0	75	9	0	13	4	26	0	83	7	0	90	192
05:15 PM	0	0	0	0	0	5	50	0	0	55	1	0	4	1	6	0	84	4	0	88	149
05:30 PM	0	0	0	0	0	8	54	1	0	63	4	0	3	0	7	0	84	9	0	93	163
05:45 PM	0	0	0	0	0	7	64	0	0	71	3	0	4	0	7	0	66	2	0	68	146
Total	0	0	0	1	1	27	236	1	0	264	17	0	24	5	46	0	317	22	0	339	650
Grand Total	0	0	0	2	2	47	456	1	0	504	34	0	50	18	102	0	566	39	0	605	1213
Apprch %	0	0	0	100		9.3	90.5	0.2	0		33.3	0	49	17.6		0	93.6	6.4	0		
Total %	0	0	0	0.2	0.2	3.9	37.6	0.1	0	41.5	2.8	0	4.1	1.5	8.4	0	46.7	3.2	0	49.9	

Shippan Ave. at Seaview Ave.

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1342-1W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 5

Groups Printed- TRUCKS

	SOUTHBOUND					SHPPPAN AVE. WESTBOUND					SEAVIEW AVE. NORTHBOUND					SHIPPAN AVE. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Shippan Ave. at Seaview Ave.

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1342-1W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 6

Groups Printed- BUSES

	SOUTHBOUND					SHPPPAN AVE. WESTBOUND					SEAVIEW AVE. NORTHBOUND					SHIPPAN AVE. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	

Seaview Ave. at White St./Driveway

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

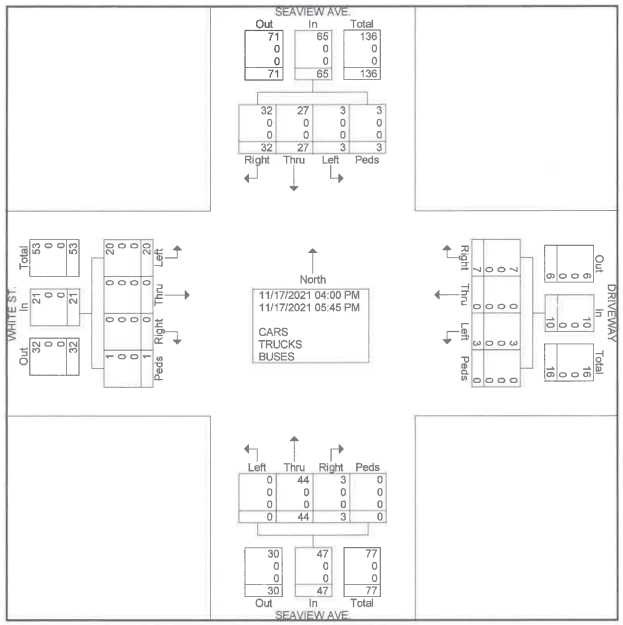
	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	6	1	1	8	0	0	1	0	1	0	5	0	0	5	1	0	0	0	1	15
04:15 PM	2	1	4	0	7	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	13
04:30 PM	0	1	3	0	4	0	0	1	0	1	0	8	1	0	9	1	0	0	0	1	15
04:45 PM	1	5	4	1	11	1	0	2	0	3	0	6	0	0	6	1	0	0	1	2	22
Total	3	13	12	2	30	1	0	4	0	5	0	23	1	0	24	5	0	0	1	6	65
05:00 PM	0	4	4	0	8	0	0	2	0	2	0	16	1	0	17	4	0	0	0	4	31
05:15 PM	0	3	2	0	5	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	9
05:30 PM	0	4	8	0	12	0	0	1	0	1	0	0	1	0	1	4	0	0	0	4	18
05:45 PM	0	3	6	1	10	1	0	0	0	1	0	3	0	0	3	6	0	0	0	6	20
Total	0	14	20	1	35	2	0	3	0	5	0	21	2	0	23	15	0	0	0	15	78
Grand Total	3	27	32	3	65	3	0	7	0	10	0	44	3	0	47	20	0	0	1	21	143
Apprch %	4.6	41.5	49.2	4.6		30	0	70	0		0	93.6	6.4	0		95.2	0	0	4.8		
Total %	2.1	18.9	22.4	2.1	45.5	2.1	0	4.9	0	7	0	30.8	2.1	0	32.9	14	0	0	0.7	14.7	
CARS	3	27	32	3	65	3	0	7	0	10	0	44	3	0	47	20	0	0	1	21	143
% CARS	100	100	100	100	100	100	0	100	0	100	0	100	100	0	100	100	0	0	100	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

