

October 20, 2023

Attention: Mr. Jeff Goldblum
SWC Office Furniture Outlet, Inc.
375 Fairfield Avenue Associates
Stamford, CT 06902

SLR Project No.: 141.21576.00001

RE: Traffic Impact Study 375 Fairfield Avenue

SLR International Corporation (SLR) has prepared this study to evaluate the traffic-related impacts of the proposed warehouse, flex-industrial, and commercial facility to be located at 375 Fairfield Avenue in Stamford, Connecticut. A location map of the study area is provided in **Figure 1**. Two new buildings are proposed as part of the proposed development.

This Traffic Impact Study includes a summary of existing and proposed roadway and traffic conditions, estimation of site-generated traffic volumes, and assessment of future traffic operations. For this study, the following intersections were evaluated during the weekday morning and afternoon peak periods:

1. Selleck Street at Fairfield Avenue
2. North Site Driveway at Fairfield Avenue
3. South Site Driveway at Fairfield Avenue
4. Congress Street at Fairfield Avenue

Existing Conditions

The study area information discussed in this section includes existing roadway characteristics, speed limit, roadway functional classification, Connecticut Crash Data Repository crash history, and traffic counts.

Roadway Network

Fairfield Avenue is a major collector with a speed limit of 25 miles per hour (mph). The area around the Fairfield Avenue has multiple intersecting side streets and a mixture of residential, commercial, and industrial land uses. There is a sidewalk on the west side of Fairfield Avenue. To the north, Fairfield Avenue intersects with Selleck Street, a minor arterial with a speed limit of 25 mph. This intersection is signalized. To the south Fairfield Avenue intersects with Congress Street, which also has a speed limit of 25 mph. This intersection is under all-way stop control. Current access to building 1 (375 Fairfield Avenue) is currently available via two driveways on the north and south sides of the building. There are several additional driveways to six fenced in parking areas north of building 1, where the proposed building A would be located. In addition to building 1, the southern driveway also provides access to several mixed industrial/warehouse

buildings. Proposed building B will be added to this mix of buildings. Directly adjacent to this driveway is a driveway to another multi-tenanted industrial area.

Crash Data Summary

Crash data was obtained from the Connecticut Crash Data Repository for the most recent 5-year period (2018 to 2022) for the study intersections, as summarized in **Table 1**. In this 5-year period, the majority of collisions resulted in property damage only at all study intersections.

Table 1: Crash Data Summary

Criteria	Study Intersection			
	Selleck Street at Fairfield Avenue	North Site Driveway at Fairfield Avenue	South Site Driveway at Fairfield Avenue	Congress Street at Fairfield Avenue
Type of Collision				
Angle	0	0	0	1
Head-on	0	0	0	0
Rear-End	5	0	1	0
Sideswipe, Same Direction	0	1	0	0
Sideswipe, Opposite Direction	0	0	0	0
Non-motorist	0	0	0	0
Single Vehicle	0	0	0	0
Other/Unknown	0	0	0	0
Total	5	1	1	1
Collision Severity				
Suspected Serious Injury	0	0	0	0
Suspected Minor Injury	1	0	0	0
Possible Injury	0	0	0	0
Property Damage Only	4	1	1	1
Unknown	0	0	0	0
Total	5	1	1	1

Source: Connecticut Crash Data Repository 2018 through 2022.

Turning Movement Counts

SLR International Corporation (SLR) conducted turning movement counts during the weekday afternoon peak period of 4 pm to 6 pm at the intersections of Selleck Street at Fairfield Avenue and Congress Street at Fairfield Avenue on Wednesday October 26, 2022. To supplement these counts turning movement counts were collected during the morning peak period of 7 am to 9 am at all study intersections and during the afternoon peak period of 4 pm to 6 pm at the site driveways. The observed peak hours were 7:30 am to 8:30 am in the weekday morning peak period and 5:00 pm to 6:00 pm in the weekday afternoon peak period. The



existing/baseline peak-hour traffic volumes are shown on **Figures 2 & 3**. Complete turning movement counts can be found in **Appendix A**.

Sight Lines

Intersection Sight Distance (ISD) was measured at the site driveways in accordance with criteria set forth in the CTDOT *Highway Design Manual*. The proposed project will eliminate five of the nine existing curb cuts and rebuild the remaining four curb cuts. All driveways are two-way and under stop-control and the Fairfield Avenue approaches are free.

ISD accounts for a driver's ability to identify an appropriate gap in oncoming traffic. The length of the gap, which is dependent on speed of approaching traffic and number of lanes a motorist needs to cross to make a turn, should allow a vehicle to safely turn without necessitating a significant change in the speed of vehicles already traveling on the roadway. ISD is measured using a line of sight across the corners of the intersection.

ISD measurements were taken at the existing driveway locations and the location of the proposed driveway. For a road with a speed limit of 25 miles per hour the CTDOT *Highway Design Manual* recommends a sight line of at least 280 feet. Sight lines are clear well beyond the recommended 280 feet at all three site driveways. It should be noted that vegetation may partially obstruct sightlines looking north (left) from the southernmost driveway. This observation was made assuming the vehicle exiting the site driveway would be 15 feet from the edge of the travel lane. When the sight distance was measured assuming the vehicle was closer to the edge of the travel lane, in front of the shrubs, the sight line was clear well beyond the recommended 280 feet. It is therefore recommended that all vegetation is trimmed and maintained as necessary to assure adequate visibility.

Site Development

As stated previously, the proposed project includes two new buildings as part of the development. The site-generated peak-hour trips associated with this development were estimated using statistical data published by the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. **Table 2** summarizes the site-generated traffic estimated for the proposed buildings at 375 Fairfield Avenue during the weekday morning and afternoon peak hours.

Table 2: Trip Generation Summary

Type	Use	ITE Land Use Code	Size	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Building A	Manufacturing	140	54,156 SF	32	11	43	18	25	43
	Fast Casual Restaurant	930	1,044 SF	4	2	6	12	7	19
Proposed Building B	Manufacturing	140	37,020 SF	22	8	30	12	18	30
TOTAL			92,220 SF	58	21	79	42	50	92

Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers



As shown in Table 2, a total of 79 vehicle trips are estimated to be generated by the proposed development during the weekday AM peak hour (58 vehicles entering and 21 vehicles exiting), and a total of 92 vehicle trips are estimated to be generated by the proposed development during the weekday PM peak hour (42 vehicles entering and 50 vehicles exiting).

Site Development Trip Distribution

The distribution of the site-generated traffic was estimated based on review of the roadway traffic patterns in the vicinity of the site, as well as the number of trips anticipated per building. **Figure 4** illustrates the distribution for the proposed site-generated traffic of building A through the study area, and **Figure 5** illustrates the distribution for the proposed site-generated traffic of building B through the study area. Based on the proposed development trip generation and trip distribution, the proposed development site-generated trips were assigned to the study area intersections. **Figure 6** and **Figure 7** display the resulting proposed development trip assignment.

Background Conditions

The background traffic scenario is reflective of Future Conditions if the proposed development was not built. Background Conditions include traffic associated with other nearby, expected, upcoming developments, as well as traffic volumes adjusted using a calculated annual growth rate. Currently, there is an ice-skating rink approved for construction within the study area. Trips generated by the ice-skating rink were estimated using the statistical data published by the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. **Table 3** summarizes the site-generated traffic estimated for the background development during the weekday afternoon peak hour. There is no statistical data published by ITE for ice skating rinks during the weekday morning peak hour. To be conservative, the estimated background trip generation for the weekday afternoon peak hour was utilized during the morning peak hour as well.

Table 3: Background Trip Generation Summary

Type	Use	ITE Land Use Code	Size (Number of Rinks)	PM Peak Hour		
				In	Out	Total
Background	Ice Skating Rink	465	1	28	17	45

Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers

Background development trips are added to future traffic volumes to represent the no-build future condition. To calculate future (2024) traffic volumes, an annual growth rate of 0.75% was applied to the collected traffic volumes at the advice of the Connecticut Department of Transportation (CTDOT). The Background (2024) Conditions peak-hour traffic volumes are shown in **Figure 8** and **Figure 9**.

Intersection Capacity Analysis – Background Conditions

Intersection capacity analysis was performed at the study intersections under Background Conditions to evaluate the intersection's ability to process traffic volumes. Intersection capacity results are expressed as a level of service (LOS) letter. 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. 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 4 summarizes the capacity analysis findings under Future (2024) Conditions for weekday morning and weekday afternoon peak hours. The Synchro analysis worksheets are included in **Appendix B**.

Combined Conditions

The combined traffic scenario is reflective of future (2024) conditions once the proposed development is opened. Future (2024) conditions peak-hour traffic volumes were estimated by adding the calculated development trip assignment (shown on Figures 6 and 7) to the Background Conditions traffic volumes (shown on Figures 8 and 9). The resultant Combined Conditions peak-hour traffic volumes are shown on **Figure 10** and **Figure 11**.

Intersection Capacity Analysis – Combined Conditions

Intersection capacity analysis was performed at the study intersections under the Combined Conditions to evaluate the intersection's ability to process traffic volumes after the proposed development is built. These evaluations were used to determine possible traffic impacts from the proposed expansion based on a comparison of background and future traffic operations. **Table 4** summarizes the capacity analysis output under future conditions for weekday morning and weekday afternoon peak hours. The Synchro analysis worksheets are included in **Appendix B**.

Table 4: Capacity Analysis Summary Future (2024) Conditions

Intersection/Lane Group	Level of Service			
	Morning Peak Hour		Afternoon Peak Hour	
	Background	Combined	Background	Combined
Selleck Street at Fairfield Avenue				
Eastbound Through/Right	A	A	A	A
Westbound Left/Through	C	C	B	B
Northbound Left/Right	C	C	B	B
Overall	C	C	B	A
Building A Site Driveway at Fairfield Avenue				
Eastbound Left/Right	-	B	-	B
Northbound Left	-	A	-	A
Building 1 Site Driveway at Fairfield Avenue				
Eastbound Left/Right	A	B	B	B
Northbound Left	A	A	A	A
Building B Site Driveway at Fairfield Avenue				
Eastbound Left/Right	B	B	B	B
Northbound Left	A	A	A	A



Intersection/Lane Group	Level of Service			
	Morning Peak Hour		Afternoon Peak Hour	
	Background	Combined	Background	Combined
The Loading Dock Driveway at Fairfield Avenue				
Eastbound Left/Right	B	B	B	B
Northbound Left	A	A	A	A
Congress Street at Fairfield Avenue				
Eastbound Left/Through	A	A	A	A
Westbound Through/Right	A	A	A	A
Southbound Left/Right	A	A	A	A

Notes: LOS calculations were performed using *Synchro 11*

As shown in Table 4, it is expected that all of the approaches at all of the study intersections will continue to operate at a LOS of C or better and none of the existing LOSs will be diminished.

Access and Circulation

As part of the proposed site expansion, five existing curb cuts will be eliminated, and four curb cuts will be rebuilt. Two of the driveways to be rebuilt will provide access to the building A parking area. Both site driveways provide entry and exit access for passenger cars, single-unit trucks, and fire trucks. Tractor-trailers and semi-trailers will travel to and from the site via Selleck Street to the north. These trucks will enter the building A parking area via the north driveway, back into the building A loading area, and exit through the south driveway.

One of the driveways to be rebuilt will provide access to the building B parking lot. All vehicles can enter and exit the parking area through this driveway. Tractor-trailers and semi-trailers will utilize the drive aisle between building B and building 1 and pull behind building 1 to back into the building B loading area. Passenger cars, single-unit trucks, and fire trucks can circulate throughout the building B parking area. Directly adjacent to the existing driveway at this location is a driveway to another multi-tenanted industrial area. The proposed geometry separates these driveways to improve site access and internal circulation for both facilities.

