



March 15, 2024

Attention: Lee Rizzuto
Continental Family Holdings, LLC
c/o Michael Cacace, Esq.
Cacace, Tusch & Santagata
111 Summer Street
Stamford, CT 0690

SLR Project No.: 141.21957.00001

**RE: Traffic Impact Study – 23 & 50 Barry Place Redevelopment
Stamford, Connecticut**

SLR International Corporation (SLR) has prepared this study to evaluate the traffic-related impacts of the proposed redevelopment of 23 & 50 Barry Place in Stamford, Connecticut. A location map of the study area is provided in **Figure 1**. The proposed redevelopment of the site will replace the existing 164,000-square-foot (SF) industrial building with approximately 267 units of housing.

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 Barry Place at Fairfield Avenue
- 2 Fairfield Avenue at Congress Street
- 3 Congress Street at Southfield Avenue
- 4 Fairfield Avenue at Melrose Place
- 5 Fairfield Avenue at Selleck Street
- 6 Barry Place at Proposed Site Driveway

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

Barry Place is a local road with a speed limit of 25 miles per hour (mph). To the north, Barry Place terminates at the intersection with Melrose Place, another low-speed local road. At this intersection, the Barry Place approach is under stop control and Melrose Place is free. To the south, Barry Place intersects with Fairfield Avenue. This intersection is under all-way stop control. There are no pedestrian or bicycle facilities on Barry Place or Melrose Place.

Fairfield Avenue is a major collector with a speed limit of 25 miles per hour (mph). Fairfield Avenue intersects with Melrose Place east of the site. At this intersection, the Melrose Place approach is under stop control and Fairfield Avenue is free. 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 and is under all-way stop control. Congress Street connects Fairfield Avenue to Southfield Avenue, which runs parallel to the harbor and provides another access point to Selleck Street. The intersection of Congress Street and Southfield Street is under all-way stop control. There are sidewalks on both sides of Southfield Street and a one-way bike lane on the east side of the roadway. There are also sidewalks on both sides of Selleck Street and on along much of the west side of Fairfield Avenue within the study area.

Access to the site is currently available via one enter-only driveway on Barry Place. The existing exit-only driveway is also located on Barry Place. The parking area at the rear of the site currently connects to the adjacent property. The proposed site development will eliminate the connection between these properties and replace the two existing site driveways with one new driveway approximately centered on Barry Place. The area surrounding the site is a mixture of residential, commercial, and industrial land uses.

Crash Data Summary

Crash data was obtained from the Connecticut Crash Data Repository for the most recent 5-year period (2019 to 2023) 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. There were no collisions reported during the analysis period at the intersection of Barry Place and Fairfield Avenue, or on Barry Place along the site frontage. There was one collision involving a pedestrian at the intersection of Fairfield Avenue at Selleck Street that resulted in a possible injury.

Table 1: Crash Data Summary

| Location | Type of Collision | | | | | | Collision Severity | | | | Total |
|--------------------------------------|-------------------|---------|----------|---------------------------|--------------|----------------|--------------------------|------------------------|-----------------|----------------------|-----------|
| | Angle | Head-on | Read-End | Sideswipe, Same Direction | Non-Motorist | Single Vehicle | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | Property Damage Only | |
| Fairfield Avenue at Congress Street | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 3 |
| Congress Street at Southfield Avenue | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Fairfield Avenue at Melrose Place | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 3 |
| Fairfield Avenue at Selleck Street | 4 | 0 | 12 | 3 | 1 | 2 | 0 | 2 | 2 | 18 | 22 |

Source: Connecticut Crash Data Repository 2019 through 2023.



Turning Movement Counts

SLR conducted turning movement counts during the morning peak period of 7:00 a.m. to 9:00 a.m. on Thursday June 15, 2023, at the intersections of Fairfield Avenue at Congress Street, and Fairfield Avenue at Selleck Street. Turning movement counts at all the study intersections were conducted during the weekday afternoon peak period of 4:00 p.m. to 6:00 p.m. on Wednesday October 26, 2022. To supplement these counts turning movement counts were collected during the morning peak period of 7:00 a.m. to 9:00 a.m. at the intersections of Barry Place at Fairfield Avenue, Congress Street at Southfield Avenue, and Fairfield Avenue at Melrose Place on Thursday December 7, 2023. The observed peak hours were 8:00 a.m. to 9:00 a.m. in the weekday morning peak period and 5:00 p.m. to 6:00 p.m. in the weekday afternoon peak period. The existing/baseline peak-hour traffic volumes are shown on **Figure 2** and **Figure 3**. Complete turning movement counts can be found in **Appendix A**.

Automatic Traffic Recorder Data

SLR collected Automatic Traffic Recorder (ATR) data on Barry Place, at the approximate location of the proposed driveway, on Thursday December 7, 2023. The data collected includes vehicle volume and speed data. The 85th percentile speed was recorded as 28.4 mph in the northbound direction, and 27.7 mph in the southbound direction. Complete ATR data can be found in **Appendix A**.

Sight Lines

Intersection Sight Distance (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 was measured at the approximate location of the proposed site driveway in accordance with criteria set forth in the Connecticut Department of Transportation (CTDOT) *Highway Design Manual*. The proposed driveway is two-way and under stop-control, and the Barry Place approaches are free.

As stated previously, the measured 85th percentile speeds on Barry Place were 28.4 mph in the northbound direction and 27.7 mph in the southbound direction. For roadway speeds of 25 miles per hour the CTDOT *Highway Design Manual* recommends a sight line of at least 280 feet, and approximately 310 feet for speeds of 28 mph. Looking left from the proposed driveway, the sight line is clear to the two-way stop control intersection with Melrose Place, 285 feet from the driveway. Looking right, the sight line is clear to the all-way stop control intersection with Fairfield Avenue, 302 feet from the driveway. Therefore, both measured sight distances meet the minimum 280 feet recommended based on the 25-mph speed limit and fall just below the recommended sight distance of 310 feet for the approximately 28-mph 85th percentile speed. However, it should be noted that the 85th percentile speeds were calculated based on speed data collected at the approximate location of the proposed driveway, which is centered on Barry Place and near-equal distance from the intersections with Melrose Place and Fairfield Avenue. Consequently, actual vehicle speeds approaching the site driveway are likely lower than the 85th percentile speeds as the approaching vehicles will be exiting either the intersection of Barry Place with Fairfield Avenue from the south or exiting the intersection of Barry Place with Fairfield Avenue from the north. Since the intersection with Fairfield Avenue is under all-way stop control, vehicles traveling northbound on Barry Place will be accelerating from stop. The intersection of Barry Place at Melrose Place is currently under two-way stop control, with the



Melrose Place approach free. However, as part of the traffic analysis for a nearby proposed ice-skating rink, installing a stop sign and stop bar on Melrose Place to create an all-way stop was recommended. If this recommendation is implemented, it would likely further reduce vehicular speeds traveling southbound on Barry Place.

Site Development

As stated previously, the proposed project includes replacing the existing 164,000-SF industrial building with approximately 267 units of housing, and replacing the two existing site driveways with one new driveway approximately centered on Barry Place. 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 during the weekday morning and afternoon peak periods for the proposed residential development, as well the estimated trips generated by the existing commercial building when fully occupied.

Table 2: Trip Generation Summary

| Type | ITE Land Use Code | Use | Size | A.M. Peak Hour | | | P.M. Peak Hour | | |
|----------|-------------------|--------------------------------|------------|----------------|-----------|------------|----------------|-----------|------------|
| | | | | In | Out | Total | In | Out | Total |
| Existing | 140 | Manufacturing | 164,000 SF | 98 | 36 | 134 | 56 | 78 | 134 |
| Proposed | 215 | Single-Family Attached Housing | 62 units | 9 | 25 | 34 | 25 | 15 | 40 |
| | 221 | Multifamily Housing (Mid-Rise) | 205 units | 19 | 53 | 72 | 49 | 32 | 81 |
| | Total | | 267 | 28 | 78 | 106 | 74 | 47 | 121 |

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

As shown in Table 2, a total of 106 vehicle trips are estimated to be generated by the proposed development during the weekday A.M. peak hour (28 vehicles entering and 78 vehicles exiting), and a total of 121 vehicle trips are estimated to be generated by the proposed development during the weekday P.M. peak hour (74 vehicles entering and 47 vehicles exiting). It should be noted that the 267 housing units represents the maximum number of units anticipated for this development. The actual number of units could be less, which would result in fewer trips generated by this development. Further, the estimated existing site trip generation is greater than the proposed development’s site trip generation. Therefore, the roadway network within the vicinity of the site has likely experienced vehicle traffic in the past similar to the traffic anticipated as a result of the proposed residential development.

Site Development Trip Distribution

The distribution of the site-generated traffic was estimated based on commuting flow data published by the United States Census Bureau and review of the roadway traffic patterns in the vicinity of the site. **Figure 4** illustrates the distribution for the proposed site-generated traffic 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 5** and **Figure 6** display the resulting proposed development trip assignment for the weekday morning and afternoon peak periods respectively.

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 adjacent to the site, and a warehouse, flex-industrial, and commercial facility to be located within the study area. Trips generated by these developments 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 developments during the weekday morning and afternoon peak hours. 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 | A.M. Peak Hour | | | P.M. Peak Hour | | |
|--|------------------------|-------------------|-----------|----------------|-----------|------------|----------------|-----------|------------|
| | | | | In | Out | Total | In | Out | Total |
| Background Warehouse, Flex-Industrial, and Commercial Facility | Manufacturing | 140 | 54,156 SF | 32 | 11 | 43 | 18 | 25 | 43 |
| | Fast Casual Restaurant | 930 | 1,044 SF | 4 | 2 | 6 | 12 | 7 | 19 |
| | Manufacturing | 140 | 37,020 SF | 22 | 8 | 30 | 12 | 18 | 30 |
| Background | Ice Skating Rink | 465 | 1 Rink | 28 | 17 | 45 | 28 | 17 | 45 |
| Total | | | | 86 | 38 | 124 | 70 | 67 | 137 |

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 (2026) traffic volumes, an annual growth rate of 0.5 percent was applied to the collected traffic volumes at the advice of the CTDOT. The Background (2026) Conditions peak-hour traffic volumes are shown in **Figure 7** and **Figure 8**.

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 (2026) 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 (2026) Conditions once the proposed development is opened. Future (2026) Conditions peak-hour traffic volumes were estimated by adding the calculated development trip assignment (shown on Figures 5 and 6) to the Background Conditions traffic volumes (shown on Figures 7 and 8). The resultant Combined Conditions peak-hour traffic volumes are shown on **Figure 9** and **Figure 10**.

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 (2026) Conditions

| Intersection/Lane Group | Level of Service | | | |
|--|-------------------|----------|---------------------|----------|
| | Morning Peak Hour | | Afternoon Peak Hour | |
| | Background | Combined | Background | Combined |
| Barry Place at Fairfield Avenue | | | | |
| Westbound Left/Right | B | B | A | A |
| Northbound Through/Right | A | A | A | A |
| Southbound Left/Through | A | A | A | A |
| Fairfield Avenue at Congress Street | | | | |
| Eastbound Left/Through | A | A | A | A |
| Westbound Through/Right | A | A | A | A |
| Southbound Left/Right | A | A | A | A |
| Congress Street at Southfield Avenue | | | | |
| Eastbound Left/Right | A | A | A | A |
| Northbound Left/Through | A | A | A | A |
| Southbound Through/Right | A | A | A | A |
| Fairfield Avenue at Melrose Place | | | | |
| Eastbound Left/Right | B | B | B | B |
| Northbound Left | A | A | A | A |
| Selleck Street at Fairfield Avenue | | | | |
| Eastbound Thoug | A | A | A | A |
| Eastbound Right | A | A | A | A |
| Westbound Left/Through | C | C | B | B |
| Northbound Left | C | C | B | B |
| Northbound Right | C | C | B | B |
| Overall | B | C | A | A |
| Barry Place at Proposed Site Driveway | | | | |
| Eastbound Left/Right | - | A | - | A |
| Northbound Left | - | 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 LOS C or better. The only decrease to LOS is the overall LOS at the intersection of Selleck Street and Fairfield Avenue, which went from LOS B under the weekday morning Background Condition to LOS C under the weekday morning Combined Condition. However, in this case, the delay increased by just one second between the Background and Combined Conditions.

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 a stop sign and stop bar be installed on Melrose Place to create an all-way stop to further reduce vehicular speeds approaching the proposed residential development from the north, thereby ensuring sight distance is more than adequate.