Seaview Ave. at White St./Driveway

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 2



Seaview Ave. at White St./Driveway

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
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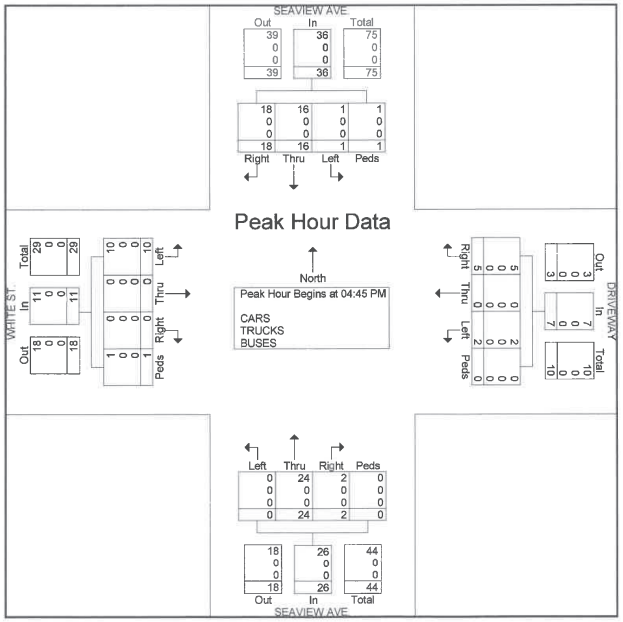
	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**1**	**5**	4	**1**	11	**1**	0	**2**	0	**3**	0	6	0	0	6	1	0	0	**1**	2	22
05:00 PM	0	4	4	0	8	0	0	2	0	2	0	**16**	**1**	0	**17**	**4**	0	0	0	**4**	**31**
05:15 PM	0	3	2	0	5	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	9
05:30 PM	0	**4**	**8**	0	**12**	0	0	1	0	1	0	0	1	0	1	**4**	0	0	0	4	18
Total Volume	1	16	18	1	36	2	0	5	0	7	0	24	2	0	26	10	0	0	1	11	80
% App. Total	2.8	44.4	50	2.8		28.6	0	71.4	0		0	92.3	7.7	0		90.9	0	0	9.1		
PHF	.250	.800	.563	.250	.750	.500	.000	.625	.000	.583	.000	.375	.500	.000	.382	.625	.000	.000	.250	.688	.645
CARS	1	16	18	1	36	2	0	5	0	7	0	24	2	0	26	10	0	0	1	11	80
% CARS	100	100	100	100	100	100	0	100	0	100	0	100	100	0	100	100	0	0	100	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



Seaview Ave. at White St./Driveway

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 4

Groups Printed- CARS

	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	6	1	1	8	0	0	1	0	1	0	5	0	0	5	1	0	0	0	1	15
04:15 PM	2	1	4	0	7	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	13
04:30 PM	0	1	3	0	4	0	0	1	0	1	0	8	1	0	9	1	0	0	0	1	15
04:45 PM	1	5	4	1	11	1	0	2	0	3	0	6	0	0	6	1	0	0	1	2	22
Total	3	13	12	2	30	1	0	4	0	5	0	23	1	0	24	5	0	0	1	6	65
05:00 PM	0	4	4	0	8	0	0	2	0	2	0	16	1	0	17	4	0	0	0	4	31
05:15 PM	0	3	2	0	5	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	9
05:30 PM	0	4	8	0	12	0	0	1	0	1	0	0	1	0	1	4	0	0	0	4	18
05:45 PM	0	3	6	1	10	1	0	0	0	1	0	3	0	0	3	6	0	0	0	6	20
Total	0	14	20	1	35	2	0	3	0	5	0	21	2	0	23	15	0	0	0	15	78
Grand Total	3	27	32	3	65	3	0	7	0	10	0	44	3	0	47	20	0	0	1	21	143
Apprch %	4.6	41.5	49.2	4.6		30	0	70	0		0	93.6	6.4	0		95.2	0	0	4.8		
Total %	2.1	18.9	22.4	2.1	45.5	2.1	0	4.9	0	7	0	30.8	2.1	0	32.9	14	0	0	0.7	14.7	