Conclusions and Recommendations

This traffic impact study was conducted to evaluate the impact of the proposed project on the adjacent roadway network and study intersections. The results of this assessment indicate that the trips generated by the proposed development will have minimal impact on the surrounding roadway network traffic flows. It is recommended that clearing of vegetation be done as necessary to maintain a clear sightline adjacent to the site driveways, particularly looking left from the southernmost site driveway.

The proposed project will eliminate five of the nine existing curb cuts and rebuild the remaining four curb cuts into safer, truck-accessible driveways with site lines exceeding the minimum standards. The proposed site plan also organizes the internal vehicle circulation and parking within the site. Overall, the proposed site plan improvements to site access and internal circulation will be safer and more practical.



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 the undersigned.

Regards,

SLR International Corporation



David G. Sullivan, PE
U.S. Manager of Traffic & Transportation Planning
dsullivan@slrconsulting.com

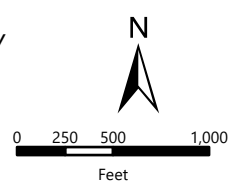


Kimberly Guthrie
Project Transportation Engineer
kguthrie@slrconsulting.com



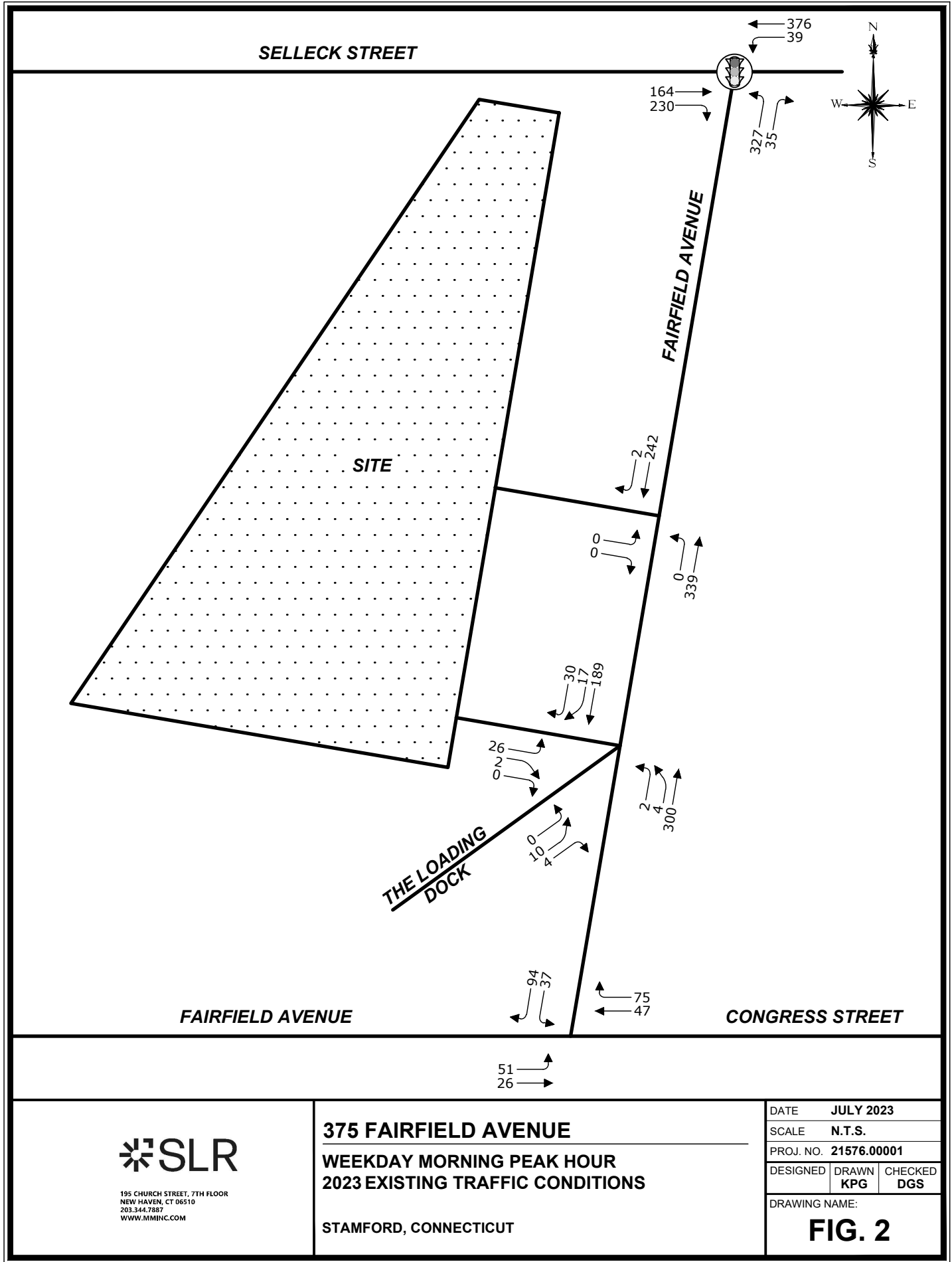


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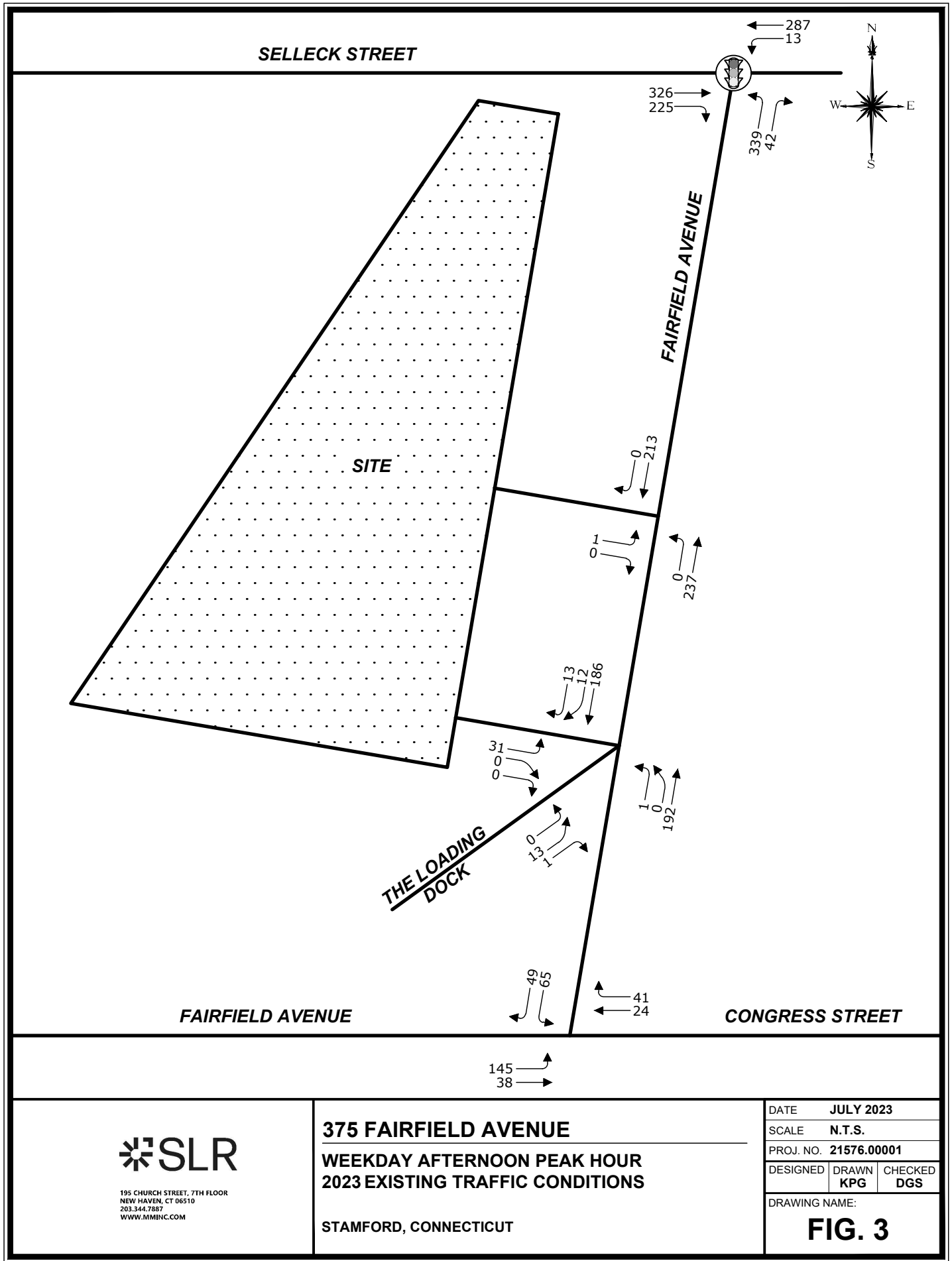
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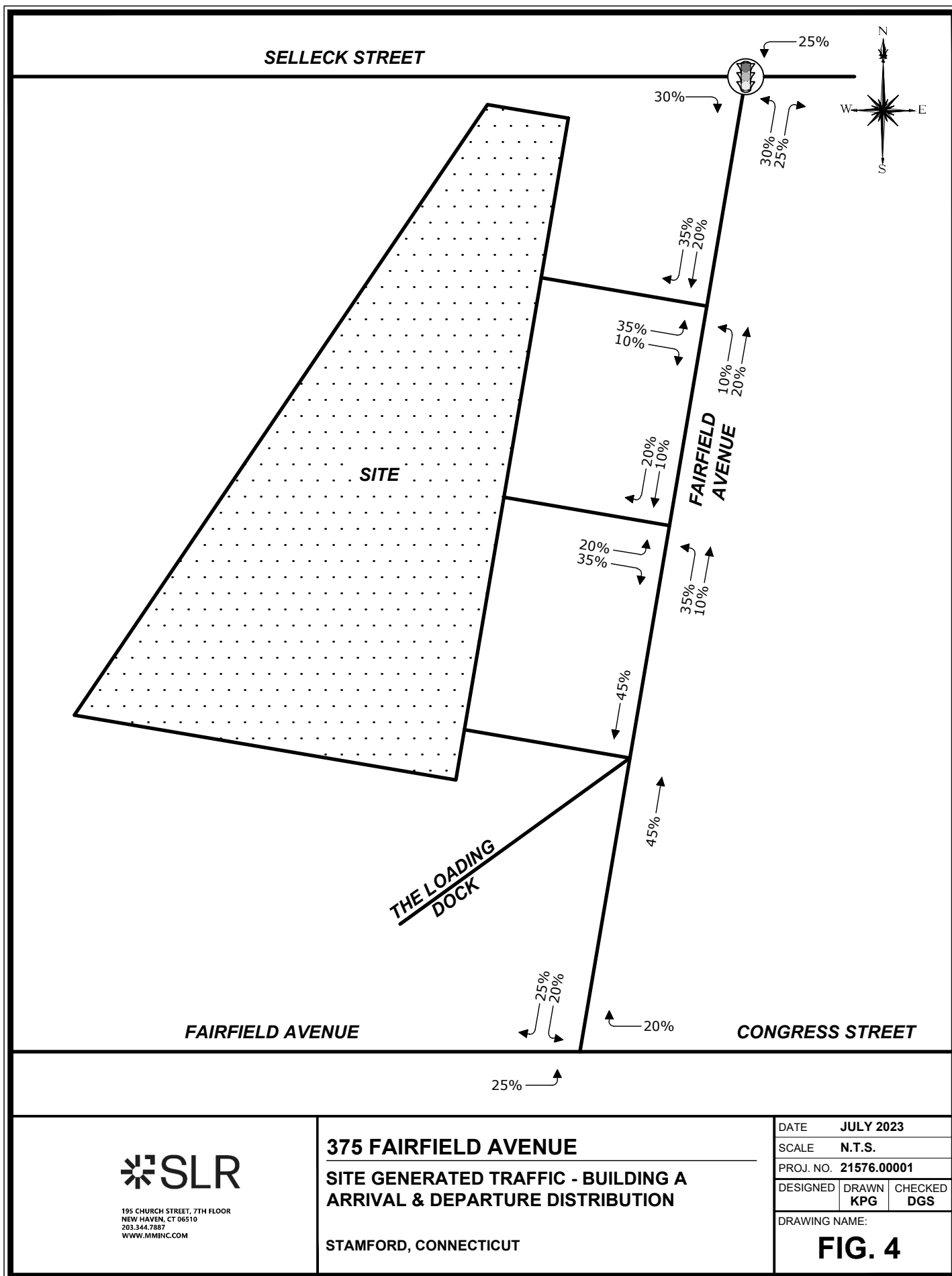