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



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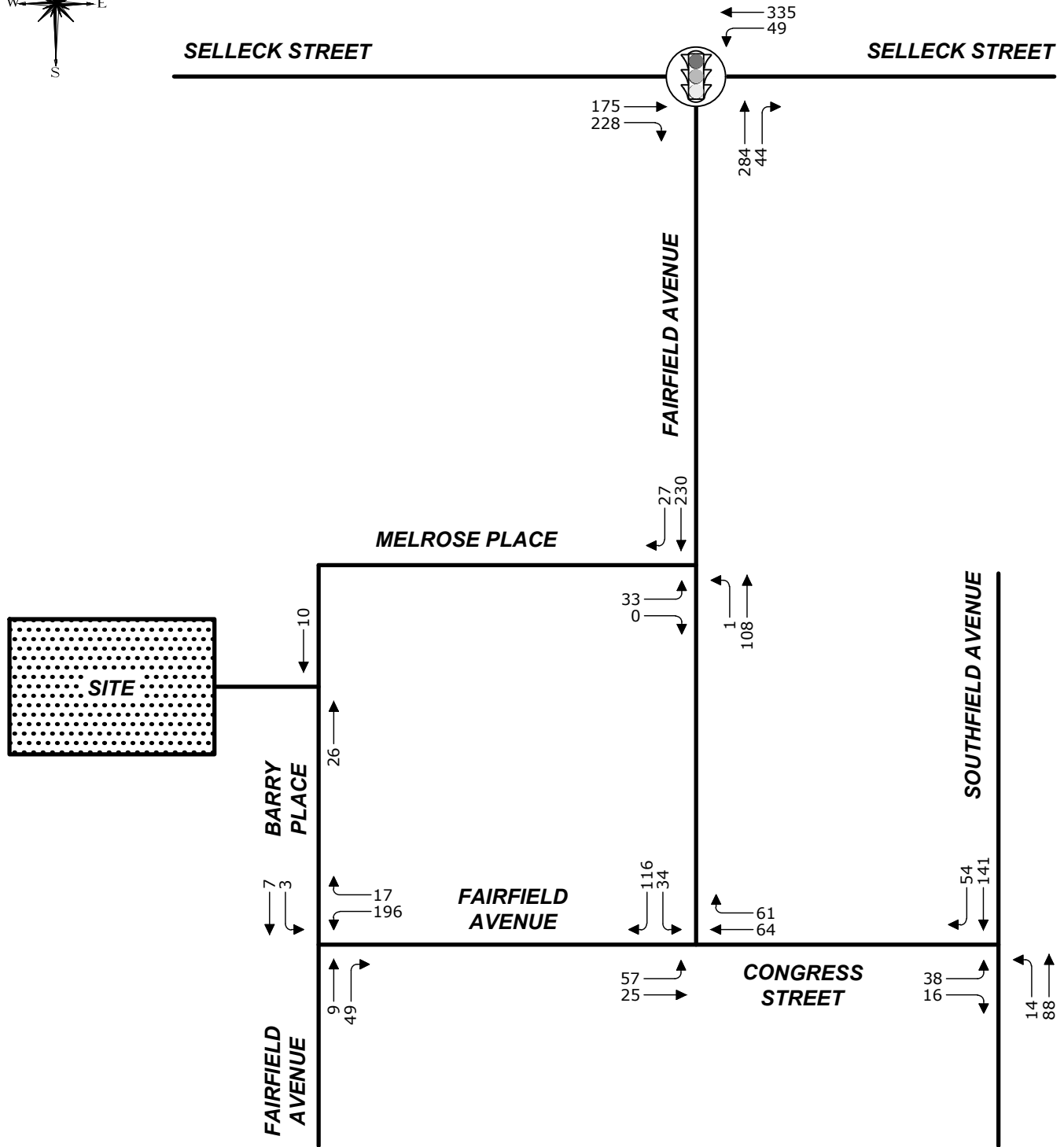

 195 CHURCH STREET
 7TH FLOOR
 NEW HAVEN, CT 06511
 203.344.7887

LOCATION MAP
 PROPOSED RESIDENTIAL DEVELOPMENT

23 & 50 BARRY PLACE
 STAMFORD, CONNECTICUT




SCALE 1" = 1,000'
 DATE 1/31/2024
 141.21957.00001
 PROJ. NO.
FIG. 1



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23 & 50 BARRY PLACE REDEVELOPMENT

**WEEKDAY MORNING PEAK HOUR
 2023 EXISTING TRAFFIC CONDITIONS**

STAMFORD, CONNECTICUT

DATE **FEBRUARY 2024**

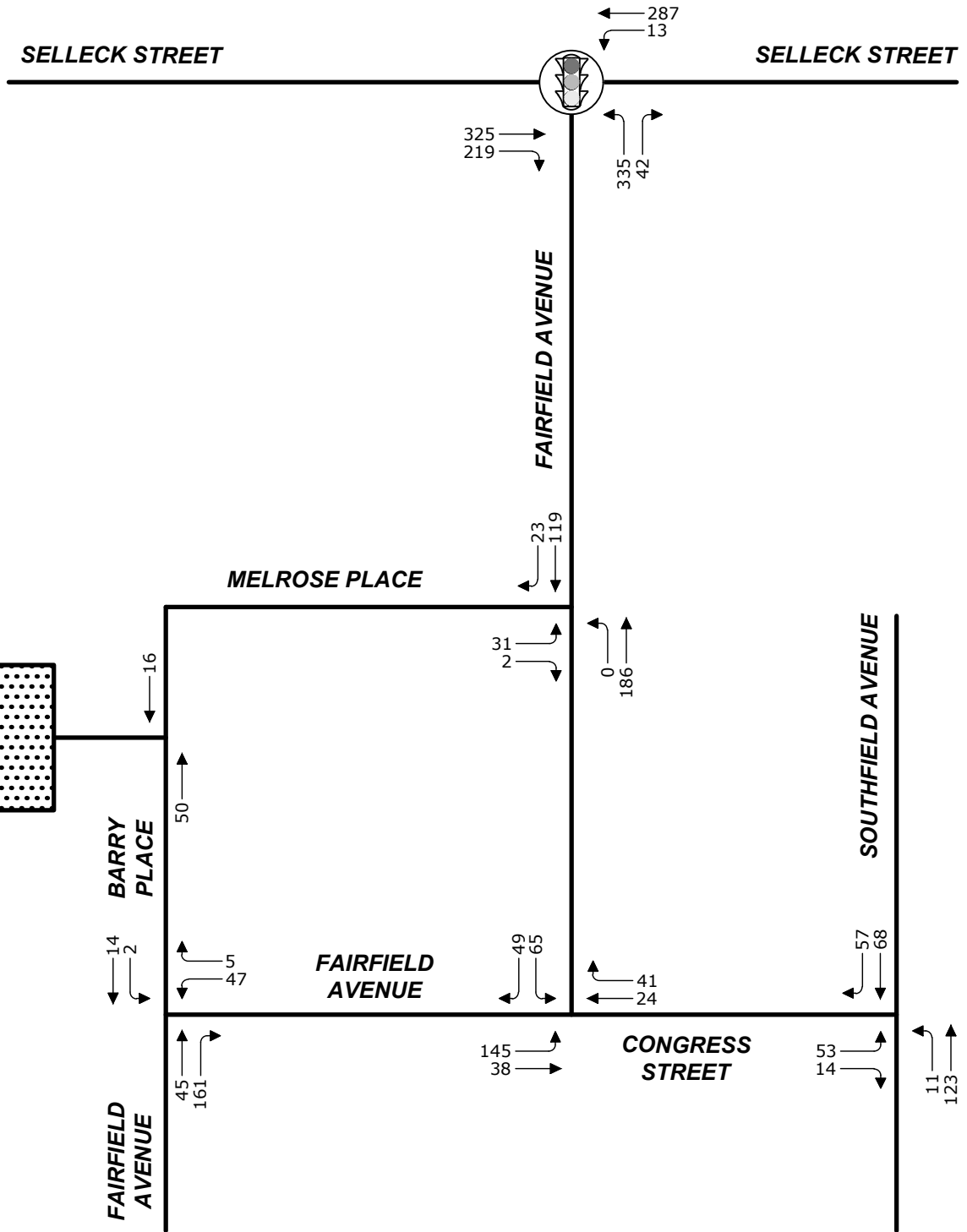
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FIG. 2



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23 & 50 BARRY PLACE REDEVELOPMENT

**WEEKDAY AFTERNOON PEAK HOUR
 2023 EXISTING TRAFFIC CONDITIONS**

STAMFORD, CONNECTICUT

DATE **FEBRUARY 2024**

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FIG. 3



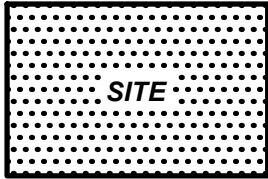
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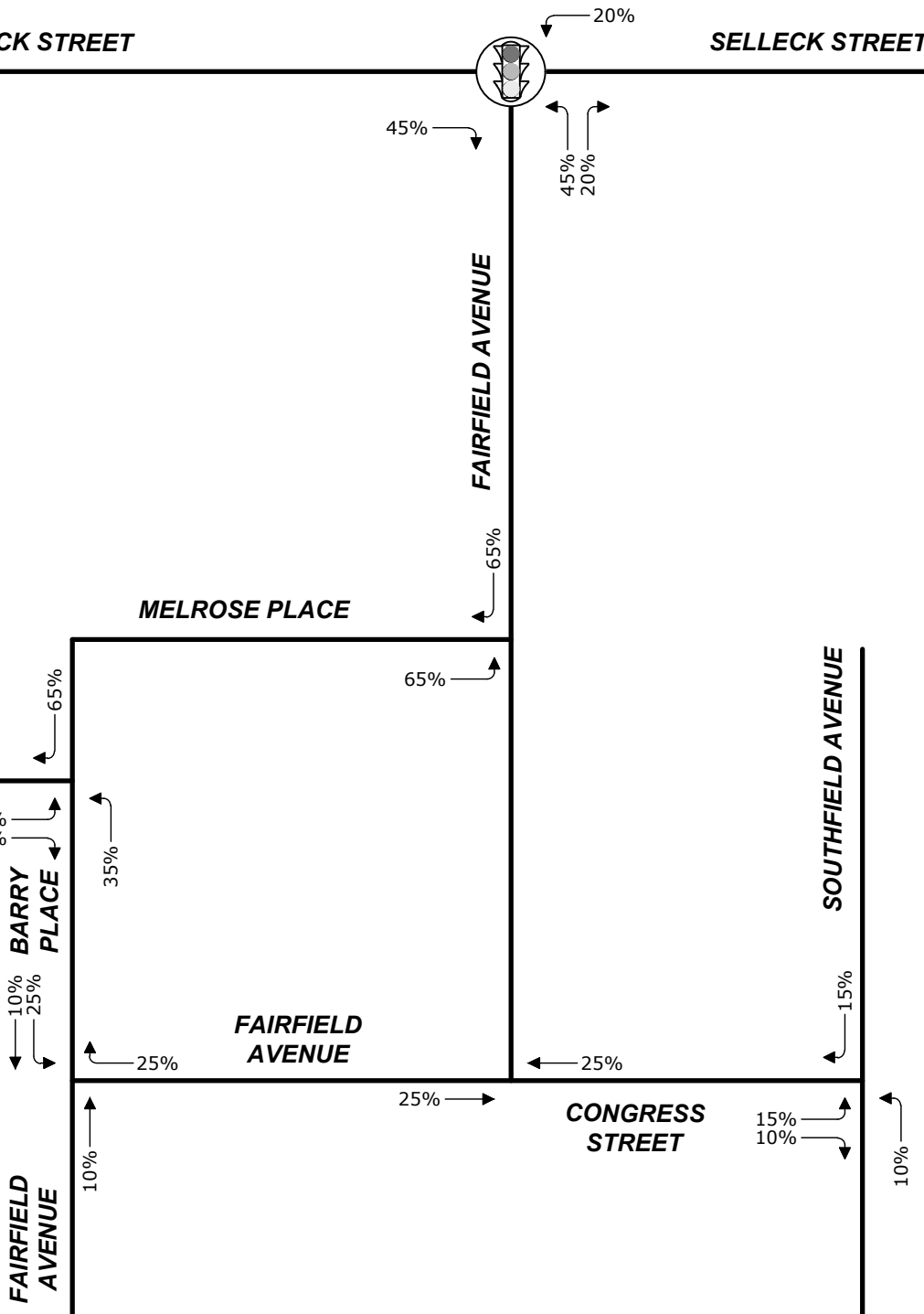
FAIRFIELD AVENUE

MELROSE PLACE

SOUTHFIELD AVENUE



SITE



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23 & 50 BARRY PLACE REDEVELOPMENT

**SITE GENERATED TRAFFIC
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STAMFORD, CONNECTICUT

DATE **FEBRUARY 2024**

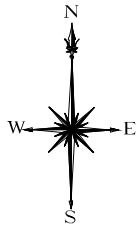
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FIG. 4



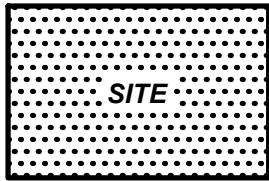
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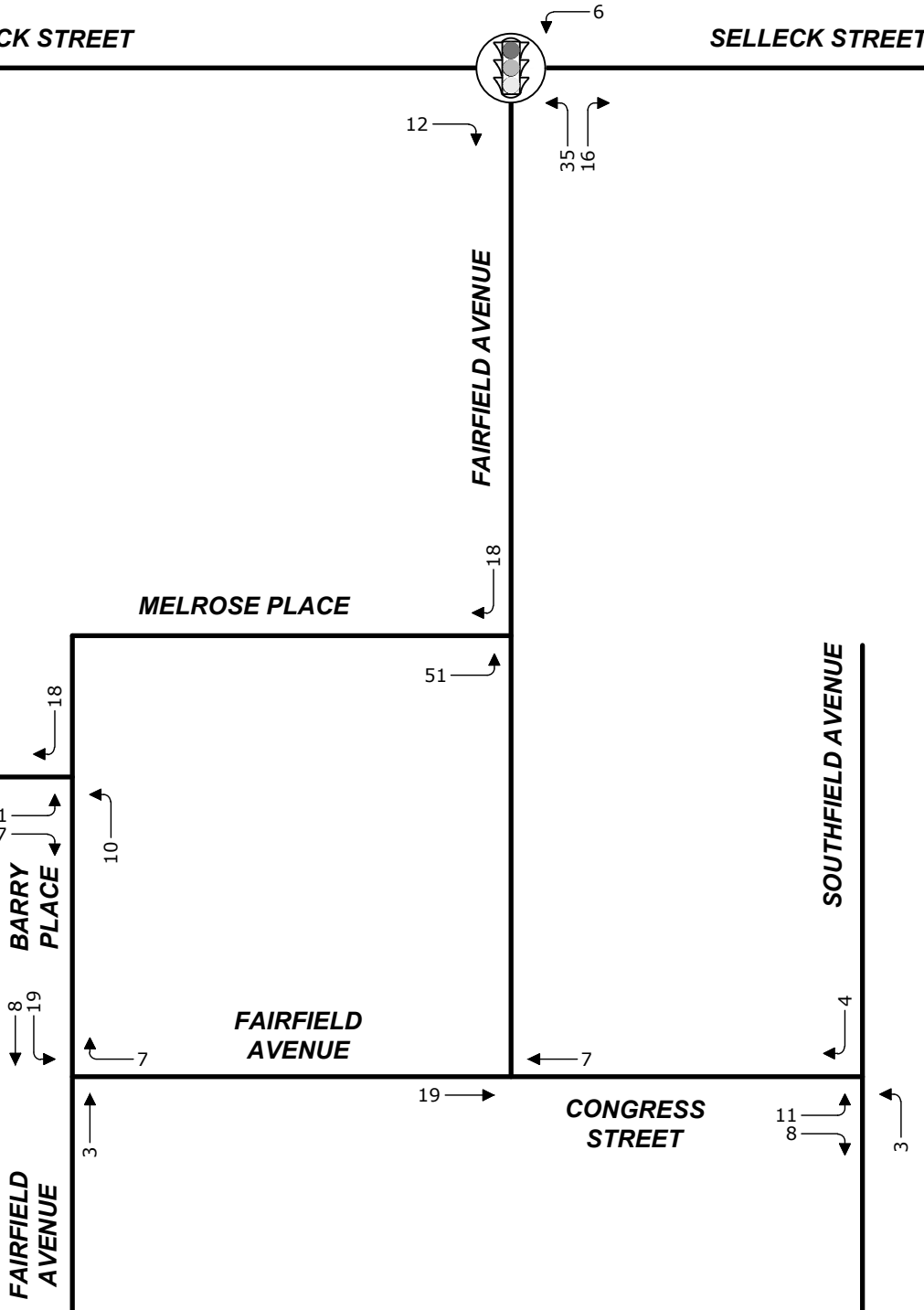
FAIRFIELD AVENUE