Seaview Ave. at White St./Driveway

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 5

Groups Printed- TRUCKS

	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Seaview Ave. at White St./Driveway

P.M.TRAFFIC COUNTS (4:00 to 6:00 P.M.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 1342-2W
Site Code : 00000000
Start Date : 11/17/2021
Page No : 6

Groups Printed- BUSES

	SEAVIEW AVE. SOUTHBOUND					DRIVEWAY WESTBOUND					SEAVIEW AVE. NORTHBOUND					WHITE ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Subtracted Existing Trips Peak Hour Traffic Volumes

LEVEL OF SERVICE
FOR TWO-WAY
STOP SIGN CONTROLLED INTERSECTIONS

The level of service for a TWSC (two-way stop controlled) intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS criteria are given in the Table**.** LOS criteria are given below:

LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS	
LOS[1]	**CONTROL DELAY (s/veh)**
A	**≤ 10**
B	**> 10 AND ≤ 15**
C	**> 15 AND ≤ 25**
D	**> 25 AND ≤ 35**
E	**> 35 AND ≤ 50**
F	**> 50**

Note: 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.
LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	145	52	92	199	0	22	0	37	0	0	0
Future Volume (vph)	0	145	52	92	199	0	22	0	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.964						0.916				
Flt Protected					0.984			0.982				
Satd. Flow (prot)	0	1796	0	0	1833	0	0	1676	0	0	1863	0
Flt Permitted					0.984			0.982				
Satd. Flow (perm)	0	1796	0	0	1833	0	0	1676	0	0	1863	0
Link Speed (mph)		25			25			15			15	
Link Distance (ft)		237			219			697			177	
Travel Time (s)		6.5			6.0			31.7			8.0	
Confl. Peds. (#/hr)	3		9	9		3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	158	57	100	216	0	24	0	40	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	316	0	0	64	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	145	52	92	199	0	22	0	37	0	0	0
Future Vol, veh/h	0	145	52	92	199	0	22	0	37	0	0	0
Conflicting Peds, #/hr	3	0	9	9	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	158	57	100	216	0	24	0	40	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	224	0	0	612	615	196	626	643	219
Stage 1	-	-	-	-	-	-	196	196	-	419	419	-
Stage 2	-	-	-	-	-	-	416	419	-	207	224	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1350	-	-	1345	-	-	405	407	845	397	392	821
Stage 1	-	-	-	-	-	-	806	739	-	612	590	-
Stage 2	-	-	-	-	-	-	614	590	-	795	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1346	-	-	1333	-	-	375	368	838	353	354	819
Mov Cap-2 Maneuver	-	-	-	-	-	-	375	368	-	353	354	-
Stage 1	-	-	-	-	-	-	799	732	-	610	538	-
Stage 2	-	-	-	-	-	-	562	538	-	757	712	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	12.1	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	574	1346	-	-	1333	-	-	-
HCM Lane V/C Ratio	0.112	-	-	-	0.075	-	-	-
HCM Control Delay (s)	12.1	0	-	-	7.9	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	18	0	0	0	0	1	0	20	0	1	131	4
Future Volume (vph)	18	0	0	0	0	1	0	20	0	1	131	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.865						0.996	
Flt Protected		0.950										
Satd. Flow (prot)	0	1770	0	0	1611	0	0	1863	0	0	1855	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1770	0	0	1611	0	0	1863	0	0	1855	0
Link Speed (mph)		15			30			15			15	
Link Distance (ft)		174			205			127			697	
Travel Time (s)		7.9			4.7			5.8			31.7	
Confl. Peds. (#/hr)	4					4	5					5
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	23	0	0	0	0	1	0	26	0	1	168	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	1	0	0	26	0	0	174	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		