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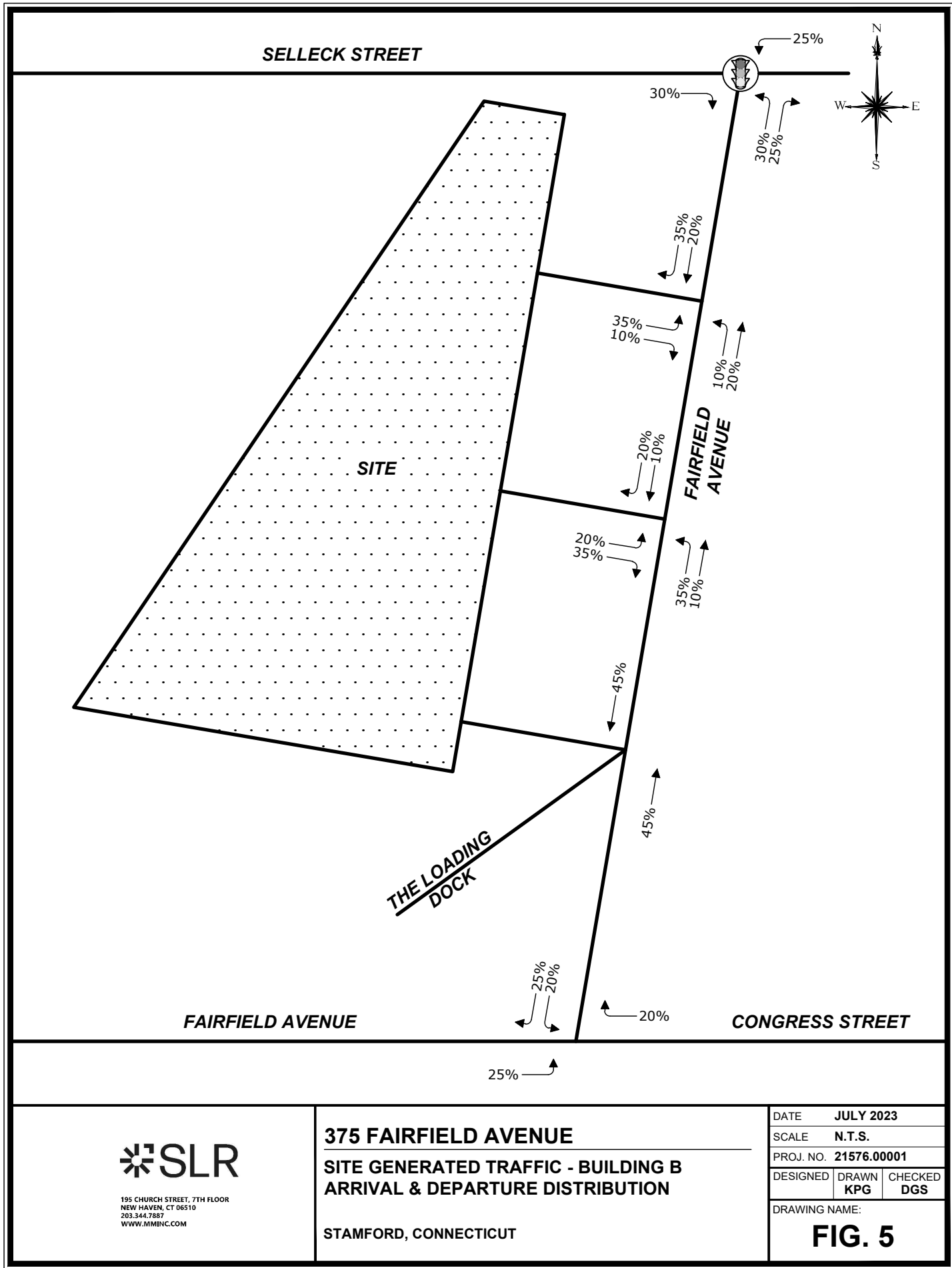
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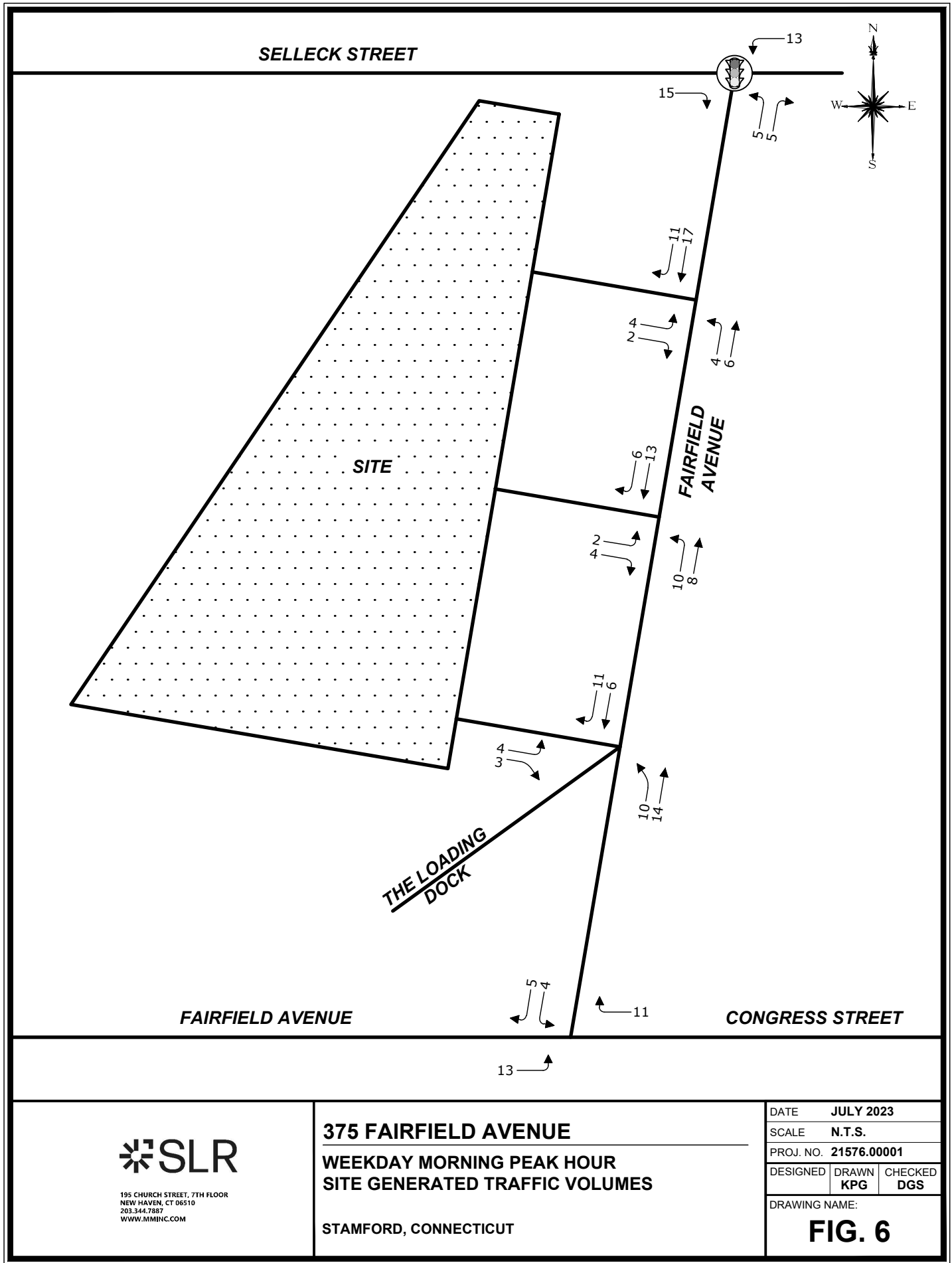
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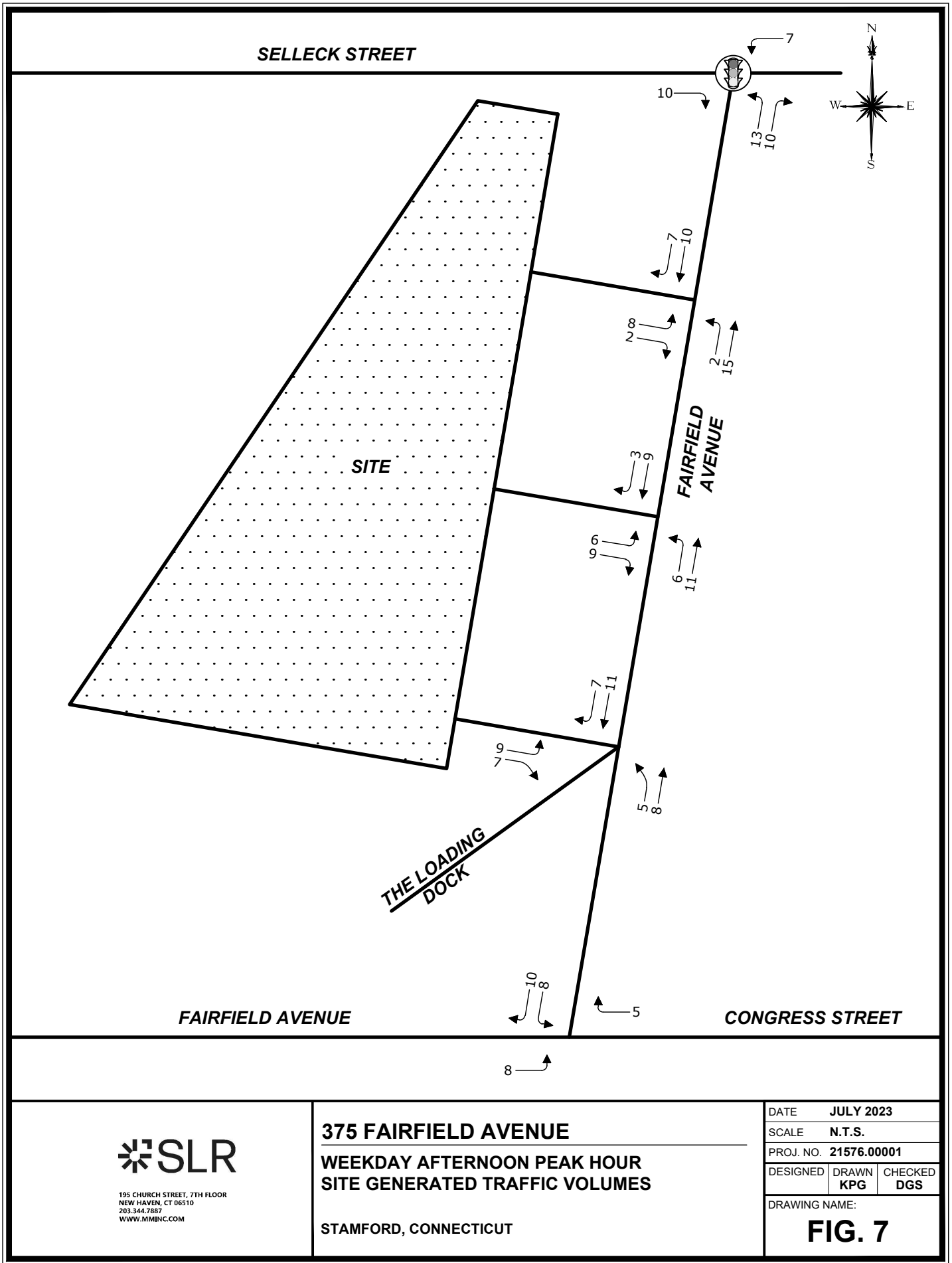
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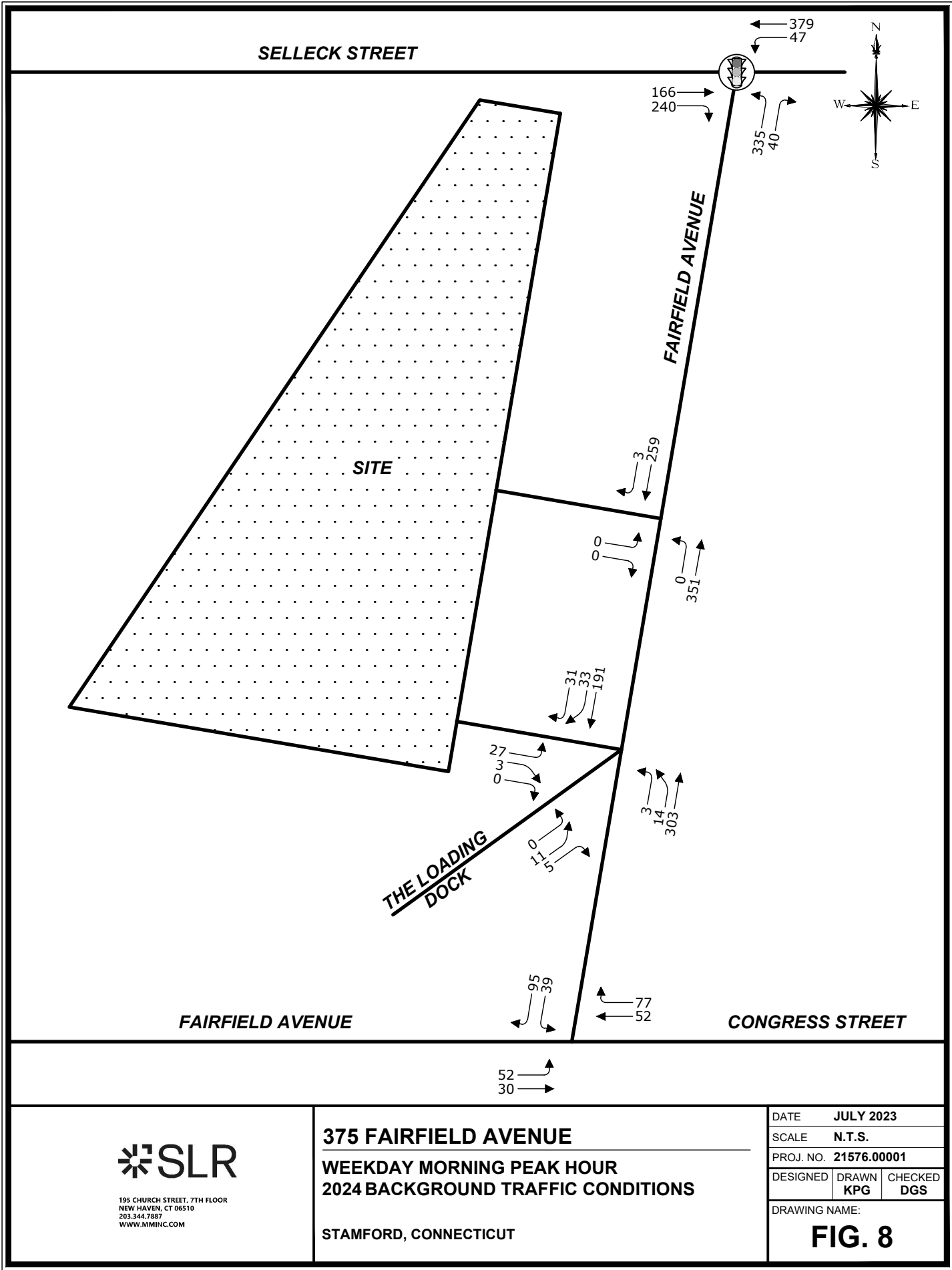
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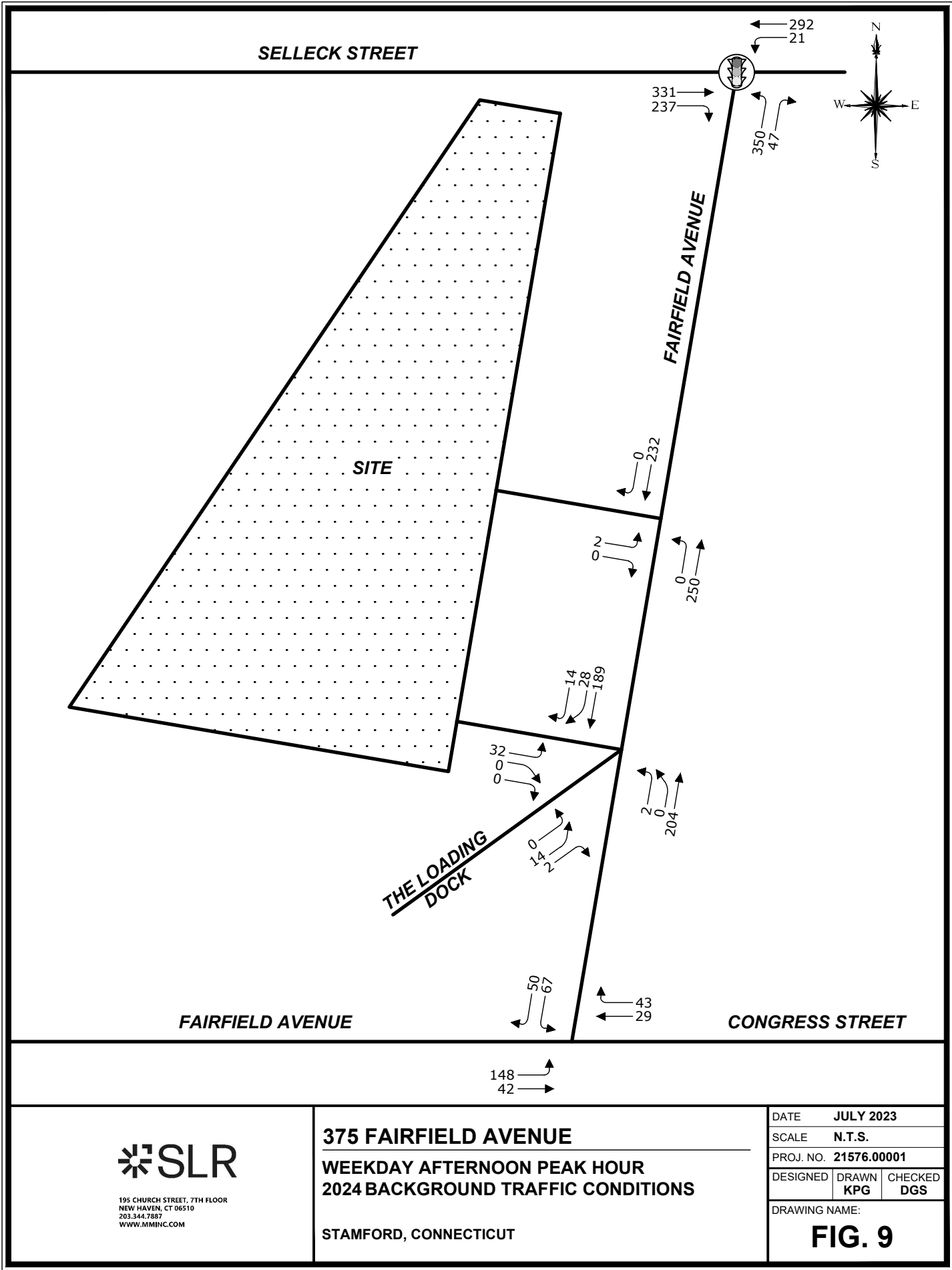
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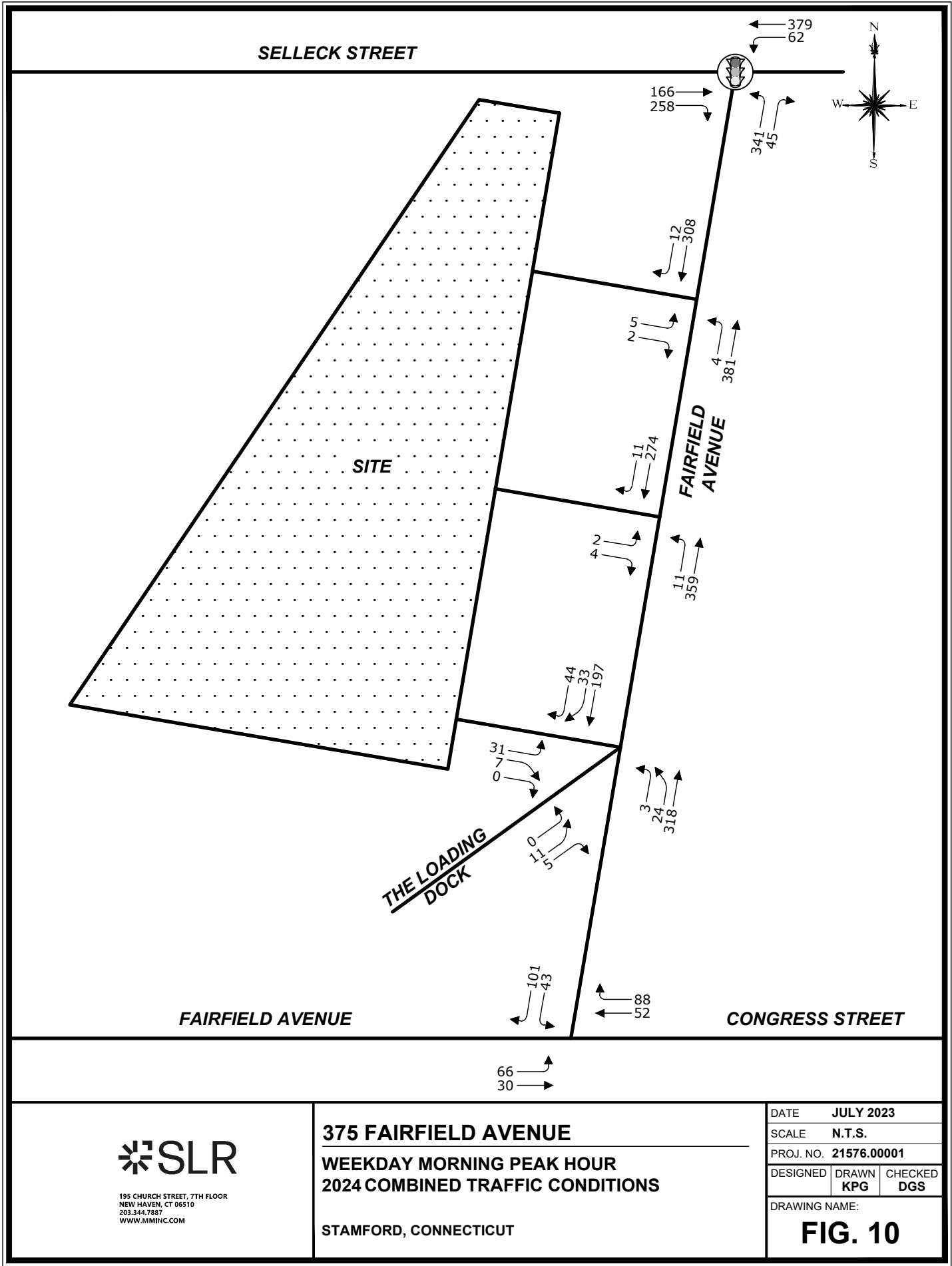
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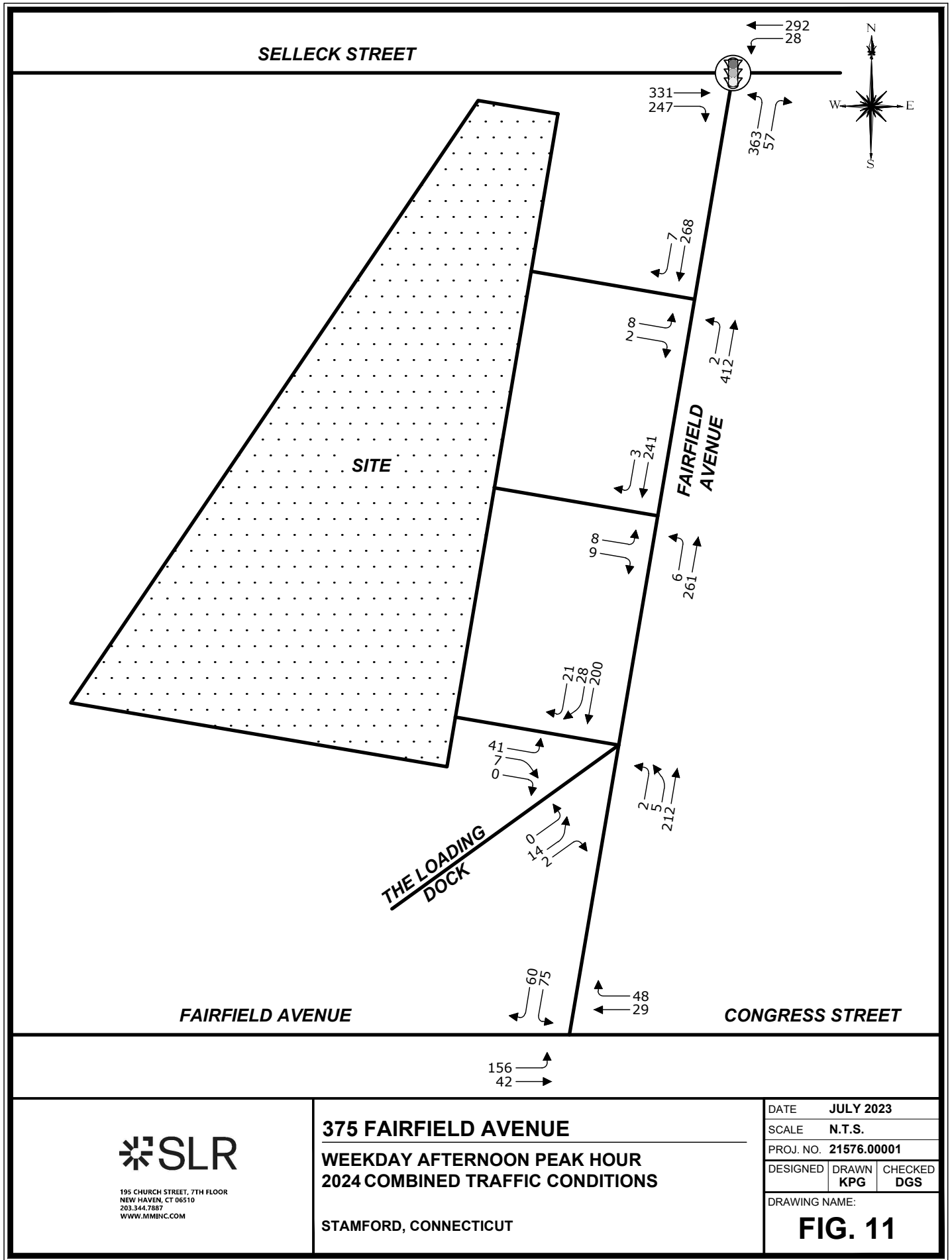
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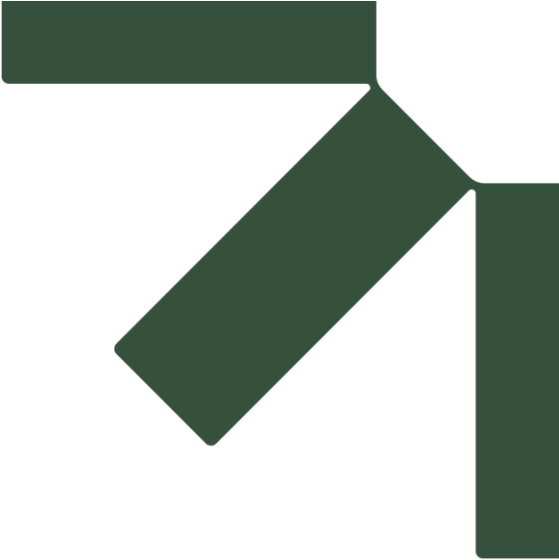
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Appendix A Data Collection