MELROSE PLACE

SOUTHFIELD AVENUE



SITE



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23 & 50 BARRY PLACE REDEVELOPMENT

**WEEKDAY MORNING PEAK HOUR
SITE GENERATED TRAFFIC VOLUMES**

STAMFORD, CONNECTICUT

DATE **FEBRUARY 2024**

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FIG. 5



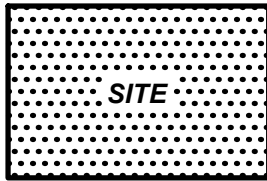
SELLECK STREET

SELLECK STREET

FAIRFIELD AVENUE

MELROSE PLACE

SOUTHFIELD AVENUE



SITE

BARRY PLACE

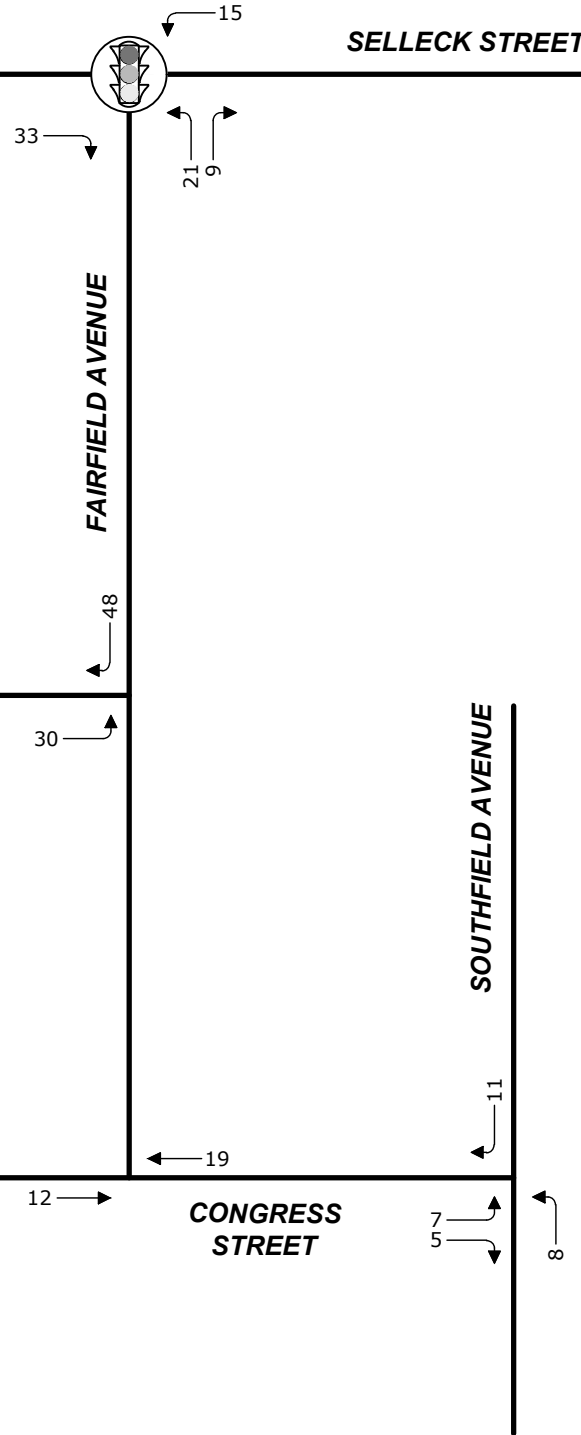
FAIRFIELD AVENUE

CONGRESS STREET

FAIRFIELD AVENUE

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23 & 50 BARRY PLACE REDEVELOPMENT

**WEEKDAY AFTERNOON PEAK HOUR
SITE GENERATED TRAFFIC VOLUMES**

STAMFORD, CONNECTICUT

DATE **FEBRUARY 2024**

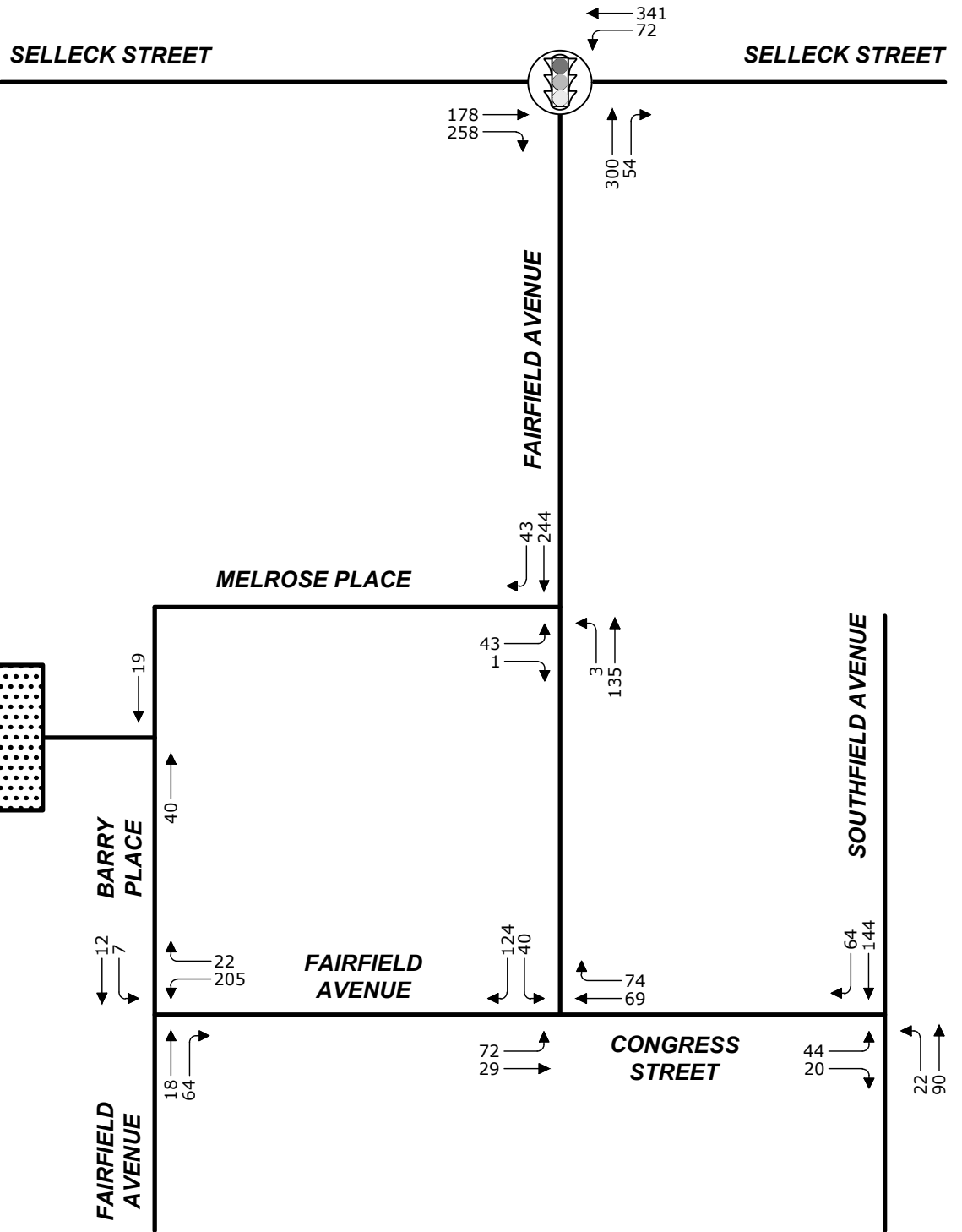
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FIG. 6



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23 & 50 BARRY PLACE REDEVELOPMENT

**WEEKDAY MORNING PEAK HOUR
 2026 BACKGROUND TRAFFIC CONDITIONS**

STAMFORD, CONNECTICUT

DATE **FEBRUARY 2024**

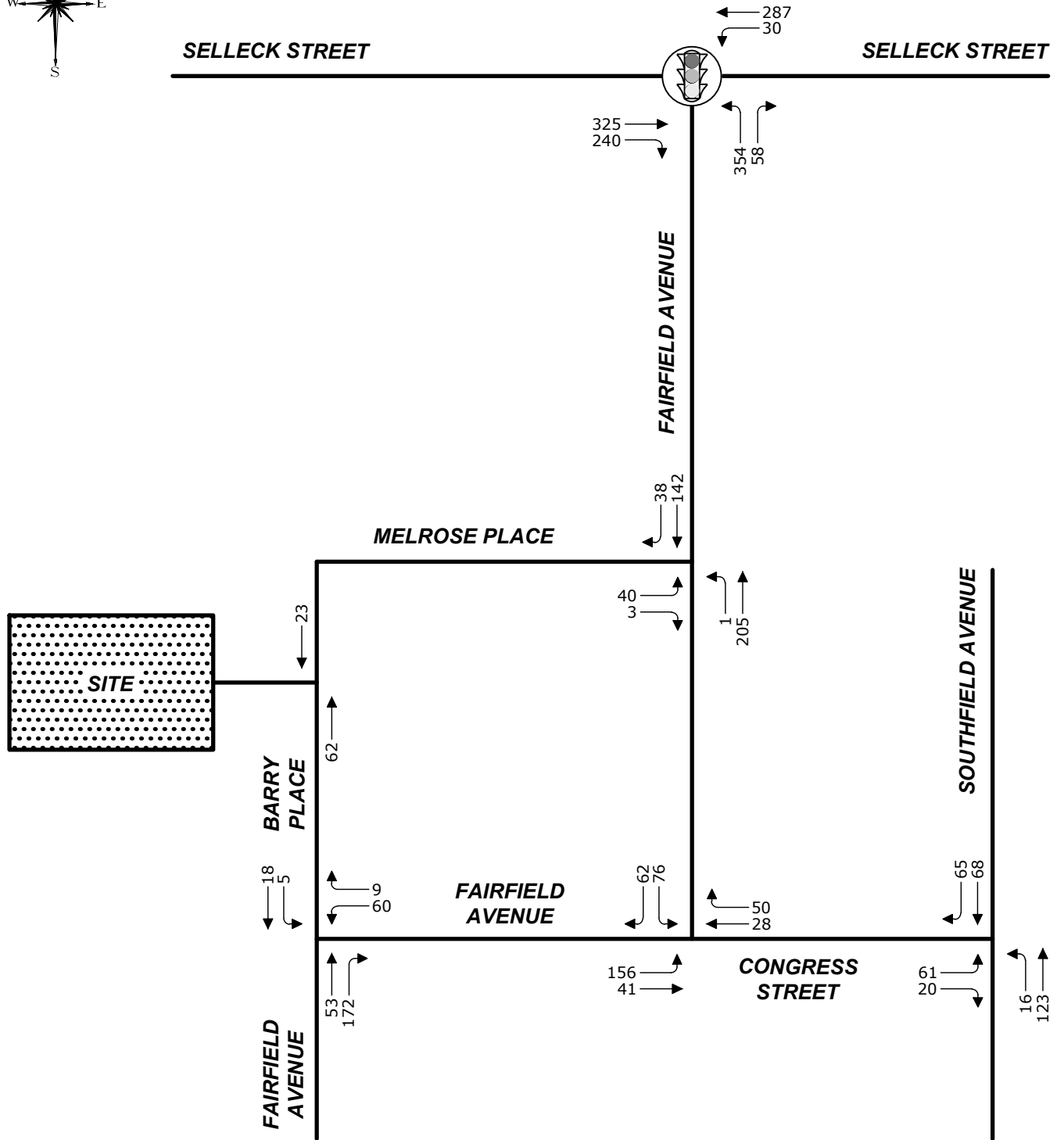
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FIG. 7



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23 & 50 BARRY PLACE REDEVELOPMENT

WEEKDAY AFTERNOON PEAK HOUR
 2026 BACKGROUND TRAFFIC CONDITIONS

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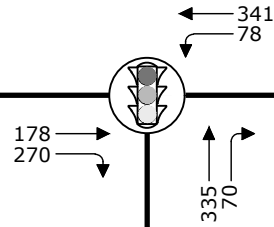
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FIG. 8