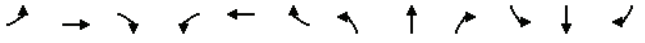
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	18	0	0	0	0	1	0	20	0	1	131	4
Future Vol, veh/h	18	0	0	0	0	1	0	20	0	1	131	4
Conflicting Peds, #/hr	4	0	0	0	0	4	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	0	0	0	1	0	26	0	1	168	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	209	204	176	199	206	30	178	0	0	26	0	0
Stage 1	178	178	-	26	26	-	-	-	-	-	-	-
Stage 2	31	26	-	173	180	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	748	692	867	760	691	1044	1398	-	-	1588	-	-
Stage 1	824	752	-	992	874	-	-	-	-	-	-	-
Stage 2	986	874	-	829	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	688	863	759	687	1040	1391	-	-	1588	-	-
Mov Cap-2 Maneuver	740	688	-	759	687	-	-	-	-	-	-	-
Stage 1	820	747	-	992	874	-	-	-	-	-	-	-
Stage 2	981	874	-	828	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	8.5	0	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	-	740	1040	1588	-	-
HCM Lane V/C Ratio	-	-	-	0.031	0.001	0.001	-	-
HCM Control Delay (s)	0	-	-	10	8.5	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	325	28	38	241	1	52	0	89	0	0	0
Future Volume (vph)	0	325	28	38	241	1	52	0	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989						0.915				
Flt Protected					0.993			0.982				
Satd. Flow (prot)	0	1842	0	0	1850	0	0	1674	0	0	1863	0
Flt Permitted					0.993			0.982				
Satd. Flow (perm)	0	1842	0	0	1850	0	0	1674	0	0	1863	0
Link Speed (mph)		25			25			15			15	
Link Distance (ft)		237			219			697			177	
Travel Time (s)		6.5			6.0			31.7			8.0	
Confl. Peds. (#/hr)	1		5	5		1						
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
Adj. Flow (vph)	0	378	33	44	280	1	60	0	103	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	411	0	0	325	0	0	163	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	325	28	38	241	1	52	0	89	0	0	0
Future Vol, veh/h	0	325	28	38	241	1	52	0	89	0	0	0
Conflicting Peds, #/hr	1	0	5	5	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	378	33	44	280	1	60	0	103	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	416	0	0	769	770	400	816	786	282
Stage 1	-	-	-	-	-	-	400	400	-	370	370	-
Stage 2	-	-	-	-	-	-	369	370	-	446	416	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1280	-	-	1143	-	-	318	331	650	296	324	757
Stage 1	-	-	-	-	-	-	626	602	-	650	620	-
Stage 2	-	-	-	-	-	-	651	620	-	591	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1279	-	-	1138	-	-	305	314	647	240	307	756
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	314	-	240	307	-
Stage 1	-	-	-	-	-	-	623	599	-	649	591	-
Stage 2	-	-	-	-	-	-	621	591	-	496	589	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	17.2	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	458	1279	-	-	1138	-	-	-
HCM Lane V/C Ratio	0.358	-	-	-	0.039	-	-	-
HCM Control Delay (s)	17.2	0	-	-	8.3	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.6	0	-	-	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	15	0	0	2	0	3	0	121	2	0	31	20
Future Volume (vph)	15	0	0	2	0	3	0	121	2	0	31	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.916			0.998			0.947	
Flt Protected		0.950			0.982							
Satd. Flow (prot)	0	1770	0	0	1676	0	0	1859	0	0	1764	0
Flt Permitted		0.950			0.982							
Satd. Flow (perm)	0	1770	0	0	1676	0	0	1859	0	0	1764	0
Link Speed (mph)		15			30			15			15	
Link Distance (ft)		174			205			127			697	
Travel Time (s)		7.9			4.7			5.8			31.7	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Adj. Flow (vph)	24	0	0	3	0	5	0	195	3	0	50	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	8	0	0	198	0	0	82	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.8%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	15	0	0	2	0	3	0	121	2	0	31	20
Future Vol, veh/h	15	0	0	2	0	3	0	121	2	0	31	20