Traffic Impact Study

375 Fairfield Avenue
Stamford, CT

Mr. Jeff Goldblum
SWC Office Furniture Outlet, Inc.

SLR Project No.: 141.21576.00001

File Name: E:\1465-1TH.ppd

Start Date: 6/15/2023

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 7:30 TO 8:30 A.M.

Comment 4: TOTAL

Start Time	SOUTHBOUND					SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND				
	Right	Thru	Left	Peds		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
7:00:00 AM	0	0	1	4		0	63	7	0	2	0	55	2	50	40	0	3	
7:15:00 AM	0	0	0	3		0	68	9	0	7	0	77	6	65	49	0	0	
7:30:00 AM	0	0	0	11		0	89	10	0	2	0	80	5	61	44	0	0	
7:45:00 AM	0	0	0	3		0	84	7	0	8	0	93	1	62	40	0	1	
8:00:00 AM	0	0	0	3		0	117	11	0	8	0	77	1	52	54	0	2	
8:15:00 AM	0	0	0	2		0	86	11	0	17	0	77	2	55	26	0	0	
8:30:00 AM	0	0	0	5		0	63	11	0	11	0	64	0	57	53	0	0	
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File Name: E:\1465-1TH.ppd

Start Date: 6/15/2023

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 7:30 TO 8:30 A.M.

Comment 4: CARS

Start Time	SOUTHBOUND					SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND				
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7:15:00 AM	0	0	0	3		0	67	9	0	5	0	72	6	61	46	0	0	
7:30:00 AM	0	0	0	11		0	87	10	0	1	0	76	5	59	42	0	0	
7:45:00 AM	0	0	0	3		0	80	6	0	8	0	92	1	59	40	0	1	
8:00:00 AM	0	0	0	3		0	115	10	0	8	0	76	1	51	52	0	2	
8:15:00 AM	0	0	0	2		0	85	11	0	16	0	75	2	53	26	0	0	
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File Name: E:\1465-1TH.ppd

Start Date: 6/15/2023

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 7:30 TO 8:30 A.M.

Comment 4: TRUCKS

Start Time	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND				
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Site Code: 00000001

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 7:30 TO 8:30 A.M.

Comment 4: BUSES

[illegible]

File Name: e:\1465-2th.ppd
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 Start Time: 7:00:00 AM
 Site Code: 00000002
 Comment 1: TRAFFIC COUNTS
 Comment 2: PEAK HOUR
 Comment 3: 4:30 TO 5:30 P.M.
 Comment 4: TOTAL

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7:45:00 AM	0	61	0	0	0	0	0	0	0	84	0	0	0	0	0	0	0
8:00:00 AM	1	64	0	0	0	0	0	0	0	79	0	0	0	0	0	0	0
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8:30:00 AM	0	62	0	0	0	0	0	0	0	75	0	0	0	0	0	0	0
8:45:00 AM	1	77	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0
9:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	1	55	0	0	0	0	0	0	0	78	0	0	0	0	1	0	0
4:15:00 PM	0	48	0	0	0	0	0	0	0	74	0	0	0	0	2	0	0
4:30:00 PM	0	59	0	0	0	0	0	0	0	77	0	0	0	0	2	0	0
4:45:00 PM	0	48	0	0	0	0	0	0	0	61	0	0	0	0	2	0	0
5:00:00 PM	0	58	0	0	0	0	0	0	0	67	0	0	0	0	1	0	0
5:15:00 PM	0	54	0	0	0	0	0	0	0	66	0	0	0	0	0	0	0
5:30:00 PM	0	53	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0
5:45:00 PM	0	48	0	0	0	0	0	0	0	49	0	0	0	0	0	0	0

File Name: e:\1465-2th.ppd
 Start Date: 6/15/2023
 Start Time: 7:00:00 AM
 Site Code: 00000002
 Comment 1: TRAFFIC COUNTS
 Comment 2: PEAK HOUR
 Comment 3: 4:30 TO 5:30 P.M.
 Comment 4: CARS

Start Time	FAIRFIELD AVE. SOUTHBOUND				WESTBOUND				FAIRFIELD AVE. NORTHBOUND				NORTH SITE DRIVEWAY EASTBOUND				
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
7:00:00 AM	0	62	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0
7:15:00 AM	0	66	0	0	0	0	0	0	0	90	0	0	0	0	0	0	0
7:30:00 AM	0	57	0	0	0	0	0	0	0	89	0	0	0	0	0	0	0
7:45:00 AM	0	61	0	0	0	0	0	0	0	83	0	0	0	0	0	0	0
8:00:00 AM	1	63	0	0	0	0	0	0	0	79	0	0	0	0	0	0	0
8:15:00 AM	1	55	0	0	0	0	0	0	0	85	0	0	0	0	0	0	0
8:30:00 AM	0	60	0	0	0	0	0	0	0	74	0	0	0	0	0	0	0
8:45:00 AM	1	77	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	1	52	0	0	0	0	0	0	0	78	0	0	0	0	1	0	0
4:15:00 PM	0	46	0	0	0	0	0	0	0	73	0	0	0	0	2	0	0
4:30:00 PM	0	57	0	0	0	0	0	0	0	77	0	0	0	0	2	0	0
4:45:00 PM	0	46	0	0	0	0	0	0	0	60	0	0	0	0	2	0	0
5:00:00 PM	0	58	0	0	0	0	0	0	0	67	0	0	0	0	1	0	0
5:15:00 PM	0	52	0	0	0	0	0	0	0	65	0	0	0	0	0	0	0
5:30:00 PM	0	53	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0
5:45:00 PM	0	48	0	0	0	0	0	0	0	49	0	0	0	0	0	0	0

File Name: e:\1465-2th.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: TRUCKS

[illegible]

File Name: e:\1465-2th.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: BUSES

[illegible]

File Name: E:\1465-4TH.ppd

Start Date: 6/15/2023

Start Time: 7:00:00 AM

Site Code: 00000004

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 8:00 TO 9:00 A.M.