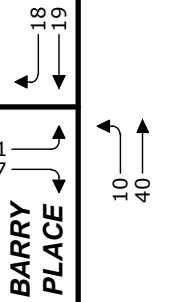
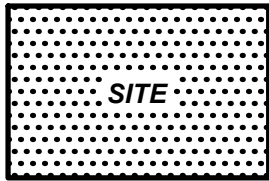
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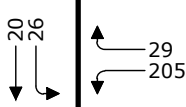


FAIRFIELD AVENUE

MELROSE PLACE



BARRY PLACE



FAIRFIELD AVENUE

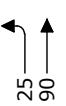
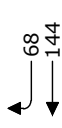
FAIRFIELD AVENUE



SOUTHFIELD AVENUE



CONGRESS STREET



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23 & 50 BARRY PLACE REDEVELOPMENT

**WEEKDAY MORNING PEAK HOUR
2026 COMBINED TRAFFIC CONDITIONS**

STAMFORD, CONNECTICUT

DATE **FEBRUARY 2024**

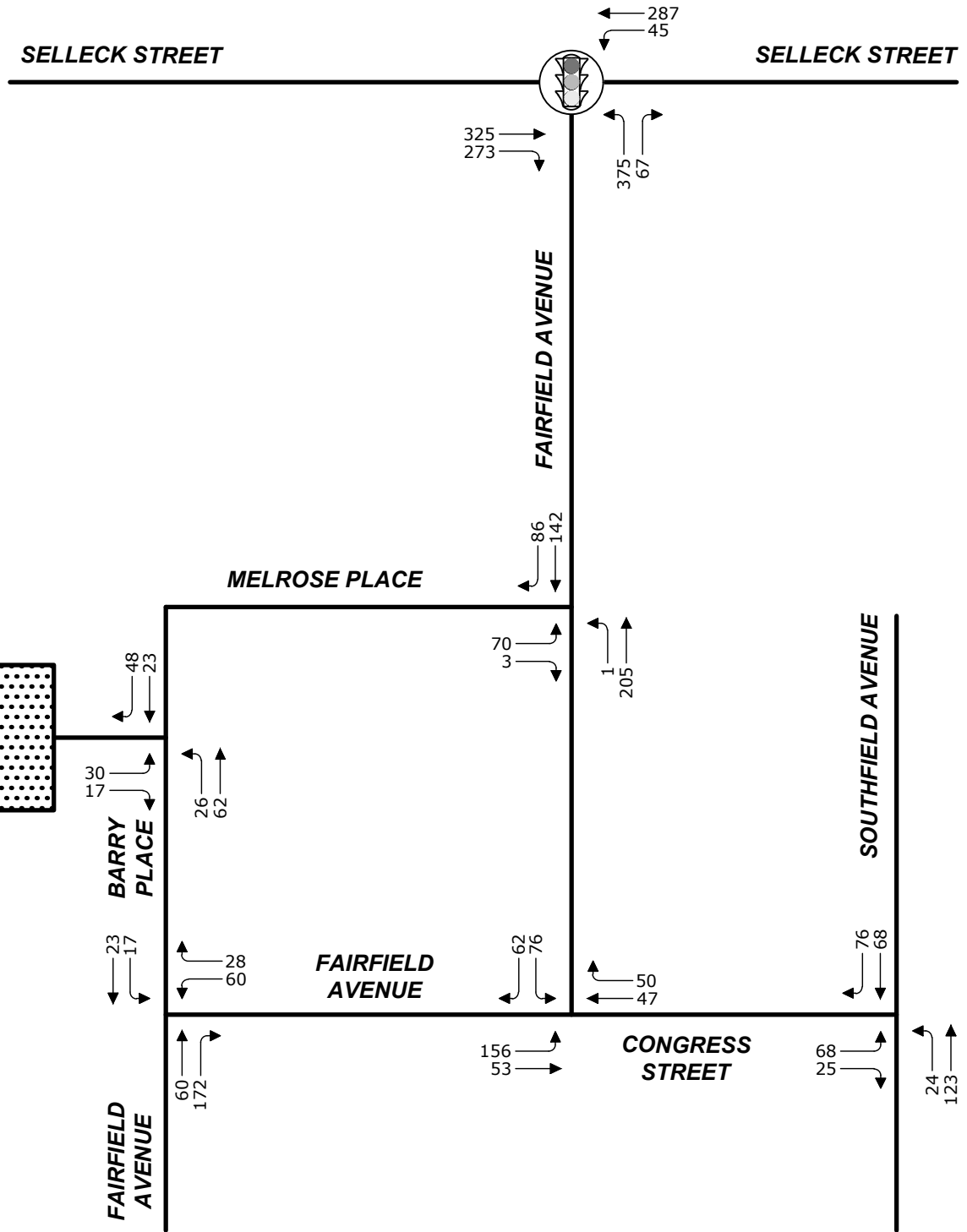
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| | | |
|----------|------------|------------|
| DESIGNED | DRAWN | CHECKED |
| | KPG | NCO |

DRAWING NAME:

FIG. 9



Drawing: C:\AUTOSWES\AC\PUBLISH\14352\TRAFFIC_FLOW_DIAGRAMS.DWG Layout: Top:PM CC

Plotted by: KJUTHRIE On this date: Wed, 2024 February 7 - 3:54pm



195 CHURCH STREET, 7TH FLOOR
 NEW HAVEN, CT 06510
 203.344.7887
 SLRCONSULTING.COM

23 & 50 BARRY PLACE REDEVELOPMENT

**WEEKDAY AFTERNOON PEAK HOUR
 2026 COMBINED TRAFFIC CONDITIONS**

STAMFORD, CONNECTICUT

DATE **FEBRUARY 2024**

SCALE **N.T.S.**

PROJ. NO. **141.21957.00001**

| | | |
|----------|------------|------------|
| DESIGNED | DRAWN | CHECKED |
| | KPG | NCO |

DRAWING NAME:

FIG. 10



Appendix A Data Collection

Traffic Impact Study

23 & 50 Barry Place
Stamford, CT

Mr. Lee Rizzuto
Continental Family Holdings, LLC

SLR Project No.: 141.21957.00001

Daily Vehicle Volume Report

Study Date: Thursday, 12/07/2023

Unit ID:

Location: Barry Place in Stamford, CT

| | Northbound Volume | Southbound Volume | Total Volume |
|-----------------------|----------------------|----------------------|----------------------|
| 00:00 - 00:59 | 0 | 1 | 1 |
| 01:00 - 01:59 | 0 | 0 | 0 |
| 02:00 - 02:59 | 0 | 0 | 0 |
| 03:00 - 03:59 | 0 | 1 | 1 |
| 04:00 - 04:59 | 0 | 0 | 0 |
| 05:00 - 05:59 | 0 | 5 | 5 |
| 06:00 - 06:59 | 6 | 5 | 11 |
| 07:00 - 07:59 | 8 | 12 | 20 |
| 08:00 - 08:59 | 10 | 13 | 23 |
| 09:00 - 09:59 | 25 | 17 | 42 |
| 10:00 - 10:59 | 10 | 9 | 19 |
| 11:00 - 11:59 | 15 | 6 | 21 |
| 12:00 - 12:59 | 19 | 9 | 28 |
| 13:00 - 13:59 | 21 | 6 | 27 |
| 14:00 - 14:59 | 10 | 6 | 16 |
| 15:00 - 15:59 | 24 | 8 | 32 |
| 16:00 - 16:59 | 12 | 4 | 16 |
| 17:00 - 17:59 | 17 | 5 | 22 |
| 18:00 - 18:59 | 4 | 1 | 5 |
| 19:00 - 19:59 | 4 | 0 | 4 |
| 20:00 - 20:59 | 4 | 2 | 6 |
| 21:00 - 21:59 | 4 | 0 | 4 |
| 22:00 - 22:59 | 0 | 2 | 2 |
| 23:00 - 23:59 | 0 | 0 | 0 |
| Totals | 193 | 112 | 305 |
| AM Peak Time | 08:28 - 09:27 | 08:52 - 09:51 | 08:52 - 09:51 |
| AM Peak Volume | 28 | 22 | 47 |
| PM Peak Time | 14:53 - 15:52 | 14:32 - 15:31 | 14:53 - 15:52 |
| PM Peak Volume | 26 | 13 | 35 |

Daily Northbound Classes Report

Study Date: Thursday, 12/07/2023

Unit ID:

Location: Barry Place in Stamford, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 - 05:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 - 06:59 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:00 - 07:59 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:00 - 08:59 | 0 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:00 - 09:59 | 0 | 19 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:00 - 10:59 | 0 | 4 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 - 11:59 | 0 | 9 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 - 12:59 | 0 | 13 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 - 13:59 | 0 | 16 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 - 14:59 | 0 | 5 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 - 15:59 | 0 | 17 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:00 - 16:59 | 0 | 8 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 - 17:59 | 0 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:00 - 18:59 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 - 19:59 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 - 20:59 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 - 21:59 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 - 22:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 135 | 23 | 0 | 27 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 193 |
| Percent of Total | 0.0 | 69.9 | 11.9 | 0.0 | 14.0 | 3.6 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 0.0 | 67.6 | 13.5 | 0.0 | 14.9 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 0.0 | 71.4 | 10.9 | 0.0 | 13.4 | 3.4 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 35 % Trucks: 18.1 AM % Trucks: 18.9 PM % Trucks: 17.6

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Southbound Classes Report

Study Date: Thursday, 12/07/2023

Unit ID:

Location: Barry Place in Stamford, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 00:00 - 00:59 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 - 05:59 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 - 06:59 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:00 - 07:59 | 0 | 5 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:00 - 08:59 | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:00 - 09:59 | 0 | 11 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 - 10:59 | 0 | 3 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 - 11:59 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:00 - 12:59 | 0 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:00 - 13:59 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 - 14:59 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 - 15:59 | 0 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 - 16:59 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 - 17:59 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 - 18:59 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 - 19:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 - 20:59 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 21:00 - 21:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 - 22:59 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 64 | 21 | 0 | 16 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 112 |
| Percent of Total | 0.9 | 57.1 | 18.8 | 0.0 | 14.3 | 8.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 0.0 | 55.1 | 21.7 | 0.0 | 15.9 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 2.3 | 60.5 | 14.0 | 0.0 | 11.6 | 9.3 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 26 % Trucks: 23.2 AM % Trucks: 23.2 PM % Trucks: 23.3

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Total Classes Report

Study Date: Thursday, 12/07/2023

Unit ID:

Location: Barry Place in Stamford, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 00:00 - 00:59 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 - 05:59 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 - 06:59 | 0 | 9 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:00 - 07:59 | 0 | 11 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:00 - 08:59 | 0 | 15 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 09:00 - 09:59 | 0 | 30 | 8 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 - 10:59 | 0 | 7 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:00 - 11:59 | 0 | 13 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 - 12:59 | 0 | 19 | 3 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:00 - 13:59 | 0 | 20 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 14:00 - 14:59 | 0 | 10 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 - 15:59 | 0 | 22 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:00 - 16:59 | 0 | 9 | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 - 17:59 | 0 | 15 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 - 18:59 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 - 19:59 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 - 20:59 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 21:00 - 21:59 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 - 22:59 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 199 | 44 | 0 | 43 | 16 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 305 |
| Percent of Total | 0.3 | 65.2 | 14.4 | 0.0 | 14.1 | 5.2 | 0.0 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 0.0 | 61.5 | 17.5 | 0.0 | 15.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 0.6 | 68.5 | 11.7 | 0.0 | 13.0 | 4.9 | 0.0 | 0.6 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 61 % Trucks: 20.0 AM % Trucks: 21.0 PM % Trucks: 19.1

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Northbound Speeds (MPH)

Study Date: Thursday, 12/07/2023

Unit ID:

Location: Barry Place in Stamford, CT

Posted Speed: 25

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 - 05:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 - 06:59 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:00 - 07:59 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:00 - 08:59 | 1 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:00 - 09:59 | 7 | 12 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:00 - 10:59 | 0 | 3 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 - 11:59 | 0 | 5 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 - 12:59 | 2 | 4 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 - 13:59 | 2 | 6 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 - 14:59 | 2 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 - 15:59 | 2 | 11 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:00 - 16:59 | 3 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 - 17:59 | 1 | 4 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:00 - 18:59 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 - 19:59 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 - 20:59 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 - 21:59 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 - 22:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 22 | 57 | 51 | 50 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| Percent of Total | 11.4 | 29.5 | 26.4 | 25.9 | 5.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 13.5 | 36.5 | 16.2 | 23.0 | 8.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 10.1 | 25.2 | 32.8 | 27.7 | 3.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.5 MPH | Ten Mile Pace: | 15 to 24 MPH | 85th Percentile: | 28.4 MPH |
| Mean Speed: | 21.6 MPH | Percent in Ten Mile Pace: | 56.0% | 15th Percentile: | 15.6 MPH |
| Median Speed: | 21.7 MPH | | | 90th Percentile: | 29.3 MPH |
| Modal Speed: | 17.5 MPH | | | 95th Percentile: | 31.4 MPH |

Daily Southbound Speeds (MPH)

Study Date: Thursday, 12/07/2023

Unit ID:

Location: Barry Place in Stamford, CT

Posted Speed: 25

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 - 03:59 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 - 05:59 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 - 06:59 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:00 - 07:59 | 1 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:00 - 08:59 | 0 | 5 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:00 - 09:59 | 0 | 9 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 - 10:59 | 1 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 - 11:59 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:00 - 12:59 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:00 - 13:59 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 - 14:59 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 - 15:59 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 - 16:59 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 - 17:59 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 - 18:59 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 - 19:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 - 20:59 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 - 21:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 - 22:59 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 9 | 33 | 38 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| Percent of Total | 8.1 | 29.7 | 34.2 | 23.4 | 3.6 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 5.8 | 34.8 | 31.9 | 20.3 | 5.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 11.9 | 21.4 | 38.1 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 5.8 MPH | Ten Mile Pace: | 15 to 24 MPH | 85th Percentile: | 27.7 MPH |
| Mean Speed: | 21.7 MPH | Percent in Ten Mile Pace: | 64.0% | 15th Percentile: | 16.1 MPH |
| Median Speed: | 21.7 MPH | | | 90th Percentile: | 28.7 MPH |
| Modal Speed: | 22.5 MPH | | | 95th Percentile: | 29.8 MPH |