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	0	3	0	5	0	195	3	0	50	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	266	264	66	263	279	198	82	0	0	198	0	0
Stage 1	66	66	-	197	197	-	-	-	-	-	-	-
Stage 2	200	198	-	66	82	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	687	641	998	690	629	843	1515	-	-	1375	-	-
Stage 1	945	840	-	805	738	-	-	-	-	-	-	-
Stage 2	802	737	-	945	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	682	641	998	690	629	842	1515	-	-	1375	-	-
Mov Cap-2 Maneuver	682	641	-	690	629	-	-	-	-	-	-	-
Stage 1	945	840	-	805	738	-	-	-	-	-	-	-
Stage 2	797	737	-	945	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	9.7	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1515	-	-	682	774	1375	-	-
HCM Lane V/C Ratio	-	-	-	0.035	0.01	-	-	-
HCM Control Delay (s)	0	-	-	10.5	9.7	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	145	11	16	199	0	23	0	35	0	0	0
Future Volume (vph)	0	145	11	16	199	0	23	0	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990						0.919				
Flt Protected					0.996			0.981				
Satd. Flow (prot)	0	1844	0	0	1855	0	0	1679	0	0	1863	0
Flt Permitted					0.996			0.981				
Satd. Flow (perm)	0	1844	0	0	1855	0	0	1679	0	0	1863	0
Link Speed (mph)		25			25			15			15	
Link Distance (ft)		237			219			697			177	
Travel Time (s)		6.5			6.0			31.7			8.0	
Confl. Peds. (#/hr)	3		9	9		3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	158	12	17	216	0	25	0	38	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	233	0	0	63	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	145	11	16	199	0	23	0	35	0	0	0
Future Vol, veh/h	0	145	11	16	199	0	23	0	35	0	0	0
Conflicting Peds, #/hr	3	0	9	9	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	158	12	17	216	0	25	0	38	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	179	0	0	423	426	173	436	432	219
Stage 1	-	-	-	-	-	-	173	173	-	253	253	-
Stage 2	-	-	-	-	-	-	250	253	-	183	179	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1350	-	-	1397	-	-	541	520	871	531	516	821
Stage 1	-	-	-	-	-	-	829	756	-	751	698	-
Stage 2	-	-	-	-	-	-	754	698	-	819	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1346	-	-	1385	-	-	531	506	864	501	503	819
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	506	-	501	503	-
Stage 1	-	-	-	-	-	-	822	749	-	749	686	-
Stage 2	-	-	-	-	-	-	743	686	-	783	744	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	10.7	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	692	1346	-	-	1385	-	-	-
HCM Lane V/C Ratio	0.091	-	-	-	0.013	-	-	-
HCM Control Delay (s)	10.7	0	-	-	7.6	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	0	0	0	1	0	19	0	1	14	4
Future Volume (vph)	18	0	0	0	0	1	0	19	0	1	14	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.865						0.972	
Flt Protected		0.950									0.998	
Satd. Flow (prot)	0	1770	0	0	1611	0	0	1863	0	0	1807	0
Flt Permitted		0.950									0.998	
Satd. Flow (perm)	0	1770	0	0	1611	0	0	1863	0	0	1807	0
Link Speed (mph)		15			30			15			15	
Link Distance (ft)		174			205			127			697	
Travel Time (s)		7.9			4.7			5.8			31.7	
Confl. Peds. (#/hr)	4					4	5					5
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	23	0	0	0	0	1	0	24	0	1	18	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	1	0	0	24	0	0	24	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	0	0	0	0	1	0	19	0	1	14	4
Future Vol, veh/h	18	0	0	0	0	1	0	19	0	1	14	4
Conflicting Peds, #/hr	4	0	0	0	0	4	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	0	0	0	1	0	24	0	1	18	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	57	52	26	47	54	28	28	0	0	24	0	0
Stage 1	28	28	-	24	24	-	-	-	-	-	-	-
Stage 2	29	24	-	23	30	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	940	839	1050	954	837	1047	1585	-	-	1591	-	-
Stage 1	989	872	-	994	875	-	-	-	-	-	-	-
Stage 2	988	875	-	995	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	930	834	1045	953	832	1043	1577	-	-	1591	-	-