Comment 4: TOTAL

Start Time	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND				
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
7:00:00 AM	19	0	3	0	22	4	0	0	0	0	0	0	0	3	10	0	
7:15:00 AM	15	0	8	0	14	3	0	0	0	0	0	4	0	2	13	0	
7:30:00 AM	19	0	7	0	21	9	0	0	0	0	0	1	0	5	9	0	
7:45:00 AM	26	0	7	0	22	11	0	0	0	0	0	1	0	8	12	0	
8:00:00 AM	26	0	9	1	19	11	0	0	0	0	0	0	0	6	11	0	
8:15:00 AM	23	0	14	0	13	16	0	0	0	0	0	0	0	7	19	0	
8:30:00 AM	24	0	8	0	17	15	0	0	0	0	0	0	0	5	14	0	
8:45:00 AM	43	0	3	0	12	22	0	1	0	0	0	0	0	7	13	0	

File Name: E:\1465-4TH.ppd

Start Date: 6/15/2023

Start Time: 7:00:00 AM

Site Code: 00000004

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 8:00 TO 9:00 A.M.

Comment 4: CARS

	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
7:00:00 AM	18	0	3	0	21	4	0	0	0	0	0	0	0	3	9	0	
7:15:00 AM	14	0	7	0	14	3	0	0	0	0	0	4	0	2	13	0	
7:30:00 AM	18	0	6	0	21	9	0	0	0	0	0	1	0	5	8	0	
7:45:00 AM	25	0	7	0	22	11	0	0	0	0	0	1	0	8	12	0	
8:00:00 AM	25	0	9	1	19	11	0	0	0	0	0	0	0	6	11	0	
8:15:00 AM	21	0	14	0	13	16	0	0	0	0	0	0	0	7	18	0	
8:30:00 AM	24	0	8	0	17	15	0	0	0	0	0	0	0	5	14	0	
8:45:00 AM	42	0	3	0	12	22	0	1	0	0	0	0	0	7	13	0	

Comment 4: TRUCKS

[illegible]

[illegible]

File Name: e:\1465-23all.ppd
 Start Date: 6/15/2023
 Start Time: 7:00:00 AM
 Site Code: 00000003
 Comment 1: TRAFFIC COUNTS
 Comment 2: PEAK HOUR
 Comment 3: 4:30 TO 5:30 P.M.
 Comment 4: TOTAL

	FAIRFIELD AVE SOUTHBOUND				FAIRFIELD AVE NORTHBOUND				ABIGIAL KIRSCH DRIVEWAY From Southwest				SOUTH SITE DRIVEWAY EASTBOUND				
Start Time	Right	Bear Right	Thru	Peds	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	
7:00:00 AM	6	6	50	0	58	1	0	0	0	0	0	0	0	0	2	0	
7:15:00 AM	8	3	55	0	88	1	0	0	0	1	0	0	0	0	1	0	
7:30:00 AM	6	5	46	0	84	1	1	0	1	2	0	0	0	0	3	0	
7:45:00 AM	11	5	45	0	71	2	1	0	2	2	0	0	0	1	10	0	
8:00:00 AM	6	3	54	0	73	0	0	0	1	2	0	0	0	0	4	0	
8:15:00 AM	7	4	44	0	72	1	0	0	0	4	0	0	0	1	9	0	
8:30:00 AM	5	2	53	0	70	2	0	0	0	2	0	0	0	2	2	0	
8:45:00 AM	7	4	66	0	55	1	0	0	0	2	0	0	0	0	3	0	
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00:00 PM	2	1	49	0	72	0	1	0	1	1	0	0	0	1	5	0	
4:15:00 PM	0	4	42	0	67	0	0	0	1	2	0	0	0	0	4	0	
4:30:00 PM	4	5	48	0	66	1	1	0	0	8	0	0	0	0	3	0	
4:45:00 PM	3	2	41	0	54	0	0	0	0	4	0	0	0	0	2	0	
5:00:00 PM	4	1	53	0	57	0	0	0	0	4	0	0	0	0	6	0	
5:15:00 PM	3	4	45	0	57	0	1	0	1	2	0	0	0	0	6	0	
5:30:00 PM	3	4	46	0	40	0	0	0	0	4	0	0	0	0	11	0	
5:45:00 PM	3	3	42	0	38	0	0	0	0	3	0	0	0	0	8	0	

File Name: e:\1465-23all.ppd
 Start Date: 6/15/2023
 Start Time: 7:00:00 AM
 Site Code: 00000003
 Comment 1: TRAFFIC COUNTS
 Comment 2: PEAK HOUR
 Comment 3: 4:30 TO 5:30 P.M.
 Comment 4: CARS

	FAIRFIELD AVE SOUTHBOUND				WESTBO	FAIRFIELD AVE NORTHBOUND				ABIGIAL KIRSCH DRIVEWAY From Southwest					SOUTH SITE DRIVEWAY EASTBOUND				
Start Time	Right	Bear Right	Thru	Peds	Peds	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Peds	Hard Right	Right	Left	Peds	
7:00:00 AM	6	6	49	0	0	56	1	0	0	0	0	0	0	0	0	0	2	0	
7:15:00 AM	7	3	53	0	0	86	1	0	0	0	1	0	0	0	0	0	1	0	
7:30:00 AM	6	5	44	0	0	82	1	1	0	1	2	0	0	0	0	0	2	0	
7:45:00 AM	10	4	43	0	0	70	1	1	0	2	2	0	0	0	0	1	10	0	
8:00:00 AM	6	3	53	0	0	73	0	0	0	1	2	0	0	0	0	0	4	0	
8:15:00 AM	7	4	43	0	0	71	1	0	0	0	4	0	0	0	0	1	9	0	
8:30:00 AM	4	2	52	0	0	69	1	0	0	0	2	0	0	0	0	2	2	0	
8:45:00 AM	7	3	65	0	0	55	1	0	0	0	2	0	0	0	0	0	2	0	
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00:00 PM	2	1	46	0	0	72	0	0	0	1	1	0	0	0	0	1	5	0	
4:15:00 PM	0	4	40	0	0	67	0	0	0	1	2	0	0	0	0	0	4	0	
4:30:00 PM	4	5	46	0	0	66	1	0	0	0	7	0	0	0	0	0	3	0	
4:45:00 PM	3	2	40	0	0	54	0	0	0	0	4	0	0	0	0	0	2	0	
5:00:00 PM	4	1	52	0	0	57	0	0	0	0	4	0	0	0	0	0	6	0	
5:15:00 PM	3	4	44	0	0	57	0	0	0	1	2	0	0	0	0	0	6	0	
5:30:00 PM	3	4	46	0	0	40	0	0	0	0	4	0	0	0	0	0	10	0	
5:45:00 PM	3	3	42	0	0	38	0	0	0	0	3	0	0	0	0	0	8	0	

Comment 4: TRUCKS

[illegible]

Comment 4: BUSES

[illegible]

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-2W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000002

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 5:00 TO 6:00 P.M.

Comment 4: TOTAL

Start Time	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
4:00:00 PM	12	0	9	0		7	1	0	0		0	0	0	0		0	8	15	0		
4:15:00 PM	14	0	16	2		13	4	0	0		0	0	0	0		0	11	13	0		
4:30:00 PM	9	0	10	0		6	5	0	0		0	0	0	0		0	6	17	0		
4:45:00 PM	15	0	10	1		7	5	0	0		0	0	0	0		0	17	21	0		
5:00:00 PM	7	0	19	2		15	6	0	1		0	0	0	0		1	15	42	0		
5:15:00 PM	14	0	12	1		11	6	0	1		0	0	0	0		0	7	31	0		
5:30:00 PM	16	0	11	1		10	4	0	0		0	0	0	0		0	12	34	0		
5:45:00 PM	12	0	23	1		5	8	1	0		0	0	0	1		0	4	38	0		

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-2W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000002

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 5:00 TO 6:00 P.M.

Comment 4: CARS

Start Time	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
4:00:00 PM	12	0	9	0		7	1	0	0		0	0	0	0		0	8	15	0		
4:15:00 PM	14	0	16	2		13	4	0	0		0	0	0	0		0	11	13	0		
4:30:00 PM	9	0	10	0		6	5	0	0		0	0	0	0		0	6	17	0		
4:45:00 PM	14	0	10	1		7	5	0	0		0	0	0	0		0	17	21	0		
5:00:00 PM	7	0	19	2		15	6	0	1		0	0	0	0		1	15	42	0		
5:15:00 PM	13	0	12	1		11	6	0	1		0	0	0	0		0	7	31	0		
5:30:00 PM	15	0	11	1		10	4	0	0		0	0	0	0		0	12	34	0		
5:45:00 PM	11	0	23	1		5	8	1	0		0	0	0	1		0	4	38	0		

Comment 4: TRUCKS

[illegible]

[illegible]

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-4W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000004

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 5:00 TO 6:00 P.M.

Comment 4: TOTAL

Start Time	SOUTHBOUND					SELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SELLECK ST. EASTBOUND					
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
4:00:00 PM	0	0	0	1		0	64	1	0		11	0	59	1		49	55	0	0		0
4:15:00 PM	0	0	0	9		0	48	3	0		13	0	71	2		43	72	0	1		1
4:30:00 PM	0	0	0	6		0	52	4	0		10	0	67	5		44	67	0	0		0
4:45:00 PM	0	0	0	5		0	54	4	0		13	0	63	0		47	73	0	1		1
5:00:00 PM	0	0	0	8		0	63	4	0		13	0	86	4		56	79	0	0		0
5:15:00 PM	0	0	0	4		0	92	3	0		10	0	83	2		56	84	0	0		0
5:30:00 PM	0	0	0	7		0	78	4	0		8	0	83	6		62	61	0	0		0
5:45:00 PM	0	0	0	10		0	54	2	0		11	0	87	3		51	102	0	0		0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-4W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000004

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 5:00 TO 6:00 P.M.

Comment 4: CARS

Start Time	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND				
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
4:00:00 PM	0	0	0	1	0	60	1	0	10	0	58	1	49	52	0	0	
4:15:00 PM	0	0	0	9	0	47	3	0	13	0	71	2	42	72	0	1	
4:30:00 PM	0	0	0	6	0	52	4	0	10	0	67	5	43	66	0	0	
4:45:00 PM	0	0	0	5	0	54	4	0	13	0	63	0	45	72	0	1	
5:00:00 PM	0	0	0	8	0	63	4	0	13	0	86	4	54	79	0	0	
5:15:00 PM	0	0	0	4	0	92	3	0	10	0	81	2	55	84	0	0	
5:30:00 PM	0	0	0	7	0	78	4	0	8	0	81	6	60	61	0	0	
5:45:00 PM	0	0	0	10	0	54	2	0	11	0	87	3	50	101	0	0	

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-4W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000004

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 5:00 TO 6:00 P.M.

Comment 4: TRUCKS

Start Time	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND				
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
4:00:00 PM	0	0	0	0	0	0	2	0	0	1	0	1	0	0	1	0	0
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-4W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000004

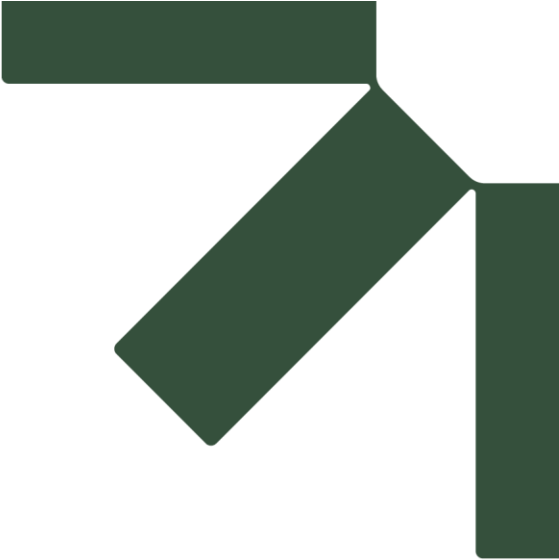
Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 5:00 TO 6:00 P.M.