Daily Total Speeds (MPH)

Study Date: Thursday, 12/07/2023

Unit ID:

Location: Barry Place in Stamford, CT

Posted Speed: 25

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 - 03:59 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 - 05:59 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 - 06:59 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:00 - 07:59 | 1 | 4 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:00 - 08:59 | 1 | 9 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 09:00 - 09:59 | 7 | 21 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 - 10:59 | 1 | 4 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:00 - 11:59 | 1 | 7 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 - 12:59 | 3 | 6 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:00 - 13:59 | 3 | 6 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 14:00 - 14:59 | 3 | 3 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 - 15:59 | 3 | 11 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:00 - 16:59 | 4 | 3 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 - 17:59 | 1 | 7 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 - 18:59 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 - 19:59 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 - 20:59 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 - 21:59 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 - 22:59 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 31 | 90 | 89 | 76 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 |
| Percent of Total | 10.2 | 29.6 | 29.3 | 25.0 | 4.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 9.8 | 35.7 | 23.8 | 21.7 | 7.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 10.6 | 24.2 | 34.2 | 28.0 | 2.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.3 MPH | Ten Mile Pace: | 15 to 24 MPH | 85th Percentile: | 28.2 MPH |
| Mean Speed: | 21.7 MPH | Percent in Ten Mile Pace: | 58.9% | 15th Percentile: | 15.8 MPH |
| Median Speed: | 21.7 MPH | | | 90th Percentile: | 29.2 MPH |
| Modal Speed: | 17.5 MPH | | | 95th Percentile: | 30.8 MPH |

File Name: E:\1490-1TH.ppd

Start Date: 12/7/2023

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

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

Comment 4: TOTAL

| Start Time | BARRY PLACE SOUTHBOUND | | | | FAIRFIELD AVE. WESTBOUND | | | | FAIRFIELD AVE. NORTHBOUND | | | | EASTBOUND | | | |
|------------|------------------------|------|------|------|--------------------------|------|------|------|---------------------------|------|------|------|-----------|------|------|------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds |
| 7:00:00 AM | 0 | 1 | 1 | 0 | 4 | 0 | 20 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 2 | 3 | 0 | 2 | 0 | 21 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 2 | 1 | 0 | 2 | 0 | 35 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 37 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 40 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 2 | 0 | 0 | 4 | 0 | 40 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 53 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 3 | 0 | 0 | 11 | 0 | 63 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| # HVs = | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

File Name: E:\1490-1TH.ppd

Start Date: 12/7/2023

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

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

Comment 4: CARS

| Start Time | BARRY PLACE SOUTHBOUND | | | | FAIRFIELD AVE. WESTBOUND | | | | FAIRFIELD AVE. NORTHBOUND | | | | EASTBOUND | | | | |
|------------|------------------------|------|------|------|--------------------------|------|------|------|---------------------------|------|------|------|-----------|------|------|------|--|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 7:00:00 AM | 0 | 1 | 1 | 0 | 4 | 0 | 20 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15:00 AM | 0 | 2 | 2 | 0 | 2 | 0 | 20 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30:00 AM | 0 | 2 | 1 | 0 | 2 | 0 | 33 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 36 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 39 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15:00 AM | 0 | 2 | 0 | 0 | 4 | 0 | 39 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 52 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45:00 AM | 0 | 3 | 0 | 0 | 11 | 0 | 62 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 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

| 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 | 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 | |

File Name: E:\1490-3TH.ppd

Start Date: 12/7/2023

Start Time: 7:00:00 AM

Site Code: 00000003

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

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

Comment 4: TOTAL

| Start Time | SOUTHFIELD AVE. SOUTHBOUND | | | | WESTBOUND | | | | SOUTHFIELD AVE. NORTHBOUND | | | | CONGRESS ST. EASTBOUND | | | | |
|------------|-------------------------------|------|------|------|-----------|------|------|------|-------------------------------|------|------|------|---------------------------|------|------|------|--|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 7:00:00 AM | 10 | 30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 15 | 0 | 2 | 3 | 0 | 4 | 0 | |
| 7:15:00 AM | 13 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 | 1 | 1 | 2 | 0 | 11 | 1 | |
| 7:30:00 AM | 6 | 26 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 1 | 2 | 2 | 0 | 11 | 0 | |
| 7:45:00 AM | 11 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 0 | 1 | 6 | 0 | 11 | 0 | |
| 8:00:00 AM | 12 | 41 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 24 | 2 | 1 | 2 | 0 | 9 | 1 | |
| 8:15:00 AM | 11 | 39 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 23 | 3 | 1 | 5 | 0 | 8 | 5 | |
| 8:30:00 AM | 11 | 27 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 21 | 3 | 1 | 3 | 0 | 10 | 1 | |
| 8:45:00 AM | 20 | 34 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 20 | 6 | 1 | 6 | 0 | 11 | 0 | |
| # HVs = | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | |

File Name: E:\1490-3TH.ppd

Start Date: 12/7/2023

Start Time: 7:00:00 AM

Site Code: 00000003

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

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

Comment 4: CARS

| Start Time | SOUTHFIELD AVE. SOUTHBOUND | | | | WESTBOUND | | | | SOUTHFIELD AVE. NORTHBOUND | | | | CONGRESS ST. EASTBOUND | | | | |
|------------|-------------------------------|------|------|------|-----------|------|------|------|-------------------------------|------|------|------|---------------------------|------|------|------|---|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 7:00:00 AM | 10 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 0 | 2 | 3 | 0 | 4 | 0 |
| 7:15:00 AM | 12 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 1 | 1 | 2 | 0 | 10 | 1 |
| 7:30:00 AM | 5 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 1 | 2 | 2 | 0 | 11 | 0 |
| 7:45:00 AM | 11 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 0 | 1 | 6 | 0 | 10 | 0 |
| 8:00:00 AM | 12 | 41 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 23 | 2 | 1 | 2 | 0 | 9 | 1 |
| 8:15:00 AM | 10 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 22 | 3 | 1 | 5 | 0 | 8 | 5 |
| 8:30:00 AM | 10 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 21 | 3 | 1 | 3 | 0 | 10 | 1 |
| 8:45:00 AM | 20 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 | 6 | 1 | 6 | 0 | 11 | 0 |

File Name: E:\1490-3TH.ppd

Start Date: 12/7/2023

Start Time: 7:00:00 AM

Site Code: 00000003

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

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

Comment 4: BUSES

| Start Time | SOUTHFIELD AVE. SOUTHBOUND | | | | WESTBOUND | | | | SOUTHFIELD AVE. NORTHBOUND | | | | CONGRESS ST. EASTBOUND | | | | |
|------------|-------------------------------|------|------|------|-----------|------|------|------|-------------------------------|------|------|------|---------------------------|------|------|------|---|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 7:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:30:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

File Name: E:\1490-2TH.ppd

Start Date: 12/7/2023

Start Time: 7:00:00 AM

Site Code: 00000002

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 | | | | WESTBOUND | | | | FAIRFIELD AVE. NORTHBOUND | | | | MELROSE PLACE EASTBOUND | | | | |
|------------|------------------------------|------|------|------|-----------|------|------|------|------------------------------|------|------|------|----------------------------|------|------|------|--|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 7:00:00 AM | 10 | 25 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 22 | 3 | 4 | 0 | 0 | 7 | 3 | |
| 7:15:00 AM | 7 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 33 | 6 | 0 | 0 | 0 | 11 | 9 | |
| 7:30:00 AM | 11 | 39 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 41 | 0 | 0 | 2 | 0 | 16 | 0 | |
| 7:45:00 AM | 11 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 5 | 1 | |
| 8:00:00 AM | 8 | 41 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 8 | 1 | |
| 8:15:00 AM | 4 | 51 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 22 | 0 | 0 | 0 | 0 | 9 | 5 | |
| 8:30:00 AM | 5 | 55 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 41 | 0 | 0 | 0 | 0 | 8 | 0 | |
| 8:45:00 AM | 10 | 83 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 8 | 2 | |
| #HV's = | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | |

File Name: E:\1490-2TH.ppd

Start Date: 12/7/2023

Start Time: 7:00:00 AM

Site Code: 00000002

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

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

Comment 4: CARS

| Start Time | FAIRFIELD AVE. SOUTHBOUND | | | | WESTBOUND | | | | FAIRFIELD AVE. NORTHBOUND | | | | MELROSE PLACE EASTBOUND | | | | |
|------------|------------------------------|------|------|------|-----------|------|------|------|------------------------------|------|------|------|----------------------------|------|------|------|--|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 7:00:00 AM | 10 | 24 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 21 | 3 | 4 | 0 | 0 | 7 | 3 | |
| 7:15:00 AM | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 31 | 6 | 0 | 0 | 0 | 10 | 9 | |
| 7:30:00 AM | 11 | 37 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 39 | 0 | 0 | 2 | 0 | 14 | 0 | |
| 7:45:00 AM | 11 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 5 | 1 | |
| 8:00:00 AM | 8 | 38 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 8 | 1 | |
| 8:15:00 AM | 4 | 49 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 20 | 0 | 0 | 0 | 0 | 7 | 5 | |
| 8:30:00 AM | 5 | 54 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 40 | 0 | 0 | 0 | 0 | 8 | 0 | |
| 8:45:00 AM | 10 | 80 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 8 | 2 | |

File Name: E:\1490-2TH.ppd

Start Date: 12/7/2023

Start Time: 7:00:00 AM

Site Code: 00000002

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

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

Comment 4: BUSES

| Start Time | FAIRFIELD AVE. SOUTHBOUND | | | | WESTBOUND | | | | FAIRFIELD AVE. NORTHBOUND | | | | MELROSE PLACE EASTBOUND | | | | |
|------------|------------------------------|------|------|------|-----------|------|------|------|------------------------------|------|------|------|----------------------------|------|------|------|---|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 7:00:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

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 | |
| 8:45:00 AM | 0 | 0 | 0 | 2 | 0 | 69 | 16 | 0 | 8 | 0 | 66 | 1 | 64 | 42 | 0 | 0 | |
| # HVs = | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 3 | 0 | 11 | 0 | 9 | 8 | 0 | 0 | |

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 | | | | |
|------------|------------|------|------|------|-----------------------|------|------|------|---------------------------|------|------|------|-----------------------|------|------|------|--|
| | 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 | 61 | 7 | 0 | 2 | 0 | 54 | 2 | 50 | 37 | 0 | 3 | |
| 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 | |
| 8:30:00 AM | 0 | 0 | 0 | 5 | 0 | 61 | 10 | 0 | 11 | 0 | 63 | 0 | 56 | 51 | 0 | 0 | |
| 8:45:00 AM | 0 | 0 | 0 | 2 | 0 | 67 | 16 | 0 | 7 | 0 | 64 | 1 | 63 | 41 | 0 | 0 | |

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 | | | | |
|------------|------------|------|------|------|-----------------------|------|------|------|---------------------------|------|------|------|-----------------------|------|------|------|---|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 7:00:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 7:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 2 | 2 | 0 | 0 |
| 7:30:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 |
| 7:45:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| 8:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| 8:45:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 |

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-1W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000001

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

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

Comment 4: TOTAL

| Start Time | BARRY PLACE SOUTHBOUND | | | | FAIRFIELD AVE. WESTBOUND | | | | FAIRFIELD AVE. NORTHBOUND | | | | EASTBOUND | | | | | |
|-------------|---------------------------|-----------|----------|----------|-----------------------------|----------|-----------|----------|------------------------------|-----------|----------|----------|-----------|----------|----------|----------|----------|-----|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | | |
| 4:00:00 PM | 0 | 6 | 0 | 0 | 1 | 0 | 5 | 2 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 1 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30:00 PM | 0 | 4 | 0 | 0 | 1 | 0 | 12 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 4:45:00 PM | 0 | 1 | 2 | 0 | 1 | 0 | 16 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 5:00:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 50 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 5:15:00 PM | 0 | 4 | 1 | 0 | 0 | 0 | 14 | 0 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 5:30:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 18 | 0 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 259 |
| 5:45:00 PM | 0 | 5 | 0 | 1 | 1 | 0 | 10 | 0 | 33 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 |
| 5:00 | 0 | 14 | 2 | 1 | 5 | 0 | 47 | 0 | 161 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-1W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000001

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

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

Comment 4: CARS

| Start Time | BARRY PLACE SOUTHBOUND | | | | FAIRFIELD AVE. WESTBOUND | | | | FAIRFIELD AVE. NORTHBOUND | | | | EASTBOUND | | | | |
|------------|---------------------------|------|------|------|-----------------------------|------|------|------|------------------------------|------|------|------|-----------|------|------|------|--|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 4:00:00 PM | 0 | 6 | 0 | 0 | 0 | 0 | 5 | 2 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 1 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30:00 PM | 0 | 4 | 0 | 0 | 1 | 0 | 12 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 4:45:00 PM | 0 | 1 | 2 | 0 | 1 | 0 | 15 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 50 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15:00 PM | 0 | 4 | 1 | 0 | 0 | 0 | 13 | 0 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 17 | 0 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:45:00 PM | 0 | 5 | 0 | 1 | 1 | 0 | 10 | 0 | 33 | 16 | 0 | 0 | 0 | 0 | 0 | 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: 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 | 0 | 8 | 15 | 0 | |
| 4:15:00 PM | 14 | 0 | 16 | 2 | 13 | 4 | 0 | 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 | 0 | 6 | 17 | 0 | |
| 4:45:00 PM | 15 | 0 | 10 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 21 | 0 | 251 |
| 5:00:00 PM | 7 | 0 | 19 | 2 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 15 | 42 | 0 | 304 | |
| 5:15:00 PM | 14 | 0 | 12 | 1 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 31 | 0 | 314 | |
| 5:30:00 PM | 16 | 0 | 11 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 34 | 0 | 348 | |
| 5:45:00 PM | 12 | 0 | 23 | 1 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 38 | 0 | 364 | |
| 5:00:00 AM | 49 | 0 | 65 | 5 | 41 | 24 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 38 | 145 | 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 |

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-5W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000005

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 4:45 TO 5:45 P.M.