Mov Cap-2 Maneuver	930	834	-	953	832	-	-	-	-	-	-	-
Stage 1	984	867	-	994	875	-	-	-	-	-	-	-
Stage 2	983	875	-	994	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	8.5	0	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1577	-	-	930	1043	1591	-	-
HCM Lane V/C Ratio	-	-	-	0.025	0.001	0.001	-	-
HCM Control Delay (s)	0	-	-	9	8.5	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	325	26	30	241	1	19	0	22	0	0	0
Future Volume (vph)	0	325	26	30	241	1	19	0	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990						0.927				
Flt Protected					0.994			0.978				
Satd. Flow (prot)	0	1844	0	0	1852	0	0	1689	0	0	1863	0
Flt Permitted					0.994			0.978				
Satd. Flow (perm)	0	1844	0	0	1852	0	0	1689	0	0	1863	0
Link Speed (mph)		25			25			15			15	
Link Distance (ft)		237			219			697			177	
Travel Time (s)		6.5			6.0			31.7			8.0	
Confl. Peds. (#/hr)	1		5	5		1						
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
Adj. Flow (vph)	0	378	30	35	280	1	22	0	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	316	0	0	48	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	325	26	30	241	1	19	0	22	0	0	0
Future Vol, veh/h	0	325	26	30	241	1	19	0	22	0	0	0
Conflicting Peds, #/hr	1	0	5	5	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	378	30	35	280	1	22	0	26	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	413	0	0	749	750	398	758	765	282
Stage 1	-	-	-	-	-	-	398	398	-	352	352	-
Stage 2	-	-	-	-	-	-	351	352	-	406	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1280	-	-	1146	-	-	328	340	652	324	333	757
Stage 1	-	-	-	-	-	-	628	603	-	665	632	-
Stage 2	-	-	-	-	-	-	666	632	-	622	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1279	-	-	1141	-	-	318	326	649	302	319	756
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	326	-	302	319	-
Stage 1	-	-	-	-	-	-	625	600	-	664	609	-
Stage 2	-	-	-	-	-	-	642	609	-	597	591	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	14.2	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	438	1279	-	-	1141	-	-	-
HCM Lane V/C Ratio	0.109	-	-	-	0.031	-	-	-
HCM Control Delay (s)	14.2	0	-	-	8.3	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	15	0	0	2	0	3	0	21	2	0	21	20
Future Volume (vph)	15	0	0	2	0	3	0	21	2	0	21	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.916			0.989			0.935	
Flt Protected		0.950			0.982							
Satd. Flow (prot)	0	1770	0	0	1676	0	0	1842	0	0	1742	0
Flt Permitted		0.950			0.982							
Satd. Flow (perm)	0	1770	0	0	1676	0	0	1842	0	0	1742	0
Link Speed (mph)		15			30			15			15	
Link Distance (ft)		174			205			127			697	
Travel Time (s)		7.9			4.7			5.8			31.7	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Adj. Flow (vph)	24	0	0	3	0	5	0	34	3	0	34	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	8	0	0	37	0	0	66	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	15	0	0	2	0	3	0	21	2	0	21	20
Future Vol, veh/h	15	0	0	2	0	3	0	21	2	0	21	20
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	0	3	0	5	0	34	3	0	34	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	89	87	50	86	102	37	66	0	0	37	0	0
Stage 1	50	50	-	36	36	-	-	-	-	-	-	-
Stage 2	39	37	-	50	66	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	896	803	1018	900	788	1035	1536	-	-	1574	-	-
Stage 1	963	853	-	980	865	-	-	-	-	-	-	-
Stage 2	976	864	-	963	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	891	803	1018	900	788	1034	1536	-	-	1574	-	-
Mov Cap-2 Maneuver	891	803	-	900	788	-	-	-	-	-	-	-
Stage 1	963	853	-	980	865	-	-	-	-	-	-	-
Stage 2	971	864	-	963	840	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	8.7	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1536	-	-	891	976	1574	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.008	-	-	-
HCM Control Delay (s)	0	-	-	9.2	8.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-