Comment 4: BUSES

Start Time	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND				
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
4:00:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
4:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0



Appendix B Capacity Analysis

Traffic Impact Study

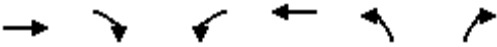
375 Fairfield Avenue
Stamford, CT

Mr. Jeff Goldblum
SWC Office Furniture Outlet, Inc.

SLR Project No.: 141.21576.00001

Lanes, Volumes, Timings
1: Fairfield Ave & Selleck St

07/25/2023

							Ø3	Ø4
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗		↖	↖	↗		
Traffic Volume (vph)	166	240	47	379	335	40		
Future Volume (vph)	166	240	47	379	335	40		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Ped Bike Factor		0.97		1.00	0.99	0.96		
Frt		0.850				0.850		
Flt Protected				0.995	0.950			
Satd. Flow (prot)	1827	1495	0	3153	1671	1583		
Flt Permitted				0.898	0.950			
Satd. Flow (perm)	1827	1456	0	2841	1654	1525		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	289			
Travel Time (s)	6.3			6.7	7.9			
Confl. Peds. (#/hr)		9	9		9	9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	4%	8%	2%	9%	8%	2%		
Parking (#/hr)				0				
Adj. Flow (vph)	180	261	51	412	364	43		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	180	261	0	463	364	43		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7
Total Split (s)		40.3	35.6	35.6	40.3	40.3	25.0	34.6
Total Split (%)		29.7%	26.3%	26.3%	29.7%	29.7%	18%	26%
Maximum Green (s)		35.0	30.0	30.0	35.0	35.0	21.0	29.9
Yellow Time (s)		3.0	3.6	3.6	3.0	3.0	4.0	3.6
All-Red Time (s)		2.3	2.0	2.0	2.3	2.3	0.0	1.1

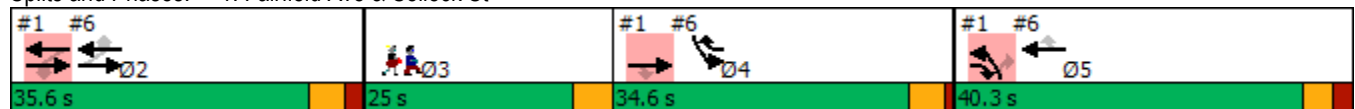
Lanes, Volumes, Timings

1: Fairfield Ave & Selleck St

07/25/2023

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		
Total Lost Time (s)		5.3		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							44	
Act Effct Green (s)	26.0	51.1		26.0	24.8	24.8		
Actuated g/C Ratio	0.35	0.68		0.35	0.33	0.33		
v/c Ratio	0.29	0.26		0.47	0.66	0.09		
Control Delay	5.2	4.6		25.0	32.0	22.9		
Queue Delay	0.1	0.1		0.0	0.0	0.0		
Total Delay	5.2	4.7		25.0	32.0	22.9		
LOS	A	A		C	C	C		
Approach Delay	4.9			25.0	31.1			
Approach LOS	A			C	C			
Queue Length 50th (ft)	8	21		111	186	18		
Queue Length 95th (ft)	12	81		178	295	43		
Internal Link Dist (ft)	150			167	209			
Turn Bay Length (ft)						100		
Base Capacity (vph)	834	1078		1298	891	813		
Starvation Cap Reductn	106	218		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.25	0.30		0.36	0.41	0.05		
Intersection Summary								
Area Type:	Other							
Cycle Length:	135.5							
Actuated Cycle Length:	75.3							
Natural Cycle:	90							
Control Type:	Actuated-Uncoordinated							
Maximum v/c Ratio:	0.66							
Intersection Signal Delay:	20.1				Intersection LOS: C			
Intersection Capacity Utilization	57.3%				ICU Level of Service B			
Analysis Period (min)	15							

Splits and Phases: 1: Fairfield Ave & Selleck St



HCM 6th TWSC
2: Fairfield Ave & Building 1 Site Drive

07/25/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	351	259	3
Future Vol, veh/h	0	0	0	351	259	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	0	3	6	0
Mvmt Flow	0	0	0	382	282	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	666	284	285	0	-	0
Stage 1	284	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	428	760	1289	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	428	760	1289	-	-	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1289	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
3: Fairfield Ave & Building B Site Drive

07/25/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	3	14	303	191	31
Future Vol, veh/h	27	3	14	303	191	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	4	0	6	1
Mvmt Flow	29	3	15	329	208	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	584	225	242	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	477	819	1313	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	470	819	1313	-	-	-
Mov Cap-2 Maneuver	470	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1313	-	491	-	-
HCM Lane V/C Ratio	0.012	-	0.066	-	-
HCM Control Delay (s)	7.8	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 6th TWSC
4: Fairfield Ave & The Loading Dock Drive

07/25/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	5	0	306	194	0
Future Vol, veh/h	11	5	0	306	194	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	12	5	0	333	211	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	544	211	211	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	500	829	1360	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	500	829	1360	-	-	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1360	-	571	-	-	
HCM Lane V/C Ratio	-	-	0.03	-	-	
HCM Control Delay (s)	0	-	11.5	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	30	52	77	39	95
Future Vol, veh/h	52	30	52	77	39	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	0	0	1	5
Mvmt Flow	57	33	57	84	42	103
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.1	7.7	7.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	0%	29%
Vol Thru, %	37%	40%	0%
Vol Right, %	0%	60%	71%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	82	129	134
LT Vol	52	0	39
Through Vol	30	52	0
RT Vol	0	77	95
Lane Flow Rate	89	140	146
Geometry Grp	1	1	1
Degree of Util (X)	0.11	0.151	0.164
Departure Headway (Hd)	4.427	3.865	4.047
Convergence, Y/N	Yes	Yes	Yes
Cap	798	910	891
Service Time	2.521	1.963	2.047
HCM Lane V/C Ratio	0.112	0.154	0.164
HCM Control Delay	8.1	7.7	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.5	0.6

Lanes, Volumes, Timings
1: Fairfield Ave & Selleck St

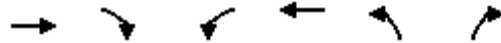
07/25/2023

							Ø3	Ø4
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗		↖	↖	↗		
Traffic Volume (vph)	331	237	21	292	350	47		
Future Volume (vph)	331	237	21	292	350	47		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Ped Bike Factor		0.97		1.00	0.98			
Frt		0.850				0.850		
Flt Protected				0.997	0.950			
Satd. Flow (prot)	1863	1583	0	3352	1770	1583		
Flt Permitted				0.917	0.950			
Satd. Flow (perm)	1863	1534	0	3080	1738	1583		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	289			
Travel Time (s)	6.3			6.7	7.9			
Confl. Peds. (#/hr)		15	15		15			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Parking (#/hr)				0				
Adj. Flow (vph)	360	258	23	317	380	51		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	360	258	0	340	380	51		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7
Total Split (s)		34.3	28.6	28.6	34.3	34.3	25.0	28.7
Total Split (%)		29.4%	24.5%	24.5%	29.4%	29.4%	21%	25%
Maximum Green (s)		29.0	23.0	23.0	29.0	29.0	21.0	24.0
Yellow Time (s)		3.0	3.6	3.6	3.0	3.0	4.0	3.6
All-Red Time (s)		2.3	2.0	2.0	2.3	2.3	0.0	1.1
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		

Lanes, Volumes, Timings

1: Fairfield Ave & Selleck St

07/25/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Total Lost Time (s)		5.3		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							0	
Act Effect Green (s)	17.4	33.5		17.4	15.8	15.8		
Actuated g/C Ratio	0.39	0.76		0.39	0.36	0.36		
v/c Ratio	0.49	0.22		0.28	0.60	0.09		
Control Delay	13.4	1.2		10.3	16.8	10.6		
Queue Delay	0.2	0.0		0.0	0.0	0.0		
Total Delay	13.6	1.2		10.3	16.8	10.6		
LOS	B	A		B	B	B		
Approach Delay	8.4			10.3	16.1			
Approach LOS	A			B	B			
Queue Length 50th (ft)	65	0		29	70	8		
Queue Length 95th (ft)	136	0		58	166	28		
Internal Link Dist (ft)	150			167	209			
Turn Bay Length (ft)						100		
Base Capacity (vph)	983	1327		1626	1178	1054		
Starvation Cap Reductn	190	200		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	0.23		0.21	0.32	0.05		

Intersection Summary

Area Type: Other

Cycle Length: 116.6

Actuated Cycle Length: 44.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 11.3

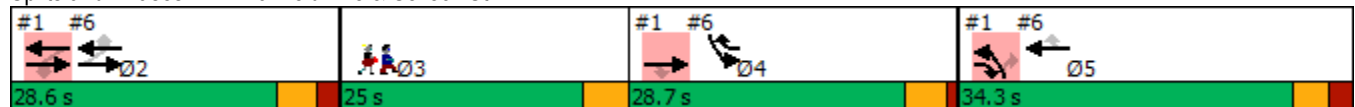
Intersection LOS: B

Intersection Capacity Utilization 52.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Fairfield Ave & Selleck St



HCM 6th TWSC

2: Fairfield Ave & Building 1 Site Drive

07/25/2023

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	250	232	0
Future Vol, veh/h	2	0	0	250	232	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	2	0	0	272	252	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	524	252	252
Stage 1	252	-	-
Stage 2	272	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	514	787	1313
Stage 1	790	-	-
Stage 2	774	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	514	787	1313
Mov Cap-2 Maneuver	514	-	-
Stage 1	790	-	-
Stage 2	774	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1313	-	514	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
3: Fairfield Ave & Building B Site Drive

07/25/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	0	0	204	189	14
Future Vol, veh/h	32	0	0	204	189	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	35	0	0	222	205	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	435	213	220	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	578	827	1349	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	827	1349	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.6	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1349	-	578	-	-	
HCM Lane V/C Ratio	-	-	0.06	-	-	
HCM Control Delay (s)	0	-	11.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 6th TWSC
4: Fairfield Ave & The Loading Dock Drive

07/25/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	2	0	190	189	0
Future Vol, veh/h	14	2	0	190	189	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	15	2	0	207	205	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	412	205	205	0	-	0
Stage 1	205	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	596	836	1366	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	596	836	1366	-	-	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1366	-	618	-	-	
HCM Lane V/C Ratio	-	-	0.028	-	-	
HCM Control Delay (s)	0	-	11	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th AWSC
5: Congress St & Fairfield Ave

07/25/2023

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

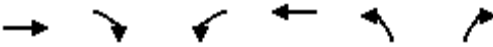
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	148	42	29	43	67	50
Future Vol, veh/h	148	42	29	43	67	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	46	32	47	73	54
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9	7.5	8.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	78%	0%	57%
Vol Thru, %	22%	40%	0%
Vol Right, %	0%	60%	43%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	190	72	117
LT Vol	148	0	67
Through Vol	42	29	0
RT Vol	0	43	50
Lane Flow Rate	207	78	127
Geometry Grp	1	1	1
Degree of Util (X)	0.257	0.089	0.157
Departure Headway (Hd)	4.48	4.097	4.435
Convergence, Y/N	Yes	Yes	Yes
Cap	808	876	810
Service Time	2.48	2.115	2.452
HCM Lane V/C Ratio	0.256	0.089	0.157
HCM Control Delay	9	7.5	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.3	0.6