Comment 4: TOTAL

| Start Time | SOUTHFIELD AVE. SOUTHBOUND | | | | WESTBOUND | | | | SOUTHFIELD AVE. NORTHBOUND | | | | CONGRESS ST. EASTBOUND | | | | |
|-------------|----------------------------|-----------|----------|----------|-----------|----------|----------|-----------|----------------------------|------------|-----------|----------|------------------------|----------|-----------|----------|--|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 4:00:00 PM | 6 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 3 | 0 | 9 | 0 | 9 | 0 | |
| 4:15:00 PM | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 16 | 4 | 0 | 6 | 0 | 18 | 0 | |
| 4:30:00 PM | 10 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 3 | 0 | 9 | 0 | |
| 4:45:00 PM | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 31 | 4 | 0 | 0 | 0 | 22 | 0 | |
| 5:00:00 PM | 9 | 21 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 36 | 5 | 0 | 2 | 0 | 22 | 0 | |
| 5:15:00 PM | 16 | 15 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 26 | 2 | 0 | 2 | 0 | 14 | 0 | |
| 5:30:00 PM | 15 | 16 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 35 | 2 | 0 | 5 | 0 | 7 | 0 | |
| 5:45:00 PM | 17 | 16 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 26 | 2 | 0 | 5 | 0 | 10 | 0 | |
| 4:45 | 57 | 68 | 1 | 0 | 0 | 1 | 0 | 22 | 0 | 123 | 11 | 0 | 14 | 0 | 53 | 0 | |

295

313

320

336

328 USE

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-5W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000005

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 4:45 TO 5:45 P.M.

Comment 4: CARS

| Start Time | SOUTHFIELD AVE. SOUTHBOUND | | | | WESTBOUND | | | | SOUTHFIELD AVE. NORTHBOUND | | | | CONGRESS ST. EASTBOUND | | | | |
|------------|-------------------------------|------|------|------|-----------|------|------|------|-------------------------------|------|------|------|---------------------------|------|------|------|--|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 4:00:00 PM | 6 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | 3 | 0 | 9 | 0 | 9 | 0 | |
| 4:15:00 PM | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 4 | 0 | 6 | 0 | 18 | 0 | |
| 4:30:00 PM | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 3 | 0 | 9 | 0 | |
| 4:45:00 PM | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 31 | 4 | 0 | 0 | 0 | 22 | 0 | |
| 5:00:00 PM | 9 | 21 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 36 | 5 | 0 | 2 | 0 | 22 | 0 | |
| 5:15:00 PM | 16 | 15 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 25 | 2 | 0 | 2 | 0 | 14 | 0 | |
| 5:30:00 PM | 15 | 16 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 34 | 2 | 0 | 5 | 0 | 7 | 0 | |
| 5:45:00 PM | 17 | 16 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 25 | 2 | 0 | 5 | 0 | 10 | 0 | |

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-5W.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000005

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 4:45 TO 5:45 P.M.

Comment 4: BUSES

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

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-3WR.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000003

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 | | | | WESTBOUND | | | | FAIRFIELD AVE. NORTHBOUND | | | | MELROSE PLACE EASTBOUND | | | | | |
|-------------|------------------------------|------------|----------|----------|-----------|----------|----------|----------|------------------------------|------------|----------|----------|----------------------------|----------|-----------|----------|---|-----|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | | |
| 4:00:00 PM | 6 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | |
| 4:15:00 PM | 2 | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 29 | 0 | 0 | 1 | 0 | 0 | 11 | 3 | |
| 4:30:00 PM | 11 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | |
| 4:45:00 PM | 3 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 0 | 2 | 0 | 0 | 6 | 0 | 272 |
| 5:00:00 PM | 9 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 306 |
| 5:15:00 PM | 6 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 1 | 0 | 0 | 0 | 5 | 1 | 310 |
| 5:30:00 PM | 7 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 338 |
| 5:45:00 PM | 1 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 1 | 0 | 0 | 0 | 11 | 3 | 361 |
| 5:00 | 23 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 0 | 2 | 2 | 0 | 31 | 5 | | |

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-3WR.ppd

Start Date: 10/26/2022

Start Time: 4:00:00 PM

Site Code: 00000003

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 | | | | WESTBOUND | | | | FAIRFIELD AVE. NORTHBOUND | | | | MELROSE PLACE EASTBOUND | | | |
|------------|------------------------------|------|------|------|-----------|------|------|------|------------------------------|------|------|------|----------------------------|------|------|------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds |
| 4:00:00 PM | 6 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 13 | 0 |
| 4:15:00 PM | 2 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 29 | 0 | 0 | 1 | 0 | 11 | 3 |
| 4:30:00 PM | 11 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 11 | 1 |
| 4:45:00 PM | 3 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 0 | 2 | 0 | 6 | 0 |
| 5:00:00 PM | 9 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 2 | 0 | 5 | 0 |
| 5:15:00 PM | 6 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 1 | 0 | 0 | 5 | 1 |
| 5:30:00 PM | 7 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 10 | 1 |
| 5:45:00 PM | 1 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 1 | 0 | 0 | 11 | 3 |

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 | 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 | 971 |
| 4:30:00 PM | 0 | 0 | 0 | 6 | 0 | 52 | 4 | 0 | 10 | 0 | 67 | 5 | 43 | 66 | 0 | 0 | 1040 |
| 4:45:00 PM | 0 | 0 | 0 | 5 | 0 | 54 | 4 | 0 | 13 | 0 | 63 | 0 | 45 | 72 | 0 | 1 | 1117 |
| 5:00:00 PM | 0 | 0 | 0 | 8 | 0 | 63 | 4 | 0 | 13 | 0 | 86 | 4 | 54 | 79 | 0 | 0 | 1167 |
| 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 | 1221 |
| 5:00 | 0 | 0 | 0 | 29 | 0 | 287 | 13 | 0 | 42 | 0 | 335 | 15 | 219 | 325 | 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 | 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 | |
| 4:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 4:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | |
| 5:00:00 PM | 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 | |
| 5:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | |
| 5:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 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 | |
| 4:30:00 PM | 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 | 0 | 0 | 0 | 0 | |
| 5:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| 5:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | |
| 5:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 5:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |



Appendix B Capacity Analysis

Traffic Impact Study

23 & 50 Barry Place
Stamford, CT

Mr. Lee Rizzuto
Continental Family Holdings, LLC

SLR Project No.: 141.21957.00001

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

02/05/2024



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø3 | Ø4 |
|-------------------------|-------|-------|-------|-------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑↑ | ↑ | ↑ | | |
| Traffic Volume (vph) | 178 | 258 | 72 | 341 | 300 | 54 | | |
| Future Volume (vph) | 178 | 258 | 72 | 341 | 300 | 54 | | |
| 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 | | | | 0.991 | 0.950 | | | |
| Satd. Flow (prot) | 1827 | 1495 | 0 | 3153 | 1671 | 1583 | | |
| Flt Permitted | | | | 0.851 | 0.950 | | | |
| Satd. Flow (perm) | 1827 | 1456 | 0 | 2701 | 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 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | | |
| Heavy Vehicles (%) | 4% | 8% | 2% | 9% | 8% | 2% | | |
| Parking (#/hr) | | | | 0 | | | | |
| Adj. Flow (vph) | 205 | 297 | 83 | 392 | 345 | 62 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 205 | 297 | 0 | 475 | 345 | 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) | | 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
5: Fairfield Ave & Selleck St

02/05/2024

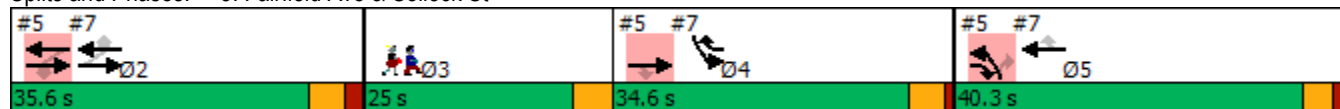


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø3 | Ø4 |
|-------------------------|------|------|-----|------|------|------|------|------|
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | | 5.3 | | 5.6 | 5.3 | 5.3 | | |
| Lead/Lag | | | | | | | Lead | Lag |
| Lead-Lag 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 | 50.6 | | 27.1 | 23.2 | 23.2 | | |
| Actuated g/C Ratio | 0.36 | 0.68 | | 0.36 | 0.31 | 0.31 | | |
| v/c Ratio | 0.31 | 0.30 | | 0.49 | 0.67 | 0.13 | | |
| Control Delay | 6.0 | 5.3 | | 24.4 | 33.3 | 24.0 | | |
| Queue Delay | 0.1 | 0.1 | | 0.0 | 0.0 | 0.0 | | |
| Total Delay | 6.1 | 5.4 | | 24.4 | 33.3 | 24.0 | | |
| LOS | A | A | | C | C | C | | |
| Approach Delay | 5.7 | | | 24.4 | 31.8 | | | |
| Approach LOS | A | | | C | C | | | |
| Queue Length 50th (ft) | 13 | 27 | | 112 | 181 | 27 | | |
| Queue Length 95th (ft) | 20 | 76 | | 174 | 265 | 56 | | |
| Internal Link Dist (ft) | 150 | | | 167 | 105 | | | |
| Turn Bay Length (ft) | | | | | | 100 | | |
| Base Capacity (vph) | 837 | 1064 | | 1237 | 893 | 815 | | |
| Starvation Cap Reductn | 113 | 187 | | 0 | 0 | 0 | | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.28 | 0.34 | | 0.38 | 0.39 | 0.08 | | |





Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 135.5 |
| Actuated Cycle Length: | 74.8 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.67 |
| Intersection Signal Delay: | 19.8 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 55.4% |
| ICU Level of Service: | B |
| Analysis Period (min): | 15 |

Splits and Phases: 5: Fairfield Ave & Selleck St



| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.6 |
| Intersection LOS | A |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|---|------|---|------|---|---|
| Lane Configurations |  | |  | |  |  |
| Traffic Vol, veh/h | 205 | 22 | 18 | 64 | 7 | 12 |
| Future Vol, veh/h | 205 | 22 | 18 | 64 | 7 | 12 |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 289 | 31 | 25 | 90 | 10 | 17 |
| Number of Lanes | 1 | 0 | 1 | 0 | 1 | 1 |

| Approach | WB | NB | SB |
|----------------------------|------|-----|-----|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 1 | 0 | 1 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 1 | 0 |
| HCM Control Delay | 10.2 | 8.1 | 8.4 |
| HCM LOS | B | A | A |

| Lane | NBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 90% | 100% | 0% |
| Vol Thru, % | 22% | 0% | 0% | 100% |
| Vol Right, % | 78% | 10% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 82 | 227 | 7 | 12 |
| LT Vol | 0 | 205 | 7 | 0 |
| Through Vol | 18 | 0 | 0 | 12 |
| RT Vol | 64 | 22 | 0 | 0 |
| Lane Flow Rate | 115 | 320 | 10 | 17 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.14 | 0.391 | 0.016 | 0.025 |
| Departure Headway (Hd) | 4.361 | 4.401 | 5.905 | 5.401 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 823 | 822 | 607 | 664 |
| Service Time | 2.379 | 2.401 | 3.63 | 3.125 |
| HCM Lane V/C Ratio | 0.14 | 0.389 | 0.016 | 0.026 |
| HCM Control Delay | 8.1 | 10.2 | 8.7 | 8.3 |
| HCM Lane LOS | A | B | A | A |
| HCM 95th-tile Q | 0.5 | 1.9 | 0 | 0.1 |

Intersection

Intersection Delay, s/veh 8.2

Intersection LOS A

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 72 | 29 | 69 | 74 | 40 | 124 |
| Future Vol, veh/h | 72 | 29 | 69 | 74 | 40 | 124 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 2 | 0 | 0 | 0 | 1 | 5 |
| Mvmt Flow | 81 | 33 | 78 | 83 | 45 | 139 |
| 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 | 8.5 | 8.1 | 8.2 |
| HCM LOS | A | A | A |

| Lane | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 71% | 0% | 24% |
| Vol Thru, % | 29% | 48% | 0% |
| Vol Right, % | 0% | 52% | 76% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 101 | 143 | 164 |
| LT Vol | 72 | 0 | 40 |
| Through Vol | 29 | 69 | 0 |
| RT Vol | 0 | 74 | 124 |
| Lane Flow Rate | 113 | 161 | 184 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.146 | 0.184 | 0.211 |
| Departure Headway (Hd) | 4.644 | 4.122 | 4.122 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 774 | 872 | 873 |
| Service Time | 2.663 | 2.139 | 2.136 |
| HCM Lane V/C Ratio | 0.146 | 0.185 | 0.211 |
| HCM Control Delay | 8.5 | 8.1 | 8.2 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.5 | 0.7 | 0.8 |