Lanes, Volumes, Timings
1: Fairfield Ave & Selleck St

10/19/2023

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lane Configurations	↑	↑		↑↑	↑	↑		
Traffic Volume (vph)	166	258	62	379	341	45		
Future Volume (vph)	166	258	62	379	341	45		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Ped Bike Factor		0.97		1.00	0.99	0.96		
Frt		0.850				0.850		
Flt Protected				0.993	0.950			
Satd. Flow (prot)	1827	1495	0	3153	1671	1583		
Flt Permitted				0.878	0.950			
Satd. Flow (perm)	1827	1456	0	2782	1654	1525		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	185			
Travel Time (s)	6.3			6.7	5.0			
Confl. Peds. (#/hr)		9	9		9	9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	4%	8%	2%	9%	8%	2%		
Parking (#/hr)				0				
Adj. Flow (vph)	180	280	67	412	371	49		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	180	280	0	479	371	49		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7
Total Split (s)		40.3	35.6	35.6	40.3	40.3	25.0	34.6
Total Split (%)		29.7%	26.3%	26.3%	29.7%	29.7%	18%	26%
Maximum Green (s)		35.0	30.0	30.0	35.0	35.0	21.0	29.9
Yellow Time (s)		3.0	3.6	3.6	3.0	3.0	4.0	3.6
All-Red Time (s)		2.3	2.0	2.0	2.3	2.3	0.0	1.1

Combined AM Peak 9:54 am 07/21/2023

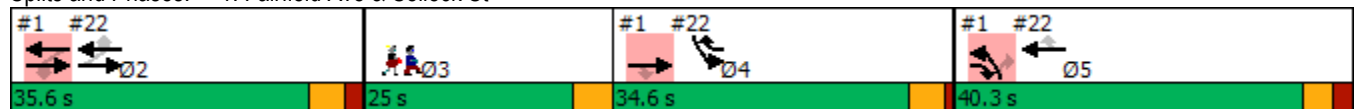
Synchro 11 Report
Page 1

Lanes, Volumes, Timings
1: Fairfield Ave & Selleck St

10/19/2023

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		
Total Lost Time (s)		5.3		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							44	
Act Effct Green (s)	27.1	53.1		27.1	25.7	25.7		
Actuated g/C Ratio	0.35	0.69		0.35	0.33	0.33		
v/c Ratio	0.28	0.28		0.49	0.67	0.10		
Control Delay	5.1	5.4		25.6	32.6	23.0		
Queue Delay	0.1	0.1		0.0	0.0	0.0		
Total Delay	5.2	5.6		25.6	32.6	23.0		
LOS	A	A		C	C	C		
Approach Delay	5.4			25.6	31.5			
Approach LOS	A			C	C			
Queue Length 50th (ft)	8	31		118	199	21		
Queue Length 95th (ft)	12	94		188	301	47		
Internal Link Dist (ft)	150			167	105			
Turn Bay Length (ft)						100		
Base Capacity (vph)	806	1074		1228	860	785		
Starvation Cap Reductn	121	226		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.26	0.33		0.39	0.43	0.06		
Intersection Summary								
Area Type:	Other							
Cycle Length: 135.5								
Actuated Cycle Length: 77.3								
Natural Cycle: 90								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.67								
Intersection Signal Delay: 20.6				Intersection LOS: C				
Intersection Capacity Utilization 57.6%				ICU Level of Service B				
Analysis Period (min) 15								

Splits and Phases: 1: Fairfield Ave & Selleck St



HCM 6th TWSC

2: Fairfield Ave & Building 1 Site Drive

10/19/2023

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	4	11	359	274	11
Future Vol, veh/h	2	4	11	359	274	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	0	3	6	0
Mvmt Flow	2	4	12	390	298	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	718	304	310	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	399	740	1262	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	394	740	1262	-	-	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.4	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1262	-	572	-	-	
HCM Lane V/C Ratio	0.009	-	0.011	-	-	
HCM Control Delay (s)	7.9	0	11.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC

3: Fairfield Ave & Building B Site Drive

10/19/2023

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	7	24	318	197	44
Future Vol, veh/h	31	7	24	318	197	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	4	0	6	1
Mvmt Flow	34	8	26	346	214	48
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	636	238	262	0	-	0
Stage 1	238	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	445	806	1291	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	806	1291	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.3	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1291	-	474	-	-	
HCM Lane V/C Ratio	0.02	-	0.087	-	-	
HCM Control Delay (s)	7.8	0	13.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

HCM 6th TWSC
4: Fairfield Ave & The Loading Dock Drive

10/19/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	5	3	331	171	33
Future Vol, veh/h	11	5	3	331	171	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	12	5	3	360	186	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	570	204	222	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	483	837	1347	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	837	1347	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1347	-	556	-	-	
HCM Lane V/C Ratio	0.002	-	0.031	-	-	
HCM Control Delay (s)	7.7	0	11.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	30	52	88	43	101
Future Vol, veh/h	66	30	52	88	43	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	0	0	1	5
Mvmt Flow	72	33	57	96	47	110
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.3	7.8	8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	30%
Vol Thru, %	31%	37%	0%
Vol Right, %	0%	63%	70%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	96	140	144
LT Vol	66	0	43
Through Vol	30	52	0
RT Vol	0	88	101
Lane Flow Rate	104	152	157
Geometry Grp	1	1	1
Degree of Util (X)	0.133	0.168	0.179
Departure Headway (Hd)	4.578	3.981	4.112
Convergence, Y/N	Yes	Yes	Yes
Cap	788	904	875
Service Time	2.578	1.995	2.127
HCM Lane V/C Ratio	0.132	0.168	0.179
HCM Control Delay	8.3	7.8	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.6	0.6

HCM 6th TWSC
6: Fairfield Ave & Proposed Site Drive

10/19/2023

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	4	381	308	12
Future Vol, veh/h	5	2	4	381	308	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	5	2	4	414	335	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	764	342	348	0	-	0
Stage 1	342	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	372	701	1211	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	371	701	1211	-	-	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.5	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1211	-	429	-	-	
HCM Lane V/C Ratio	0.004	-	0.018	-	-	
HCM Control Delay (s)	8	0	13.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Lanes, Volumes, Timings
1: Fairfield Ave & Selleck St

10/19/2023

							Ø3	Ø4
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗		↖	↖	↗		
Traffic Volume (vph)	331	247	28	292	363	57		
Future Volume (vph)	331	247	28	292	363	57		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Ped Bike Factor		0.97		1.00	0.98			
Frt		0.850				0.850		
Flt Protected				0.996	0.950			
Satd. Flow (prot)	1863	1583	0	3349	1770	1583		
Flt Permitted				0.905	0.950			
Satd. Flow (perm)	1863	1534	0	3038	1738	1583		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	185			
Travel Time (s)	6.3			6.7	5.0			
Confl. Peds. (#/hr)		15	15		15			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Parking (#/hr)				0				
Adj. Flow (vph)	360	268	30	317	395	62		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	360	268	0	347	395	62		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7
Total Split (s)		34.3	28.6	28.6	34.3	34.3	25.0	28.7
Total Split (%)		29.4%	24.5%	24.5%	29.4%	29.4%	21%	25%
Maximum Green (s)		29.0	23.0	23.0	29.0	29.0	21.0	24.0
Yellow Time (s)		3.0	3.6	3.6	3.0	3.0	4.0	3.6
All-Red Time (s)		2.3	2.0	2.0	2.3	2.3	0.0	1.1
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		

Lanes, Volumes, Timings

1: Fairfield Ave & Selleck St

10/19/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Total Lost Time (s)		5.3		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							0	
Act Effct Green (s)	21.0	39.0		21.0	17.7	17.7		
Actuated g/C Ratio	0.42	0.78		0.42	0.36	0.36		
v/c Ratio	0.46	0.22		0.27	0.63	0.11		
Control Delay	5.6	1.0		10.3	18.9	11.8		
Queue Delay	0.0	0.1		0.0	0.0	0.0		
Total Delay	5.6	1.0		10.3	18.9	11.8		
LOS	A	A		B	B	B		
Approach Delay	3.7			10.3	18.0			
Approach LOS	A			B	B			
Queue Length 50th (ft)	16	0		33	99	13		
Queue Length 95th (ft)	24	8		61	173	32		
Internal Link Dist (ft)	150			167	105			
Turn Bay Length (ft)						100		
Base Capacity (vph)	873	1273		1424	1046	935		
Starvation Cap Reductn	32	206		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.43	0.25		0.24	0.38	0.07		

Intersection Summary

Area Type: Other

Cycle Length: 116.6

Actuated Cycle Length: 49.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 9.8

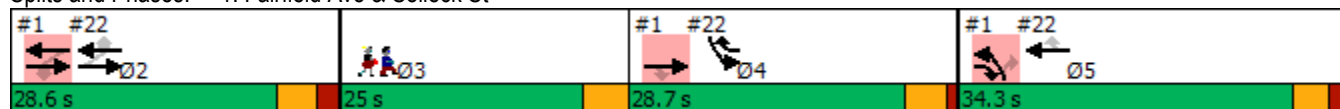
Intersection LOS: A

Intersection Capacity Utilization 58.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Fairfield Ave & Selleck St



HCM 6th TWSC
2: Fairfield Ave & Building 1 Site Drive

10/19/2023

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	9	6	261	241	3
Future Vol, veh/h	8	9	6	261	241	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	9	10	7	284	262	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	562	264	265	0	-	0
Stage 1	264	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	488	775	1299	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	485	775	1299	-	-	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1299	-	605	-	-	
HCM Lane V/C Ratio	0.005	-	0.031	-	-	
HCM Control Delay (s)	7.8	0	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Fairfield Ave & Building B Site Drive

10/19/2023

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	7	5	212	200	21
Future Vol, veh/h	41	7	5	212	200	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	45	8	5	230	217	23
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	469	229	240	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	553	810	1327	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	551	810	1327	-	-	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.8	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1327	-	578	-	-	
HCM Lane V/C Ratio	0.004	-	0.09	-	-	
HCM Control Delay (s)	7.7	0	11.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

HCM 6th TWSC
4: Fairfield Ave & The Loading Dock Drive

10/19/2023

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	2	2	203	179	28
Future Vol, veh/h	14	2	2	203	179	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	15	2	2	221	195	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	435	210	225	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	578	830	1344	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	830	1344	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.2	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1344	-	600	-	-	
HCM Lane V/C Ratio	0.002	-	0.029	-	-	
HCM Control Delay (s)	7.7	0	11.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	156	42	29	48	75	60
Future Vol, veh/h	156	42	29	48	75	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	46	32	52	82	65
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.2	7.6	8.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	79%	0%	56%
Vol Thru, %	21%	38%	0%
Vol Right, %	0%	62%	44%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	198	77	135
LT Vol	156	0	75
Through Vol	42	29	0
RT Vol	0	48	60
Lane Flow Rate	215	84	147
Geometry Grp	1	1	1
Degree of Util (X)	0.27	0.096	0.182
Departure Headway (Hd)	4.522	4.143	4.458
Convergence, Y/N	Yes	Yes	Yes
Cap	796	866	807
Service Time	2.539	2.163	2.475
HCM Lane V/C Ratio	0.27	0.097	0.182
HCM Control Delay	9.2	7.6	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.3	0.7

HCM 6th TWSC
6: Fairfield Ave & Proposed Site Drive

10/19/2023

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	2	2	412	268	7
Future Vol, veh/h	8	2	2	412	268	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	9	2	2	448	291	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	747	295	299	0	-	0
Stage 1	295	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	381	744	1262	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	744	1262	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.8	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1262	-	421	-	-	
HCM Lane V/C Ratio	0.002	-	0.026	-	-	
HCM Control Delay (s)	7.9	0	13.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	