Intersection

Intersection Delay, s/veh 8.3
Intersection LOS A

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 44 | 20 | 22 | 90 | 144 | 64 |
| Future Vol, veh/h | 44 | 20 | 22 | 90 | 144 | 64 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 48 | 22 | 24 | 99 | 158 | 70 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | NB | SB |
|----------------------------|-----|-----|-----|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 1 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 1 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.1 | 8.1 | 8.4 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | SBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 20% | 69% | 0% |
| Vol Thru, % | 80% | 0% | 69% |
| Vol Right, % | 0% | 31% | 31% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 112 | 64 | 208 |
| LT Vol | 22 | 44 | 0 |
| Through Vol | 90 | 0 | 144 |
| RT Vol | 0 | 20 | 64 |
| Lane Flow Rate | 123 | 70 | 229 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.15 | 0.091 | 0.252 |
| Departure Headway (Hd) | 4.373 | 4.636 | 3.967 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 825 | 776 | 891 |
| Service Time | 2.373 | 2.643 | 2.059 |
| HCM Lane V/C Ratio | 0.149 | 0.09 | 0.257 |
| HCM Control Delay | 8.1 | 8.1 | 8.4 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.5 | 0.3 | 1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 43 | 1 | 3 | 135 | 244 | 43 |
| Future Vol, veh/h | 43 | 1 | 3 | 135 | 244 | 43 |
| 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 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 55 | 1 | 4 | 173 | 313 | 55 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 522 | 341 | 368 | 0 | - | 0 |
| Stage 1 | 341 | - | - | - | - | - |
| Stage 2 | 181 | - | - | - | - | - |
| 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 | 515 | 701 | 1191 | - | - | - |
| Stage 1 | 720 | - | - | - | - | - |
| Stage 2 | 850 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 513 | 701 | 1191 | - | - | - |
| Mov Cap-2 Maneuver | 513 | - | - | - | - | - |
| Stage 1 | 717 | - | - | - | - | - |
| Stage 2 | 850 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 12.8 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1191 | - | 516 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.109 | - | - |
| HCM Control Delay (s) | 8 | 0 | 12.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

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

02/05/2024



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø3 | Ø4 |
|-------------------------|-------|-------|-------|-------|-------|-------|------|------|
| Lane Configurations | ↑ | ↗ | | ↖ | ↗ | ↖ | | |
| Traffic Volume (vph) | 325 | 240 | 30 | 287 | 354 | 58 | | |
| Future Volume (vph) | 325 | 240 | 30 | 287 | 354 | 58 | | |
| 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 | | | | 0.995 | 0.950 | | | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 3345 | 1770 | 1583 | | |
| Flt Permitted | | | | 0.900 | 0.950 | | | |
| Satd. Flow (perm) | 1863 | 1534 | 0 | 3021 | 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) | 353 | 261 | 33 | 312 | 385 | 63 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 353 | 261 | 0 | 345 | 385 | 63 | | |
| 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
5: Fairfield Ave & Selleck St

02/05/2024

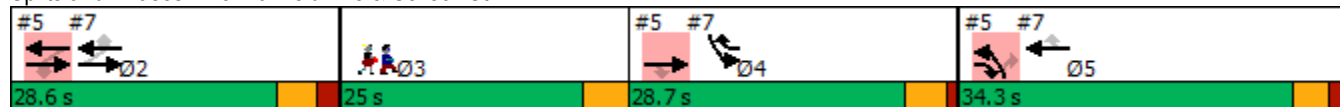


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø3 | Ø4 |
|-------------------------|------|------|-----|------|------|------|------|------|
| Total Lost Time (s) | | 5.3 | | 5.6 | 5.3 | 5.3 | | |
| Lead/Lag | | | | | | | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | Yes |
| Vehicle Extension (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) | 20.7 | 37.9 | | 20.7 | 16.9 | 16.9 | | |
| Actuated g/C Ratio | 0.43 | 0.78 | | 0.43 | 0.35 | 0.35 | | |
| v/c Ratio | 0.45 | 0.22 | | 0.27 | 0.63 | 0.11 | | |
| Control Delay | 5.4 | 1.0 | | 10.0 | 19.1 | 12.0 | | |
| Queue Delay | 0.1 | 0.1 | | 0.0 | 0.0 | 0.0 | | |
| Total Delay | 5.5 | 1.0 | | 10.0 | 19.1 | 12.0 | | |
| LOS | A | A | | B | B | B | | |
| Approach Delay | 3.6 | | | 10.0 | 18.1 | | | |
| Approach LOS | A | | | B | B | | | |
| Queue Length 50th (ft) | 16 | 0 | | 31 | 96 | 13 | | |
| Queue Length 95th (ft) | 24 | 7 | | 59 | 169 | 33 | | |
| Internal Link Dist (ft) | 150 | | | 167 | 105 | | | |
| Turn Bay Length (ft) | | | | | | | 100 | |
| Base Capacity (vph) | 893 | 1272 | | 1448 | 1069 | 957 | | |
| Starvation Cap Reductn | 46 | 193 | | 0 | 0 | 0 | | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.42 | 0.24 | | 0.24 | 0.36 | 0.07 | | |

Intersection Summary





Area Type: Other
 Cycle Length: 116.6
 Actuated Cycle Length: 48.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 9.8
 Intersection LOS: A
 Intersection Capacity Utilization 59.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 5: Fairfield Ave & Selleck St



Intersection

| | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.1 |
| Intersection LOS | A |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|---|------|---|------|---|---|
| Lane Configurations |  | |  | |  |  |
| Traffic Vol, veh/h | 60 | 9 | 53 | 172 | 5 | 18 |
| Future Vol, veh/h | 60 | 9 | 53 | 172 | 5 | 18 |
| 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 | 65 | 10 | 58 | 187 | 5 | 20 |
| Number of Lanes | 1 | 0 | 1 | 0 | 1 | 1 |

| Approach | WB | NB | SB |
|----------------------------|-----|-----|-----|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 1 | 0 | 1 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 1 | 0 |
| HCM Control Delay | 8.1 | 8.1 | 7.8 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 87% | 100% | 0% |
| Vol Thru, % | 24% | 0% | 0% | 100% |
| Vol Right, % | 76% | 13% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 225 | 69 | 5 | 18 |
| LT Vol | 0 | 60 | 5 | 0 |
| Through Vol | 53 | 0 | 0 | 18 |
| RT Vol | 172 | 9 | 0 | 0 |
| Lane Flow Rate | 245 | 75 | 5 | 20 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.253 | 0.094 | 0.008 | 0.026 |
| Departure Headway (Hd) | 3.726 | 4.488 | 5.296 | 4.794 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 954 | 788 | 670 | 739 |
| Service Time | 1.79 | 2.578 | 3.076 | 2.574 |
| HCM Lane V/C Ratio | 0.257 | 0.095 | 0.007 | 0.027 |
| HCM Control Delay | 8.1 | 8.1 | 8.1 | 7.7 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 1 | 0.3 | 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 | 41 | 28 | 50 | 76 | 62 |
| Future Vol, veh/h | 156 | 41 | 28 | 50 | 76 | 62 |
| 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 | 45 | 30 | 54 | 83 | 67 |
| 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% | 55% |
| Vol Thru, % | 21% | 36% | 0% |
| Vol Right, % | 0% | 64% | 45% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 197 | 78 | 138 |
| LT Vol | 156 | 0 | 76 |
| Through Vol | 41 | 28 | 0 |
| RT Vol | 0 | 50 | 62 |
| Lane Flow Rate | 214 | 85 | 150 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.269 | 0.097 | 0.186 |
| Departure Headway (Hd) | 4.53 | 4.137 | 4.454 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 794 | 866 | 807 |
| Service Time | 2.549 | 2.159 | 2.471 |
| HCM Lane V/C Ratio | 0.27 | 0.098 | 0.186 |
| 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 |

| Intersection | |
|---------------------------|---|
| Intersection Delay, s/veh | 8 |
| Intersection LOS | A |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 61 | 20 | 16 | 123 | 68 | 65 |
| Future Vol, veh/h | 61 | 20 | 16 | 123 | 68 | 65 |
| 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 | 66 | 22 | 17 | 134 | 74 | 71 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | NB | SB |
|----------------------------|-----|-----|-----|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 1 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 1 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.2 | 8.2 | 7.8 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | SBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 12% | 75% | 0% |
| Vol Thru, % | 88% | 0% | 51% |
| Vol Right, % | 0% | 25% | 49% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 139 | 81 | 133 |
| LT Vol | 16 | 61 | 0 |
| Through Vol | 123 | 0 | 68 |
| RT Vol | 0 | 20 | 65 |
| Lane Flow Rate | 151 | 88 | 145 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.177 | 0.112 | 0.161 |
| Departure Headway (Hd) | 4.223 | 4.57 | 4.016 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 836 | 788 | 899 |
| Service Time | 2.32 | 2.577 | 2.016 |
| HCM Lane V/C Ratio | 0.181 | 0.112 | 0.161 |
| HCM Control Delay | 8.2 | 8.2 | 7.8 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.6 | 0.4 | 0.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 3 | 1 | 205 | 142 | 38 |
| Future Vol, veh/h | 40 | 3 | 1 | 205 | 142 | 38 |
| 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 | 43 | 3 | 1 | 223 | 154 | 41 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 400 | 175 | 195 | 0 | 0 |
| Stage 1 | 175 | - | - | - | - |
| 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 | 606 | 868 | 1378 | - | - |
| Stage 1 | 855 | - | - | - | - |
| Stage 2 | 812 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 605 | 868 | 1378 | - | - |
| Mov Cap-2 Maneuver | 605 | - | - | - | - |
| Stage 1 | 854 | - | - | - | - |
| Stage 2 | 812 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1378 | - | 618 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.076 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 11.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

HCM 6th TWSC
6: Barry Place & Site Driveway

02/05/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 62 | 23 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 62 | 23 | 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 | 0 | 0 | 0 | 67 | 25 | 0 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 92 | 25 | 25 | 0 | 0 |
| Stage 1 | 25 | - | - | - | - |
| Stage 2 | 67 | - | - | - | - |
| 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 | 908 | 1051 | 1589 | - | - |
| Stage 1 | 998 | - | - | - | - |
| Stage 2 | 956 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 908 | 1051 | 1589 | - | - |
| Mov Cap-2 Maneuver | 908 | - | - | - | - |
| Stage 1 | 998 | - | - | - | - |
| Stage 2 | 956 | - | - | - | - |

| 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) | 1589 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

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

02/07/2024



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø3 | Ø4 |
|-------------------------|-------|-------|-------|-------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑↑ | ↑ | ↑ | | |
| Traffic Volume (vph) | 178 | 270 | 78 | 341 | 335 | 70 | | |
| Future Volume (vph) | 178 | 270 | 78 | 341 | 335 | 70 | | |
| 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 | | | | 0.991 | 0.950 | | | |
| Satd. Flow (prot) | 1827 | 1495 | 0 | 3156 | 1671 | 1583 | | |
| Flt Permitted | | | | 0.838 | 0.950 | | | |
| Satd. Flow (perm) | 1827 | 1456 | 0 | 2662 | 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 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | | |
| Heavy Vehicles (%) | 4% | 8% | 2% | 9% | 8% | 2% | | |
| Parking (#/hr) | | | | 0 | | | | |
| Adj. Flow (vph) | 205 | 310 | 90 | 392 | 385 | 80 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 205 | 310 | 0 | 482 | 385 | 80 | | |
| 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
5: Fairfield Ave & Selleck St

02/07/2024

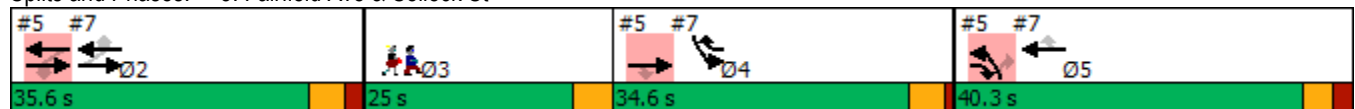


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø3 | Ø4 |
|-------------------------|------|------|-----|------|------|------|------|------|
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | | 5.3 | | 5.6 | 5.3 | 5.3 | | |
| Lead/Lag | | | | | | | Lead | Lag |
| Lead-Lag 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) | 27.9 | 55.7 | | 27.9 | 27.4 | 27.4 | | |
| Actuated g/C Ratio | 0.35 | 0.70 | | 0.35 | 0.34 | 0.34 | | |
| v/c Ratio | 0.32 | 0.30 | | 0.52 | 0.67 | 0.15 | | |
| Control Delay | 6.3 | 6.1 | | 26.9 | 32.4 | 23.2 | | |
| Queue Delay | 0.1 | 0.2 | | 0.0 | 0.0 | 0.0 | | |
| Total Delay | 6.4 | 6.3 | | 26.9 | 32.4 | 23.2 | | |
| LOS | A | A | | C | C | C | | |
| Approach Delay | 6.3 | | | 26.9 | 30.8 | | | |
| Approach LOS | A | | | C | C | | | |
| Queue Length 50th (ft) | 13 | 39 | | 125 | 208 | 35 | | |
| Queue Length 95th (ft) | 20 | 87 | | 186 | 299 | 67 | | |
| Internal Link Dist (ft) | 150 | | | 167 | 105 | | | |
| Turn Bay Length (ft) | | | | | | 100 | | |
| Base Capacity (vph) | 766 | 1074 | | 1117 | 818 | 746 | | |
| Starvation Cap Reductn | 96 | 247 | | 0 | 0 | 0 | | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.31 | 0.37 | | 0.43 | 0.47 | 0.11 | | |





Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 135.5 |
| Actuated Cycle Length: | 79.8 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.67 |
| Intersection Signal Delay: | 20.9 |
| Intersection LOS: | C |
| Intersection Capacity Utilization: | 57.3% |
| ICU Level of Service: | B |
| Analysis Period (min): | 15 |

Splits and Phases: 5: Fairfield Ave & Selleck St



| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.8 |
| Intersection LOS | A |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|---|------|---|------|---|---|
| Lane Configurations |  | |  | |  |  |
| Traffic Vol, veh/h | 205 | 29 | 21 | 64 | 26 | 20 |
| Future Vol, veh/h | 205 | 29 | 21 | 64 | 26 | 20 |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 289 | 41 | 30 | 90 | 37 | 28 |
| Number of Lanes | 1 | 0 | 1 | 0 | 1 | 1 |

| Approach | WB | NB | SB |
|----------------------------|------|-----|-----|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 1 | 0 | 1 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 1 | 0 |
| HCM Control Delay | 10.6 | 8.3 | 8.8 |
| HCM LOS | B | A | A |

| Lane | NBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 88% | 100% | 0% |
| Vol Thru, % | 25% | 0% | 0% | 100% |
| Vol Right, % | 75% | 12% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 85 | 234 | 26 | 20 |
| LT Vol | 0 | 205 | 26 | 0 |
| Through Vol | 21 | 0 | 0 | 20 |
| RT Vol | 64 | 29 | 0 | 0 |
| Lane Flow Rate | 120 | 330 | 37 | 28 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.149 | 0.41 | 0.06 | 0.043 |
| Departure Headway (Hd) | 4.466 | 4.483 | 5.944 | 5.44 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 803 | 804 | 603 | 658 |
| Service Time | 2.494 | 2.507 | 3.677 | 3.172 |
| HCM Lane V/C Ratio | 0.149 | 0.41 | 0.061 | 0.043 |
| HCM Control Delay | 8.3 | 10.6 | 9.1 | 8.4 |
| HCM Lane LOS | A | B | A | A |
| HCM 95th-tile Q | 0.5 | 2 | 0.2 | 0.1 |

Intersection

Intersection Delay, s/veh 8.3

Intersection LOS A

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 72 | 48 | 76 | 74 | 40 | 124 |
| Future Vol, veh/h | 72 | 48 | 76 | 74 | 40 | 124 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 2 | 0 | 0 | 0 | 1 | 5 |
| Mvmt Flow | 81 | 54 | 85 | 83 | 45 | 139 |
| 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 | 8.6 | 8.2 | 8.3 |
| HCM LOS | A | A | A |

| Lane | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 60% | 0% | 24% |
| Vol Thru, % | 40% | 51% | 0% |
| Vol Right, % | 0% | 49% | 76% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 120 | 150 | 164 |
| LT Vol | 72 | 0 | 40 |
| Through Vol | 48 | 76 | 0 |
| RT Vol | 0 | 74 | 124 |
| Lane Flow Rate | 135 | 169 | 184 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.174 | 0.195 | 0.214 |
| Departure Headway (Hd) | 4.635 | 4.164 | 4.187 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 775 | 863 | 859 |
| Service Time | 2.657 | 2.185 | 2.207 |
| HCM Lane V/C Ratio | 0.174 | 0.196 | 0.214 |
| HCM Control Delay | 8.6 | 8.2 | 8.3 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.6 | 0.7 | 0.8 |

Intersection

Intersection Delay, s/veh 8.5
Intersection LOS A

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | | Y | Y | |
| Traffic Vol, veh/h | 55 | 28 | 25 | 90 | 144 | 68 |
| Future Vol, veh/h | 55 | 28 | 25 | 90 | 144 | 68 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 31 | 27 | 99 | 158 | 75 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | NB | SB |
|----------------------------|-----|-----|-----|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 1 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 1 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.3 | 8.3 | 8.6 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | SBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 22% | 66% | 0% |
| Vol Thru, % | 78% | 0% | 68% |
| Vol Right, % | 0% | 34% | 32% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 115 | 83 | 212 |
| LT Vol | 25 | 55 | 0 |
| Through Vol | 90 | 0 | 144 |
| RT Vol | 0 | 28 | 68 |
| Lane Flow Rate | 126 | 91 | 233 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.155 | 0.118 | 0.266 |
| Departure Headway (Hd) | 4.429 | 4.64 | 4.111 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 811 | 774 | 878 |
| Service Time | 2.445 | 2.658 | 2.111 |
| HCM Lane V/C Ratio | 0.155 | 0.118 | 0.265 |
| HCM Control Delay | 8.3 | 8.3 | 8.6 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.5 | 0.4 | 1.1 |

HCM 6th TWSC
4: Fairfield Ave & Melrose Place

02/07/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 94 | 1 | 3 | 135 | 244 | 61 |
| Future Vol, veh/h | 94 | 1 | 3 | 135 | 244 | 61 |
| 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 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 121 | 1 | 4 | 173 | 313 | 78 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 533 | 352 | 391 | 0 | - | 0 |
| Stage 1 | 352 | - | - | - | - | - |
| Stage 2 | 181 | - | - | - | - | - |
| 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 | 507 | 692 | 1168 | - | - | - |
| Stage 1 | 712 | - | - | - | - | - |
| Stage 2 | 850 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 505 | 692 | 1168 | - | - | - |
| Mov Cap-2 Maneuver | 505 | - | - | - | - | - |
| Stage 1 | 709 | - | - | - | - | - |
| Stage 2 | 850 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 14.4 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1168 | - | 506 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.241 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | 14.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.9 | - | - |

HCM 6th TWSC
6: Barry Place & Site Driveway

02/07/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 51 | 27 | 10 | 40 | 19 | 18 |
| Future Vol, veh/h | 51 | 27 | 10 | 40 | 19 | 18 |
| 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 | 55 | 29 | 11 | 43 | 21 | 20 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 96 | 31 | 41 | 0 | 0 |
| Stage 1 | 31 | - | - | - | - |
| Stage 2 | 65 | - | - | - | - |
| 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 | 903 | 1043 | 1568 | - | - |
| Stage 1 | 992 | - | - | - | - |
| Stage 2 | 958 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 897 | 1043 | 1568 | - | - |
| Mov Cap-2 Maneuver | 897 | - | - | - | - |
| Stage 1 | 985 | - | - | - | - |
| Stage 2 | 958 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.2 | 1.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1568 | - | 943 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.09 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 9.2 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

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

02/07/2024



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø3 | Ø4 |
|-------------------------|-------|-------|-------|-------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑↑ | ↑ | ↑ | | |
| Traffic Volume (vph) | 325 | 273 | 45 | 287 | 375 | 67 | | |
| Future Volume (vph) | 325 | 273 | 45 | 287 | 375 | 67 | | |
| 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 | | | | 0.993 | 0.950 | | | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 3339 | 1770 | 1583 | | |
| Flt Permitted | | | | 0.869 | 0.950 | | | |
| Satd. Flow (perm) | 1863 | 1534 | 0 | 2915 | 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) | 353 | 297 | 49 | 312 | 408 | 73 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 353 | 297 | 0 | 361 | 408 | 73 | | |
| 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
5: Fairfield Ave & Selleck St

02/07/2024

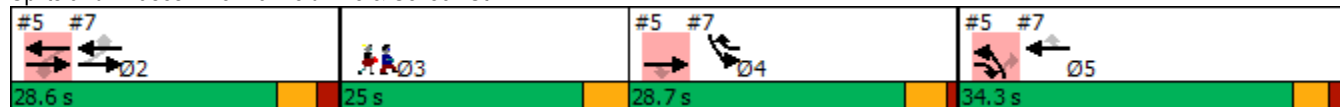


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø3 | Ø4 |
|-------------------------|------|------|-----|------|------|------|------|------|
| Total Lost Time (s) | | 5.3 | | 5.6 | 5.3 | 5.3 | | |
| Lead/Lag | | | | | | | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | Yes |
| Vehicle Extension (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) | 21.6 | 40.9 | | 21.6 | 19.0 | 19.0 | | |
| Actuated g/C Ratio | 0.42 | 0.79 | | 0.42 | 0.37 | 0.37 | | |
| v/c Ratio | 0.45 | 0.24 | | 0.30 | 0.63 | 0.13 | | |
| Control Delay | 5.4 | 1.2 | | 11.0 | 18.9 | 11.9 | | |
| Queue Delay | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | | |
| Total Delay | 5.5 | 1.3 | | 11.0 | 18.9 | 11.9 | | |
| LOS | A | A | | B | B | B | | |
| Approach Delay | 3.5 | | | 11.0 | 17.8 | | | |
| Approach LOS | A | | | B | B | | | |
| Queue Length 50th (ft) | 16 | 1 | | 37 | 103 | 15 | | |
| Queue Length 95th (ft) | 24 | 13 | | 65 | 180 | 37 | | |
| Internal Link Dist (ft) | 150 | | | 167 | 105 | | | |
| Turn Bay Length (ft) | | | | | | | 100 | |
| Base Capacity (vph) | 837 | 1272 | | 1309 | 1002 | 897 | | |
| Starvation Cap Reductn | 30 | 211 | | 0 | 0 | 0 | | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.44 | 0.28 | | 0.28 | 0.41 | 0.08 | | |





Intersection Summary

Area Type: Other
 Cycle Length: 116.6
 Actuated Cycle Length: 51.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 9.9
 Intersection LOS: A
 Intersection Capacity Utilization 64.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Fairfield Ave & Selleck St



| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.2 |
| Intersection LOS | A |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|---|------|---|------|---|---|
| Lane Configurations |  | |  | |  |  |
| Traffic Vol, veh/h | 60 | 28 | 60 | 172 | 17 | 23 |
| Future Vol, veh/h | 60 | 28 | 60 | 172 | 17 | 23 |
| 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 | 65 | 30 | 65 | 187 | 18 | 25 |
| Number of Lanes | 1 | 0 | 1 | 0 | 1 | 1 |

| Approach | WB | NB | SB |
|----------------------------|-----|-----|----|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 1 | 0 | 1 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 1 | 0 |
| HCM Control Delay | 8.1 | 8.3 | 8 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 68% | 100% | 0% |
| Vol Thru, % | 26% | 0% | 0% | 100% |
| Vol Right, % | 74% | 32% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 232 | 88 | 17 | 23 |
| LT Vol | 0 | 60 | 17 | 0 |
| Through Vol | 60 | 0 | 0 | 23 |
| RT Vol | 172 | 28 | 0 | 0 |
| Lane Flow Rate | 252 | 96 | 18 | 25 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.265 | 0.119 | 0.027 | 0.034 |
| Departure Headway (Hd) | 3.79 | 4.496 | 5.339 | 4.837 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 933 | 803 | 662 | 730 |
| Service Time | 1.877 | 2.496 | 3.138 | 2.636 |
| HCM Lane V/C Ratio | 0.27 | 0.12 | 0.027 | 0.034 |
| HCM Control Delay | 8.3 | 8.1 | 8.3 | 7.8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 1.1 | 0.4 | 0.1 | 0.1 |

Intersection

Intersection Delay, s/veh 8.8

Intersection LOS A

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 156 | 53 | 47 | 50 | 76 | 62 |
| Future Vol, veh/h | 156 | 53 | 47 | 50 | 76 | 62 |
| 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 | 58 | 51 | 54 | 83 | 67 |
| 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 | 9.4 | 7.9 | 8.6 |
| HCM LOS | A | A | A |

| Lane | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 75% | 0% | 55% |
| Vol Thru, % | 25% | 48% | 0% |
| Vol Right, % | 0% | 52% | 45% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 209 | 97 | 138 |
| LT Vol | 156 | 0 | 76 |
| Through Vol | 53 | 47 | 0 |
| RT Vol | 0 | 50 | 62 |
| Lane Flow Rate | 227 | 105 | 150 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.287 | 0.124 | 0.189 |
| Departure Headway (Hd) | 4.549 | 4.235 | 4.53 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 791 | 847 | 794 |
| Service Time | 2.57 | 2.258 | 2.552 |
| HCM Lane V/C Ratio | 0.287 | 0.124 | 0.189 |
| HCM Control Delay | 9.4 | 7.9 | 8.6 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 1.2 | 0.4 | 0.7 |

Intersection

| | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.2 |
| Intersection LOS | A |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 68 | 25 | 24 | 123 | 68 | 76 |
| Future Vol, veh/h | 68 | 25 | 24 | 123 | 68 | 76 |
| 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 | 74 | 27 | 26 | 134 | 74 | 83 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | NB | SB |
|----------------------------|-----|-----|-----|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 1 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 1 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.3 | 8.4 | 7.9 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | SBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 16% | 73% | 0% |
| Vol Thru, % | 84% | 0% | 47% |
| Vol Right, % | 0% | 27% | 53% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 147 | 93 | 144 |
| LT Vol | 24 | 68 | 0 |
| Through Vol | 123 | 0 | 68 |
| RT Vol | 0 | 25 | 76 |
| Lane Flow Rate | 160 | 101 | 157 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.194 | 0.129 | 0.175 |
| Departure Headway (Hd) | 4.377 | 4.598 | 4.03 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 824 | 781 | 892 |
| Service Time | 2.377 | 2.617 | 2.043 |
| HCM Lane V/C Ratio | 0.194 | 0.129 | 0.176 |
| HCM Control Delay | 8.4 | 8.3 | 7.9 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.7 | 0.4 | 0.6 |

HCM 6th TWSC
4: Fairfield Ave & Melrose Place

02/07/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 70 | 3 | 1 | 205 | 142 | 86 |
| Future Vol, veh/h | 70 | 3 | 1 | 205 | 142 | 86 |
| 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 | 76 | 3 | 1 | 223 | 154 | 93 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 426 | 201 | 247 | 0 | 0 |
| Stage 1 | 201 | - | - | - | - |
| 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 | 585 | 840 | 1319 | - | - |
| Stage 1 | 833 | - | - | - | - |
| Stage 2 | 812 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 584 | 840 | 1319 | - | - |
| Mov Cap-2 Maneuver | 584 | - | - | - | - |
| Stage 1 | 832 | - | - | - | - |
| Stage 2 | 812 | - | - | - | - |

| 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) | 1319 | - | 591 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.134 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 12 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

HCM 6th TWSC
6: Barry Place & Site Driveway

02/07/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 30 | 17 | 26 | 62 | 23 | 48 |
| Future Vol, veh/h | 30 | 17 | 26 | 62 | 23 | 48 |
| 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 | 33 | 18 | 28 | 67 | 25 | 52 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 174 | 51 | 77 | 0 | 0 |
| Stage 1 | 51 | - | - | - | - |
| Stage 2 | 123 | - | - | - | - |
| 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 | 816 | 1017 | 1522 | - | - |
| Stage 1 | 971 | - | - | - | - |
| Stage 2 | 902 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 800 | 1017 | 1522 | - | - |
| Mov Cap-2 Maneuver | 800 | - | - | - | - |
| Stage 1 | 953 | - | - | - | - |
| Stage 2 | 902 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.4 | 2.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1522 | - | 867 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | 0.059 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |