

November 18, 2022

Mr. Benoit Morin Wings Real Estate Development, LLC 41 Owenoke Way Riverside, CT 06878

Re: Traffic Impact Study
23-50 Barry Place – Ice Rink
Stamford, Connecticut
SLR #141.20963.00001

Dear Mr. Morin,

At your request, SLR International Corporation (SLR) has undertaken this study to evaluate the traffic-related implications associated with the proposed development to be located at 23-50 Barry Street in Stamford, Connecticut. **Figure 1** displays the study area and location map. The proposed project plans to construct an ice rink behind the existing Conair Corporation building and convert the existing northern one-way driveway to two way.

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

- 1. Barry Place at Fairfield Avenue
- 2. Melrose Place at Fairfield Avenue
- 3. Fairfield Avenue at Congress Street
- 4. Congress Street at Southfield Avenue
- 5. Fairfield Avenue at Selleck Street

Figure 2 displays the study intersection locations.

# **EXISTING CONDITIONS**

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



## Site Environs

Barry Place and Melrose Place are short, low volume, 25 miles per hour (mph) local roads that both connect to Fairfield Avenue and provide the primary connections to the proposed development. There are no sidewalks on either side of both streets. There is on-street parking and many curb cuts along Melrose Place, with few curb cuts and no on-street parking along Barry Place.

Fairfield Avenue is a major collector that runs north/south that connects the local neighborhoods to the south to Selleck Street, which is a minor arterial to the north. Selleck Street then filters into Interstate 95 (I-95). The area around the street is a mixture of residential, commercial, and industrial land uses, with a speed limit of 25 mph and multiple intersecting side streets. All the intersections are stop controlled, and there is limited pedestrian and bicycle infrastructure along the street. The northern section of Fairfield Avenue does have a sidewalk on one side of the street that connects to Selleck Street but ends at Barry Place. There are many large and wide curb cuts that align the street with on-street parking on either side of the north section.

Congress Street is a 25 mph short section of roadway that connects Fairfield Avenue to Southfield Avenue, which runs parallel to the harbor and provides another access point to Selleck Street. The street services residential housing with on-street parking on the north side of the street and no pedestrian or bicycle infrastructure.

## **Existing Transit Routes**

CTtransit is Connecticut Department of Transportation's (CTDOT) bus service. CTtransit Stamford operates 15 local bus routes. Buses connect with other services in Norwalk, with the New Haven Line in several locations, the Harlem Line on Metro-North Railroad, and with Bee-Line buses in Westchester County, New York. CTtransit Stamford also operates the I-Bus, an express service between downtown Stamford and White Plains, New York. CTtransit Stamford bus route 324 has stops along the study intersections.

Route 324 operates between the Stamford Transportation Center and Stamford's Waterside neighborhood. Route 324 buses operate via Richmond Hill Avenue and Fairfield Avenue to Top Gallant Road, then return northward via Southfield Avenue, Greenwich Avenue, and South State Street to the Stamford Transportation Center. There are multiple stops along Fairfield Avenue within the study area, with another stop close to the Congress Street and Southfield Avenue intersection.

# **Crash Data Summary**

Information on traffic crash statistics for the study intersections was obtained from the Connecticut Crash Data Repository for the roughly 3-year period of November 10, 2019, to November 10, 2022. The crash data collected for this period is shown in **Table 1**, summarized by location.



A total of 17 crashes were recorded in the 3-year period within the study area. All 17 crashes resulted in property damage only, with no injuries reported. Four of those crashes occurred at study intersections, and 13 occurred along the roadway segment. Most of the crashes occurred along Fairfield Avenue and at the Fairfield Avenue intersection with Selleck Drive, which is the only signalized intersection. The three crashes that occurred at the intersection were all rear-end collisions, which is common for signalized intersections. No crashes were recorded at the intersections of Fairfield Avenue at Barry Place, Fairfield Avenue at Congress Street, and Congress Street at Southfield Avenue or along Barry Place.

**Table 1 Crash Data Summary** 

			ash erity		Ту	pe of (	Collisio	n					
	Location	Property Damage Only	Total	Sideswipe (Same Direction)	Rear-End	Angle	Head On	Unknown	Total				
	Intersections												
1	Fairfield Avenue at Selleck Street (Signalized)	3	3	-	3	-	-	-	3				
2	Fairfield Avenue at Melrose Place (Unsignalized)	1	1	1	-	-	-	-	1				
In	tersection Totals	4	4	1	3	-	-	-	4				
Ro	padway Segments												
_	Street (Fairfield Avenue to buthfield Avenue)	2	2	-	-	1	-	1	2				
Melrose Pla	ace (Barry Place to Fairfield Avenue)	1	1	1	ı	-	-	-	1				
Fairfield	Avenue (Barry Place to Selleck Street)	10	10	-	1	5	1	3	10				
	Roadway Totals	13	13	1	1	6	1	4	13				
	TOTAL	17	17	2	4	6	1	4	17				

Source: Connecticut Crash Data Repository from November 10, 2019, to November 10, 2022



# **Intersection Sight Distance**

Intersection sight distance was measured at the proposed development driveway. The proposed development will be accessed through an existing driveway along Barry Place, which is a low volume, low speed local road. The driveway is currently one way inbound but will be converted to two way for the proposed ice rink. Intersection sight distance was calculated to be 280', assuming a conservative 25 mph speed limit using CTDOT methodology.

Intersection sight distance is determined through the creation of clear sight triangles. Each quadrant of the intersection should contain a triangular area free of obstructions. For vehicles approaching an intersection, the length of the legs of the triangle should be long enough such that the driver can see any potentially conflicting vehicles in sufficient time to slow or stop before colliding. For vehicles departing from an intersection, the length of the legs of the triangle should be sufficient for a stopped driver to depart from the intersection and turn onto the main road safely.

Intersection sight distance was measured in accordance with criteria set forth in the 2003 CTDOT *Highway Design Manual*. For a speed of 25 mph, 280 feet of intersection sight distance is required. Looking right from the proposed development driveway, a driver can see more than the 280 feet required for a speed of 25 mph. Looking left, the required sight line extends into the intersection of Barry Place at Melrose Place. At a conventional intersection, left-turning vehicles typically travel at a speed of 15 mph. For a speed of 15 mph, approximately 165 feet of intersection sight distance is required. Looking left, a driver can see the 165 feet required for a speed of 15 mph.

# **Existing Traffic Volumes**

Traffic monitoring data from August 2020 (collected during the COVID-19 epoch) on Fairfield Avenue north of Sunnyside Avenue was obtained from CTDOT. The annualized average daily traffic (AADT) at this location in 2020 was recorded as 4,200 vehicles combined. However, this was roughly half of the traffic that was recorded in December 2017 (8,000 vehicles combined). There was no AADT data available for the other roadways in the study area.

To supplement the state traffic monitoring data, multimodal traffic counts were conducted, including vehicle turning movement and pedestrian crossing counts at the study intersections. The counts were conducted on Thursday, October 26, 2022, from 4:00 p.m. to 6:00 p.m. and Saturday, October 29, 2022, from 11:00 a.m. to 1:00 p.m. to capture recreational activity. For analysis, the highest single peak-hour volume for each time period was extracted from the count data. The study area peak hours were found to be from 5:00 p.m. to 6:00 p.m. (weekday afternoon peak hour) and from 12:00 p.m. to 1:00 p.m. (Saturday midday peak hour). These volumes were used to develop 2024 background and combined volumes. The existing peak-hour traffic volumes are shown in **Figure 3**. The existing peak-hour pedestrian volumes are shown in **Figure 4**. The counts are included in the Appendix.



## PROPOSED DEVELOPMENT

As stated previously, the proposed project plans to construct a single ice rink in the back portion of the Conair Corporation office. Access to the site will be through an existing driveway off Barry Place.

# Proposed Development Trip Generation

The proposed new site-generated peak-hour trips were estimated using statistical data published by the Institute of Transportation Engineers (ITE). Table 2 summarizes the site-generated traffic estimates for the proposed development during the study peak hours.

**Table 2 Proposed Development Traffic Estimates** 

	Units	P.N	/I. Peak	Hour	Satu	rday Pea	ık Hour					
Land Use	(Number of Rinks)	In	Out	Total	In	Out	Total					
Proposed Development												
LUC 465 – Ice Skating Rink	1	28	17	45	63	50	113					

Notes:

As shown in Table 2, the proposed development is estimated to generate 45 total vehicle trips (28 vehicles entering and 17 vehicles exiting) during the weekday afternoon peak hour and 113 total vehicle trips (63 vehicles entering and 50 vehicles exiting) during the Saturday midday peak hour.

# **Proposed Development Trip Distribution**

The geographic distribution of the proposed development site-generated traffic was estimated based on review of the roadway traffic patterns in the vicinity of the site. Figure 5 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 6 displays the resulting proposed development trip assignment.

# **Background Development Trip Generation**

The background development site-generated peak-hour trips were estimated using statistical data published by the Institute of Transportation Engineers (ITE).<sup>2</sup> Table 3 summarizes the site-generated traffic estimates for the Sound Waters Center and larger Boccuzzi Park project during the study peak hours. The

<sup>1.</sup> Trip Generation, 11<sup>th</sup> Edition, Institute of Transportation Engineers

<sup>&</sup>lt;sup>1</sup> Trip Generation, 11<sup>th</sup> Edition, Institute of Transportation Engineers, 2021



background trips associated with the redevelopment park do not assume any credits due to exiting trips and therefore are conservative for this study.

# **FUTURE (2024) CONDITIONS**

The proposed development is anticipated to be completed by 2024. Future (2024) Conditions were evaluated both with and without the proposed development to determine possible traffic impacts.

# **Background Traffic Volumes**

The background traffic scenario is reflective of Future (2024) Conditions if the proposed development was not built. Background (2024) Conditions includes traffic associated with other nearby expected upcoming developments as well as general traffic growth.

Based on correspondence with the City of Stamford and CTDOT, the Sound Waters Center and larger Boccuzzi Park project were included in Background (2024) Conditions. This project looks to build a 12,000square-foot educational facility, a redesigned park, and realigned driveway. The new driveway will connect to the existing Congress Street and Southfield Avenue intersection, turning the existing T-intersection into a four-way-stop controlled intersection. The project is currently under construction and expected to be completed by 2024. Peak-hour trips for the planned development were estimated using statistical data published by ITE, and geographic distribution of the new traffic was estimated based on review of the roadway traffic patterns. Estimated trip generation and distribution for the planned development is included in the Appendix. The resulting estimated trip assignment for the Sound Waters Center is shown in **Figure 7.** 

Based on correspondence with CTDOT, the existing traffic volumes were projected to Future (2024) Conditions using a growth rate of 0.7 percent per year. Background (2024) Conditions peak-hour traffic volumes were estimated by applying the growth rate to the existing peak-hour traffic volumes (shown in Figure 3) and then adding the estimated trip assignment for the Sound Waters Center (shown in Figure 7). The resultant Background (2024) Conditions peak-hour traffic volumes are shown in Figure 8.

# **Combined Traffic Volumes**

The combined traffic scenario is reflective of Future (2024) Conditions once the proposed development is completed. Combined (2024) Conditions peak-hour traffic volumes were estimated by adding the proposed development trip assignment (shown in Figure 6) to the Background (2024) Conditions traffic volumes (shown in Figure 8). The resultant Combined (2024) Conditions peak-hour traffic volumes are shown in **Figure 9**.



## INTERSECTION CAPACITY ANALYSIS

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

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

It is important to note that LOS A to LOS D are generally considered acceptable conditions. However, in some areas, LOS E during peak hours is often deemed acceptable and can indicate an efficient tradeoff between traffic flow and the amount of land devoted to the movement of motor vehicles.

As shown in Table 3, the study intersections are expected to operate at acceptable overall LOS (LOS C or better) during both peak hours under Background and Combined (2024) Conditions. Additionally, all individual movements at the study intersections are expected to operate at acceptable LOS (LOS A to LOS C) under Background (2024) and Combined (2024) Conditions during both peak periods.

The signalized intersection of Fairfield Avenue and Selleck Street is expected to operate at LOS C overall under p.m. peak and at LOS B overall under Saturday peak Background and Combined (2024) Conditions.

# **QUEUE ANALYSIS**

Queues were also evaluated using the Synchro 11 (Trafficware) traffic analysis software package. For analysis, the 50<sup>th</sup> and 95<sup>th</sup> percentile queues are recorded. The northbound right-turn lane at the intersection of Fairfield Avenue and Selleck Street is 100 feet long. The 95<sup>th</sup> percentile queues are expected to exceed the available storage length under Background and Combined (2024) Conditions during the weekday afternoon peak period. The 50<sup>th</sup> percentile queue is also expected to exceed the available storage length, but it is not expected to extend past the retail driveway during the weekday afternoon peak period. While queuing at this movement occurs today and is expected to occur in the future regardless of if the proposed development occurs, the proposed development is not expected to increase the average or 95<sup>th</sup> percentile queue lengths by more than two vehicles during either peak period. There are no queue issues expected for the rest of the signalized intersection and with any of the unsignalized intersections in the study area.



Table 3 Capacity Analysis Summary Future (2024) Conditions

		Level of	Service	
Intersection/Lane Group	P.M. Pea	k Hour	Saturday P	eak Hour
	Background	Combined	Background	Combined
	Signalized			
Fairfield Avenue at Selleck Street				
Eastbound Through	С	С	С	С
Eastbound Right	Α	А	А	А
Westbound Left	-	-	-	-
Westbound Through	С	С	В	В
Northbound Left	С	С	С	С
Northbound Right	С	С	С	С
Overall	С	С	В	В
	Unsignalize	d		•
Fairfield Avenue at Melrose Place				
Northbound Left/Through	Α	А	А	А
Eastbound Left/Right	В	В	В	В
Fairfield Avenue at Barry Place				
Eastbound Left	Α	А	Α	А
Eastbound Through	Α	A	А	А
Eastbound Right	Α	A	А	А
Westbound Left	Α	А	Α	А
Fairfield Avenue at Congress Street				
Eastbound Left/Through	А	A	А	А
Westbound Through/Right	А	А	А	А
Southbound Left/Right	А	А	Α	А
Congress Street at Southfield Avenue				
Northbound Left/Through/Right	А	А	Α	А
Eastbound Left/Through/Right	А	А	Α	А
Westbound Left/Through/Right	А	Α	Α	А
Southbound Left/Through/Right	Α	A	Α	А

Notes: LOS calculations were performed using Synchro 11.

# **SUMMARY**

This study was conducted to assess the traffic impacts of the proposed development to be located at 23-50 Barry Place in Stamford. The proposed project plans to construct one ice rink at the back of the existing Conair Corporation office building. Access to the site will be provided by an existing driveway off Barry Place that will be converted from a one-way to a two-way driveway.



To determine a profile of existing conditions, data assembly efforts were undertaken. Estimates of traffic that will be generated by the proposed development were developed based on statistical data published by ITE, and intersection capacity analysis and queue analysis was performed at the study intersections under Background and Combined (2024) Conditions.

It was found that all study intersections are expected to operate at acceptable overall LOS (LOS C or better) during both peak hours under Background and Combined (2024) Conditions. The north intersection sight distance is expected to meet requirements for a 15 mph speed limit, but there is potential for parked cars to block sight lines. Therefore, it is suggested to move an existing 'No Parking' sign along Melrose Place east to prevent vehicles parking and blocking sight distance.

Based on the results of the capacity analysis, it is our opinion that the increase in traffic because of the proposed development can be accommodated by the surrounding roadway system. As such, no traffic mitigation is necessary.

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

Sincerely,

**SLR International Corporation** 

Emily Foster, PE

Senior Transportation Engineer

Matthew Pelletier, PE

**Associate Transportation Engineer** 

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## **Figures**

- Figure 1 Study Area
- Figure 2 Study Intersections
- Figure 3 Existing Traffic Volumes
- Figure 4 Existing Pedestrian Volumes
- Figure 5 Development Percent Distribution
- Figure 6 Development Trip Assignment
- Figure 7 Sound Waters Center Estimated Trip Assignment
- Figure 8 Background (2024) Conditions Traffic Volumes
- Figure 9 Combined (2024) Conditions Traffic Volumes



# **Appendix**

- **Traffic and Pedestrian Counts**
- Information on the Sound Waters Center and larger Boccuzzi Park project
- LOS Designation Descriptions
- Synchro Analysis Worksheets



SLR

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

23-50 BARRY PLACE ICE RINK
WINGS REAL ESTATE DEVELOPMENT, LLC
41 OWENOKE WAY
RIVERSIDE, CT 06878



141.20963.01

FIG. 1



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

23-50 BARRY PLACE ICE RINK WINGS REAL ESTATE DEVELOPMENT, LLC

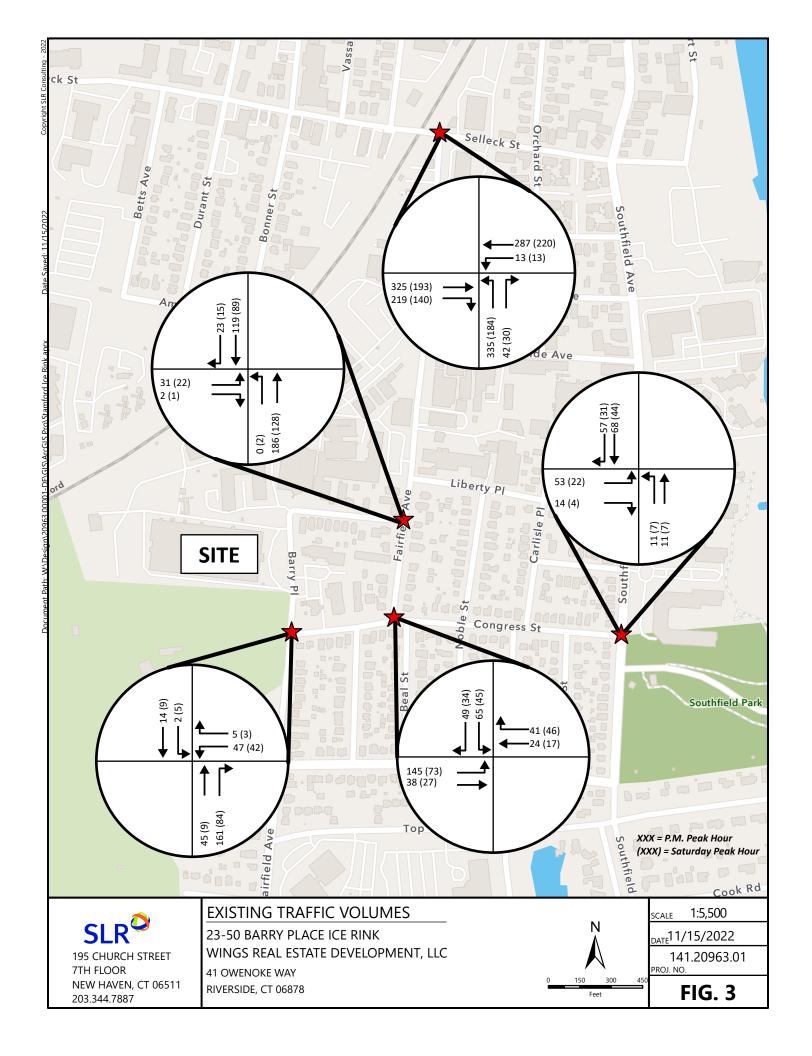
41 OWENOKE WAY RIVERSIDE, CT 06878

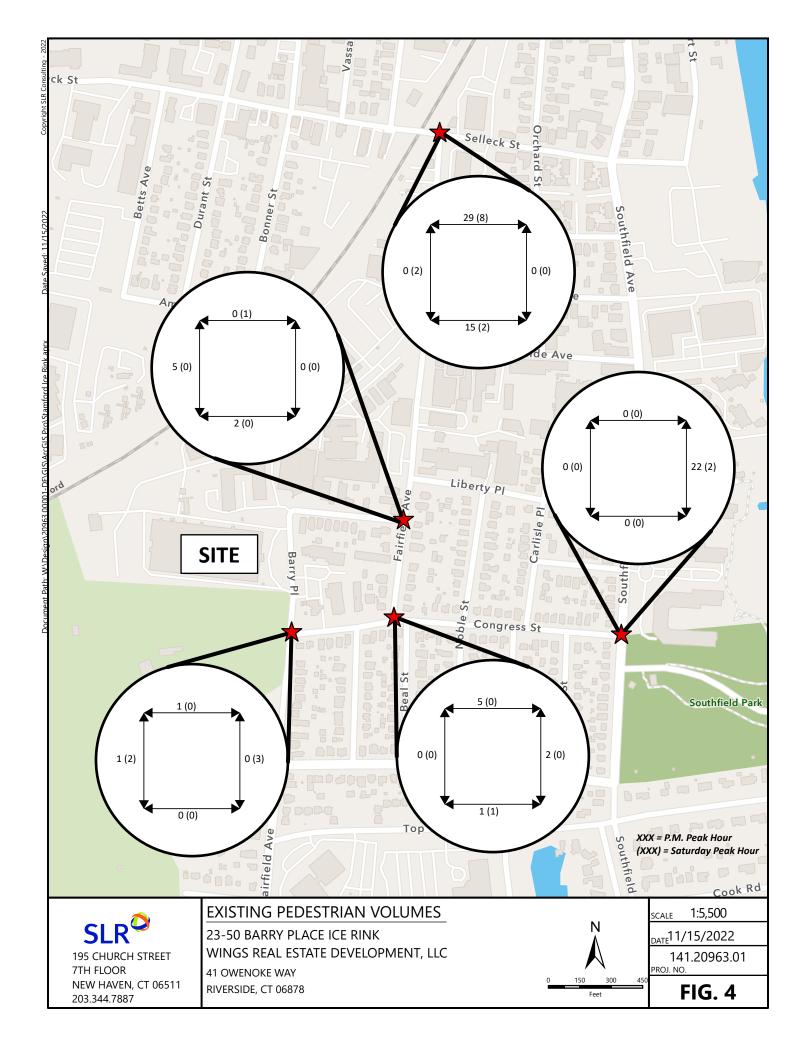


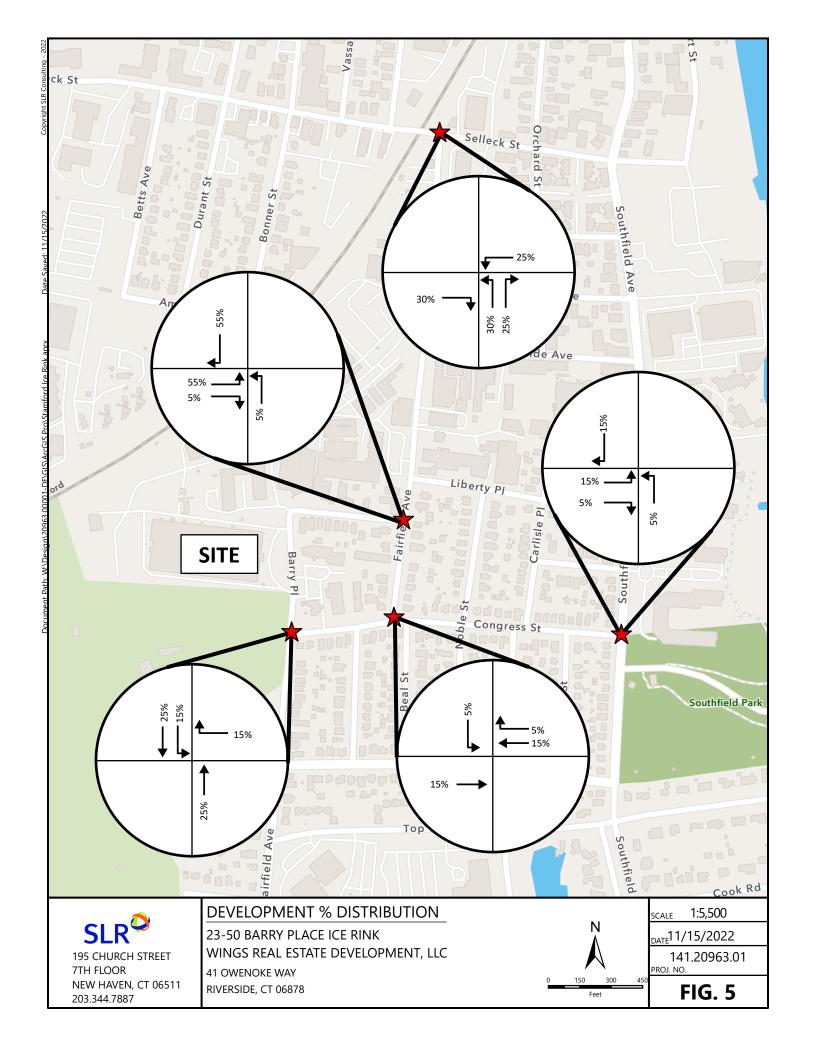
DATE 11/17/2022

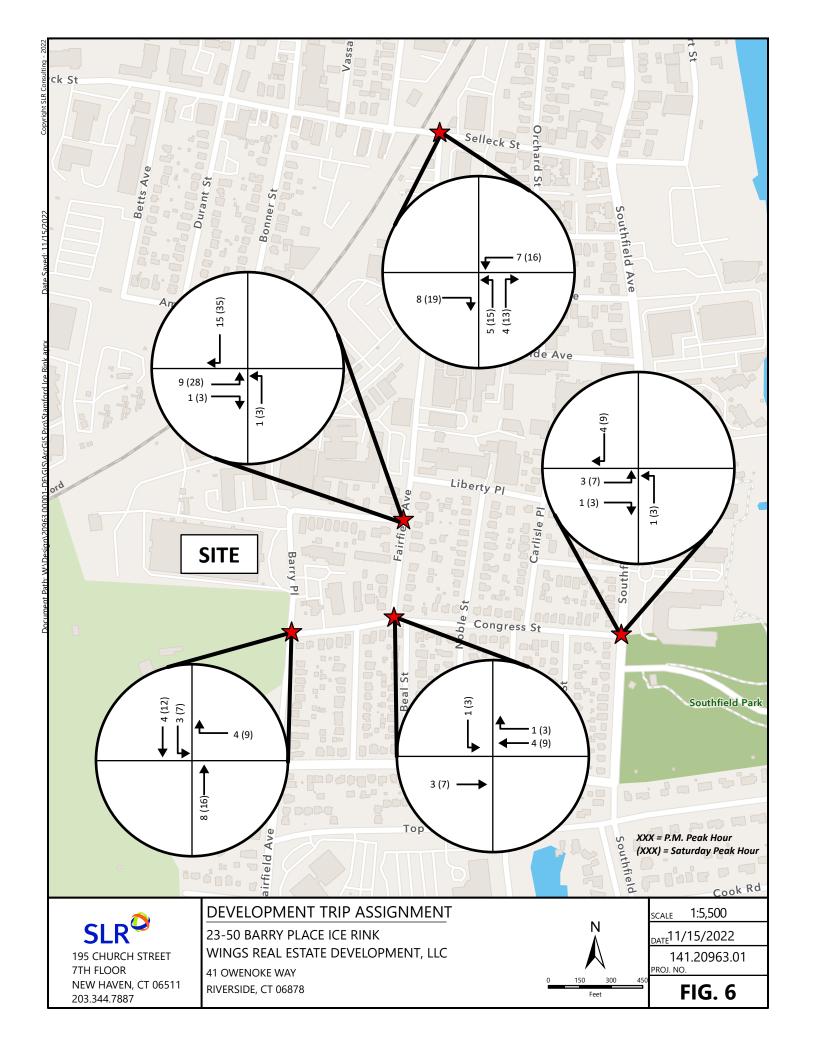
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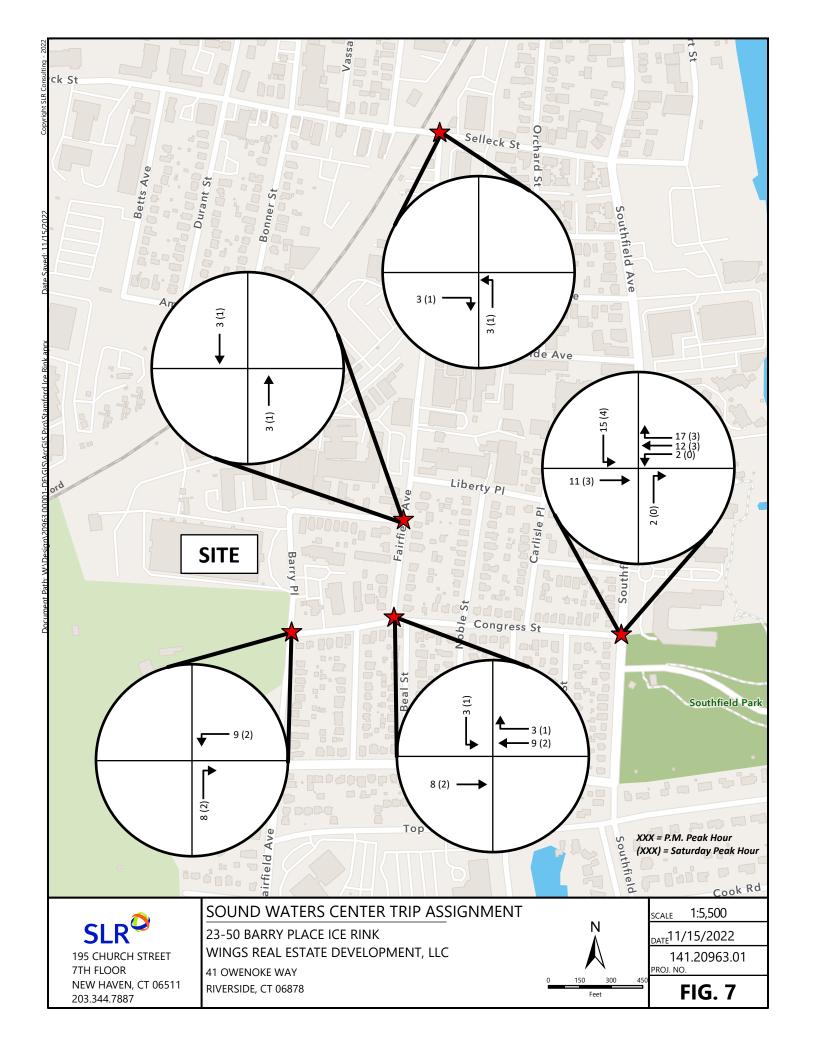
FIG. 2

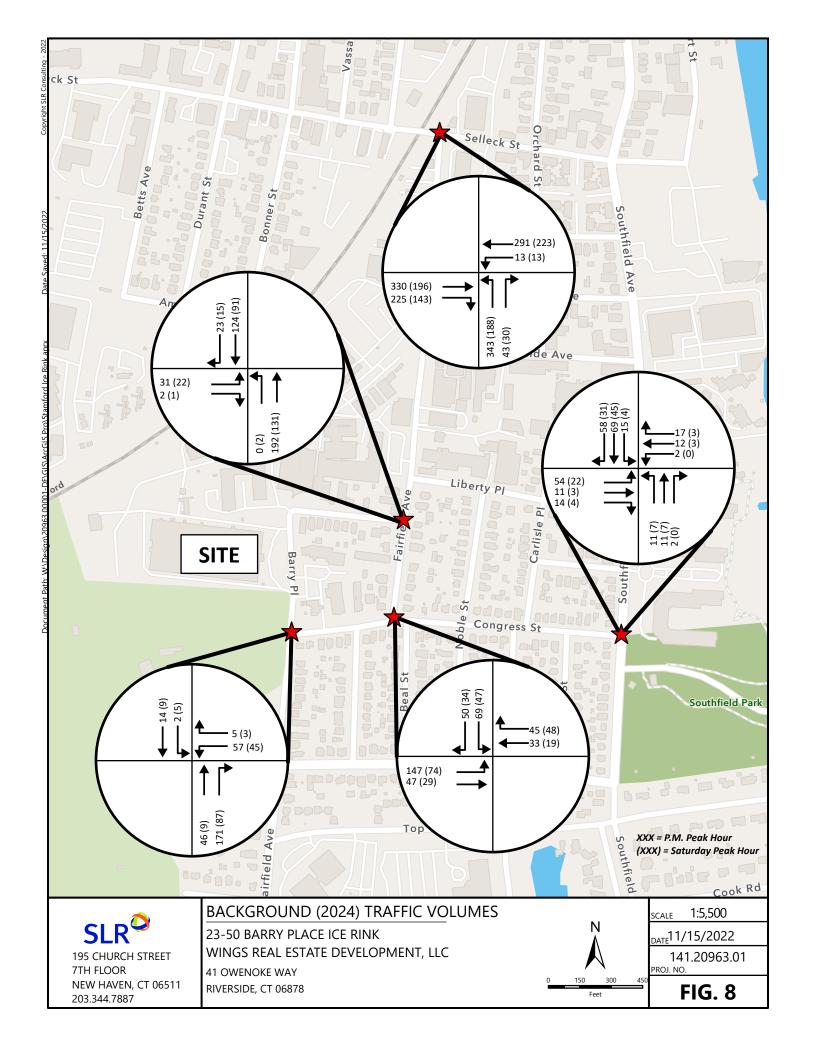


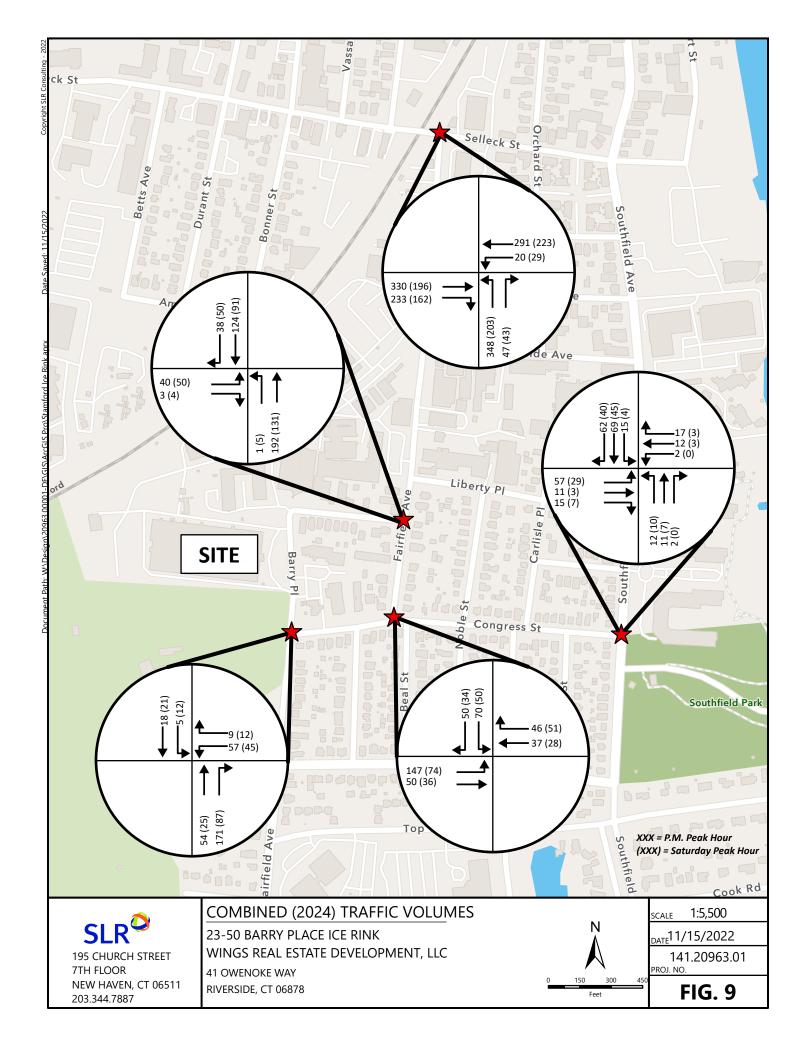












# **APPENDIX**

# P.M.TRAFFIC COUNTS (4:00 to 6:00 p.m.) Wednesday October 26, 2022 Locations 1,2,3,4 and 5 Stamford, CT

Fairfield Ave. at Barry Place
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

File Name : 1409-1W Site Code : 00000001 Start Date : 10/26/2022 Page No : 1

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

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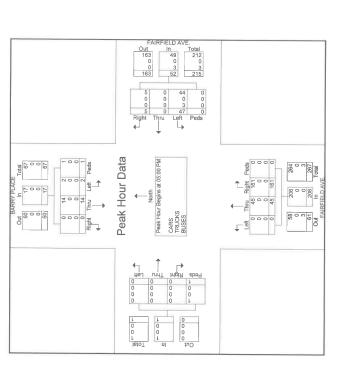


Fairfield Ave. at Barry Place
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

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File Name	Site Code	Start Date	Page No

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Fairfield Ave. at Barry Place P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

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

File Name : 1409-1W Site Code : 00000001 Start Date : 10/26/2022 Page No : 4

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		EA	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0
			Right	0	0	0	0	0	0	0	0	0	0	0	0	0
			App. Total	28	24	26	30	108	62	44	51	49	206	314		69.8
	FAIRFIELD AVE.	ONNO	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
	FIELD	NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS	FAIR	NOR	Thru	3	S	S	0	13	12	ω	6	16	45	28	18.5	12.9
ed-C/			Right	25	19	21	30	92	20	36	42	33	161	256	81.5	56.9
s Printed- (			App. Total	7	17	13	16	53	4	13	21	7	49	102		22.7
Groups	AVE	OND	Peds	7	_	0	0	က	0	0	0	0	0	ന	2.9	0.7
	FAIRFIELD AVE.	WESTBOUND	Thru Left	S	13	12	15	45	4	73	17	10	44	83	87.3	19.8
	FAIR	WE	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0
			Right	0	n	←	-	c)	0	0	4	-	ω	10	9.8	2.2
			App. Total	9	0	4	က	13	2	S	4	9	17	30		6.7

BARRY PLACE SOUTHBOUND Thru | Leff | Peds | 6 0 0 6 0 0 0 4 0 0 1 2 0

Right 0 0 0 0 0

Start Time 04:00 PM 04:15 PM 04:30 PM 04:45 PM Total

41 41 46 49 49

68 62 77 66 273

3.3

Grand Total Apprch % Total %

000-

05:00 PM 05:15 PM 05:30 PM 05:45 PM Total

4 0 4

Fairfield Ave. at Barry Place
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name : 1409-1W Site Code : 00000001 Start Date : 10/26/2022 Page No : 5

TRAFFIC COUNTS

# Fairfield Ave. at Barry Place P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

File Name : 1409-1W Site Code : 00000001 Start Date : 10/26/2022 Page No : 6

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

		Int. Total	~	_	0	-	က	~	~	~	0	e	9
		App Total	0	0	0	0	0	0	0	0	0	0	0 0
	QN.	Peds	0	0	0	0	0	0	0	0	0	0	000
	EASTBOUNI	Left	0	0	0	0	0	0	0	0	0	0	000
	EAS	Thru	0	0	0	0	0	0	0	0	0	0	000
		Right	0	0	0	0	0	0	0	0	0	0	000
		App. Total	0	0	0	0	0	0	0	0	0	0	0 0
AVE.	QND	Peds	0	0	0	0	0	0	0	0	0	0	000
FAIRFIELD AVE	NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	000
FAIR	NOR	Thru	0	0	0	0	0	0	0	0	0	0	000
	Î	Right	0	0	0	0	0	0	0	0	0	0	000
		App. Total	-	~	0	-	ന	~	~	_	0	ന	9
AVE	QN	Peds	0	0	0	0	0	0	0	0	0	0	000
FAIRFIELD AVE	WESTBOUND	Left	0	_	0	_	2	_	-	~	0	ო	83.3
FAIR	WE	Thru	0	0	0	0	0	0	0	0	0	0	000
		Right	-	0	0	0	-	0	0	0	0	0	16.7
		App. Total	0	0	0	0	0	0	0	0	0	0	0 0
ACF	N N	Peds	0	0	0	0	0	0	0	0	0	0	000
RARRY PLACE	SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	000
BAR	Sou	Thru	0	0	0	0	0	0	0	0	0	0	000
		Right	0	0	0	0	0	0	0	0	0	0	000
		Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total Apprch % Total %

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05:00 PM 05:15 PM 05:30 PM 05:45 PM Total

0 0

Grand Total Apprch % Total %

00000 00

App. Toks 0

Groups Printed-TRUCKS
FAIRFIELD AVE.
WESTBOUND
That Left Pees Age 18 True Left Pees

BARRY PLACE SOUTHBOUND Thru Left Peets 0 0 0 0 0 0 0 0 0 0

Fairfield Ave. at Congress St.
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name : 1409-2W Site Code : 00000002 Start Date : 10/26/2022 Page No : 1

# P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear Fairfield Ave. at Congress St.

File Name : 1409-2W Site Code : 00000002 Start Date : 10/26/2022 Page No : 3

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

	-														_				_			
	App. Total				200	89	46	42	184		.793	184	100	3 9	0 1	0	0	C	>			
JAVE.	Peds			c	0	0	0	0	0	0	000	0	· C	0	0	0	0	_	>	12		
FAIRFIELD AVE EASTBOUND	Left Peds			,	74	3	34	38	145	78.8	.863	145	0	3 9	0	0	0	C	>			
FAIR	Thru			;	5	7	12	4	38	20.7	.633	38	00,	3 9	>	0	0	C	>			
	Right			•	_	0	0	0	-	0.5	.250	-	. 6	3 '	0	0	0	_	o 			
	App. Total			•	0	0	0	-	-		.250	-	. 6	3 '	0	0	0	c	>			
OUND	Peds				0	0	0	-	-	100	.250	-	- 00	3	0	0	0	c	>			
NORTHBOUND	Left				0	0	0	0	0	0	000	c	0 0	0	0	0	0		>		ŀ	
NOR	Thru				0	0	0	0	0	0	000	c	0 0	>	0	0	0	0 0	>			Total
	Right	100			0	0	0	0	0	0	000	c	> 0	>	0	0	0		>		DAVE	1
	Ann Total	HDD: 100m			22	9	4	14	89		773	O C	3 6	100	0	0	С	0 0	0		FAIRFIELD AVE	드
S ST.	-	٠			-	~	0	C	2	0.0	200	0	7 !	100	0	0	C	0	0			Ond
CONGRESS ST.	pff.	1	1 of 1		0	0	C	· -		τ.	1	1	- !	100	0	0	C	0	0			
CONC	Thru I off Dads	2	Peak	Mc	9	9	4	00	24	35.3	750	200	47	100	0	0	· C	0 1	0			
	Diohe	LI BILL	- MA	5:00	15	-	1	2 10	4	803	683		4	9	0	C	· C	0	0		١	
		App. Total	05:45	ins at 0	28	27	i c	9 8	110	-	928	070	0	97.5	0	C	י מ	2	2.5		١	
AVE.	Dodo	Leas	DPM to	n Beg	7	·		- 4	٠ لا	,	4.4 8.0E	040	O	100	0	0	0 0	0	0			
FAIRFIELD AVE.	40	בפור	1 05:00	rsectic	19	12	1 -	- 6	S C	3 8	707	20	င္ပ	100	0	0 0	0 0	0	0			
FAIR	000	nu.	s Fron	e Inte	С	0 0	0 0	0 0	0	0 0	- 1	000.	0	0	C	o c	0 0	>	0		L	
	100	Right	nalysis	or Entir	7	14	4	5 6	40 4	1	7.14	00/	46	93.9	_	0 0	0 0	2	6.1			
	F	Start lime Right Infu Left Peus	Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of	Peak Hour for Entire Intersection Begins at 05:00 PM	05:00 PM	05:30 05:45 DM	DE 00.00	00.00 00.45	WI C4:00			E	CARS	% CARS	TRICKS	000000000000000000000000000000000000000	0200E	BUSES	% BUSES			

622 99.4 0 0 4 0.6

108 83 88 93 372

58 44 45 184 184

22 4 4 4 8 8 8

9 4 8 4

28 27 28 36 119

05:00 PM 05:15 PM 05:30 PM 05:45 PM Total

292

00000 00000000

00001- -000000 0000 00000 0000000 00000 00000000

116

15 10 10 11.8 11.8 11.8 11.8 0 0 0 0 217

80 211 27.4 72.3 12.8 33.7 80 211 100 100 0 0 0 0

1000000

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27.5000000 

3.7. 1.3 100 0 0 0

Grand Total 99
Apprch % 45.6
Total % 15.8
CARS 95
% CARS 96
TRUCKS 0
% TRUCKS 0
% TRUCKS 1
8 BUSES 4

23 24 24 23 38 38

FAIRFIELD AVE.

EASTBOUND

Thru Left Peds 15 0 11 13 0 6 17 0 17 21 0 17 21 0 42 66 0

21 21 32 19 26 98

FAIRFIELD AVE. SOUTHBOUND.

Thru Left Peds
0 9 0
0 16 2
0 10 0
10 1 0
10 1

Start Time 04:00 PM 04:15 PM 04:30 PM 04:45 PM Total

	CONGRESS ST.  Out In Total  103	
100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak Hour Data  North North CARS TRUCKS BUSES	Left Tro. Right Pedds  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	Seq.   Seq.	

Fairfield Ave. at Congress St.
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name : 1409-2W Site Code : 00000002 Start Date : 10/26/2022 Page No : 4

# Fairfield Ave. at Congress St. P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stanford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

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

File Name : 1409-2W Site Code : 00000002 Start Date : 10/26/2022 Page No : 5

			Int. Total	0	0	0	0	0	0	0	0	0	0	0
			App. Total	0	0	0	0	0	0	0	0	0	0	0
	AVE.	N.C	Peds	0	0	0	0	0	0	0	0	0	0	00
	FAIRFIELD AVE	EAST BOOMD	Left	0	0	0	0	0	0	0	0	0	0	0 0
	FAIR	EA	Thru	0	0	0	0	0	0	0	0	0	0	0 0
			Right	0	0	0	0	0	0	0	0	0	0	00
			App. Total	0	0	0	0	0	0	0	0	0	0	0
	1	OND	Peds	0	0	0	0	0	0	0	0	0	0	0 0
	GNICOUTEON		Left	0	0	0	0	0	0	0	0	0	0	00
CKS	0	202	Thru	0	0	0	0	0	0	0	0	0	0	00
F IRU			Right	0	0	0	0	0	0	0	0	0	0	00
Groups Printed- TRUCKS			App. Total	0	0	0	0	0	0	0	0	0	0	0
roups	S ST.	ONC.	Peds	0	0	0	0	0	0	0	0	0	0	0 0
U	CONGRESS ST.	WEST BOUND	Left	0	0	0	0	0	0	0	0	0	0	0
	CON	VVE	Thru	0	0	0	0	0	0	0	0	0	0	00
			Right	0	0	0	0	0	0	0	0	0	0	00
			App. Total	0	0	0	0	0	0	0	0	0	0	0
	AVE.	OND	Peds	0	0	0	0	0	0	0	0	0	0	00
	FAIRFIELD AVE.	SOUTHBOOK	Left	0	0	0	0	0	0	0	0	0	0	00
	FAIR	200	Thru	0	0	0	0	0	0	0	0	0	0	00
			Right	0	0	0	0	0	0	0	0	0	0	00
			Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total Apprch % Total %

		FAIR	FAIRFIELD AVE	AVE			NOS.	CONGRESS ST				0	0				FAIR	FAIRFIELD AVE	AVE.		
		Š	SOUTHBOUND	OND			WES	WEST BOUND		Ī		NOR	NORTHROOM	OND			EAS	EAST BOUND	2		
Start Time	Right	Thr	Left	Peds	Agp. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	12	0	6	0	21	7	-	0	0	ω	0	0	0	0	0	0	œ	15	0	23	5,
04:15 PM	4	0	16	2	32	5	4	0	0	17	0	0	0	0	0	0	=	13	0	24	2
04:30 PM	6	0	10	0	19	9	2	0	0	-	0	0	0	0	0	0	9	17	0	23	ຄິ
04:45 PM	4	0	10	-	25	7	Ω	0	0	12	0	0	0	0	0	0	17	21	0	38	75
Total	49	0	45	ო	26	33	12	0	0	48	0	0	0	0	0	0	45	99	0	108	25
05:00 PM	7	0	19	2	28	15	9	0	<del></del>	22	0	0	0	0	0	~	15	42	0	58	100
05:15 PM	13	0	12	-	56	-	9	0	<b>←</b>	9	0	0	0	0	0	0	7	31	0	38	88
05:30 PM	15	0	7	_	27	10	4	0	0	7	0	0	0	0	0	0	12	34	0	46	87
05:45 PM	1	0	23	-	35	S	ω	~	0	7	0	0	0	-	~	0	4	38	0	42	6
Total	46	0	65	S	116	4	24	~	2	89	0	0	0	-	-	-	38	145	0	184	398
Grand Total	95	0	110	00	213	74	39	-	2	116	0	0	0	-	-	_	80	211	0	292	622
Apprch %	44.6	0	51.6	3.8		63.8	33.6	6.0	1.7		0	0	0	100		0.3	27.4	72.3	0		
Total %	15.3	0	17.7	6.	34.2	11.9	6.3	0.2	0.3	18.6	0	0	0	0.2	0.2	0.2	12.9	33.9	0	46.9	

Fairfield Ave. at Congress St. P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

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

File Name : 1409-2W Site Code : 00000002 Start Date : 10/26/2022 Page No : 6

FAIRFIELD AVE.
EASTBOUND
Thu Left Peds

NORTHBOUND

Groups Printed- BUSES CONGRESS ST.

FAIRFIELD AVE. SOUTHBOUND

Start Time 04:00 PM 04:15 PM 04:30 PM 04:45 PM Total

# Fairfield Ave. at Melrose Place P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

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

0	KHOIR	TO GOOD M	. INI.	

File Name : 1409-3WR Site Code : 00000003 Start Date : 10/26/2022 Page No : 1

		ם				69	_	97				368	646				98.8		0		
		App. Total	13	15	12	80	48	7	9	-	14	38	86		13.3	98	100	0	0	0	0
MELROSE PLACE	QNO	Peds	0	ന	-	0	4	0	_	_	က	2	6	10.5	1.4	თ	100	0	0	0	0
OSE	EASTBOUND	Left	13	1	7	9	41	5	5	10	11	31	72	83.7	11.1	72	100	0	0	0	0
MELF	EA	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Right	0	_	0	0	m	2	0	0	0	2	2	5.8	0.8	5	100	0	0	0	0
		App. Total	22	29	23	3	105	58	39	45	46	188	293		45.4	292	99.7	_	0.3	0	0
AVE.	OND	Peds	0	0	0	0	0	0	~	0	-	2	2	0.7	0.3	2	100	0	0	0	0
FAIRFIELD AVE	NORTHBOUND	Left	-	0	0	~	2	0	0	0	0	0	2	0.7	0.3	2	100	0	0	0	0
FAIR	NOR	Thru	21	29	23	30	103	28	38	45	45	186	289	98.6	44.7	288	99.7	-	0.3	0	0
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		App. Total	0	Ψ.	0	0	-	0	0	0	0	0	_		0.2	-	100	0	0	0	С
	QND	Peds	0	-	0	0	-	0	0	0	0	0	-	100	0.2	-	100	0	0	0	С
	WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	С	0	0	0	С
	WE	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	С	C	0	0	0	С
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	C
		Ann Total	59	33	32	30	124	32	35	39	36	142	266		41.2	259	97.4	0	0	7	26
AVE	ON S	Peds	-	0	0	0	-	0	0	0	0	0	-	0.4	0.2	-	100	0	0	0	C
FAIRFIELD AVE	SOUTHBOUND	Left	0	0	0	C	0	0	0	0	0	0	0	0	0	c	0 0	c	0	0	C
FAIR	SOU	The	22	33	2	27	101	23	58	32	32.1	119	220	82.7	34.1	213	8 80	0.00	0	7	3.0
		Right	9	0	-	ď	22	0	0	7	~	23	45	16.91	_	45	100	3	0	0	
		Start Time	04:00 PM	04-15 PM	04:30 PM	04.45 PM	Total	05:00 PM	05-15 PM	05:30 PM	05-45 PM	Total	Grand Total	Annrch %	Total %	CARS	% CARS	TRICKS	% TRUCKS	RUSES	OZ DI ICEC

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05:00 PM 05:15 PM 05:30 PM 05:45 PM Total

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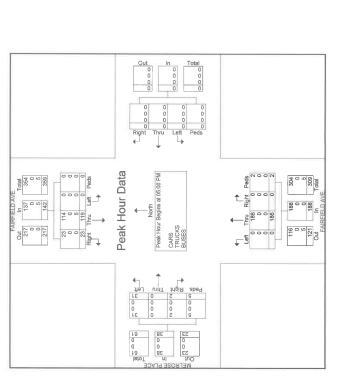
4 00 1 Grand Total
Apprich % 1
Total % 1

Fairfield Ave. at Melrose Place
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name : 1409-3WR Site Code : 00000003 Start Date : 10/26/2022 Page No : 3

	-	I		_	0	2	0	m		00	6		0	0	ıc	-
	Int. Total			97	8	ð	96	368		.948	363	98.6			4,	1.4
	Ann Total			7	9	-	14	38		679	38	100	0	0	0	0
MELROSE PLACE EASTBOUND	Peds			0	-	-	en	S.	13.2	417	ιΩ	100	0	0	0	0
ELROSE PLA( EASTBOUND	Left			2	5	9	11	3	81.6	.705	33	100	0	0	0	0
MELR Eas	Thru			0	0	0	0	0	0	000	0	0	0	0	0	0
	Right			2	0	0	0	7	5.3	.250	7	100	0	0	0	0
	App. Totai			28	39	45	46	188		.810	188	100	0	0	0	0
AVE.	Peds			0	-	0	_	7	1.1	500	7	100	0	0	0	0
FAIRFIELD AVE NORTHBOUND	Left			0	0	0	0	0	0	000	0	0	0	0	0	0
FAIR	Thru			28	38	45	45	186	98.9	.802	186	100	0	0	0	0
	Right			0	0	0	0	0	0	000	0	0	0	0	0	0
	App. Total.			0	0	0	0	0		000	0	0	0	0	0	0
QN	Peds			0	0	0	0	0	0	000	0	0	0	0	0	0
WESTBOUND	Left	1 of 1		0	0	0	0	0	0	000	0	0	0	0	0	0
WE	Thru	Peak	Mc	0	0	0	0	0	0	000	0	0	0	0	0	0
	Right	- MH	15:00 F	0	0	0	0	0	0	000	0	0	0	0	0	0
	App. Total	0 05:45	ins at (	32	35	39	36	142		.910	137	96.5	0	0	S	3.5
AVE.	Peds	PM t	n Beg	0	0	0	0	0	0	000	0	0	0	0	0	0
FAIRFIELD AVE SOUTHBOUND	Left	1 05:00	rsectic	0	0	0	0	0	0	000	0	0	0	0	0	0
FAIR	Thru	s Fron	re Inte	23	29	32	35	119	83.8	.850	114	95.8	0	0	2	4.2
	Right	nalysi	or Enti	6	9	7	-	23	16.2	629	23	100	0	0	0	0
	Start Time	Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak	Peak Hour for Entire Intersection Begins at 05:00 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total Volume	% App. Total	PHF	CARS	% CARS	TRUCKS	% TRUCKS	BUSES	% BUSES



Fairfield Ave. at Melrose Place
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name: 1409-3WR	: 00000003	Start Date : 10/26/2022	4.
File Name	Site Code	Start Date	Page No :

	Int. Total	63	77	67	89	275	92	79	94	95	363	638	
	App. Total	13	15	12	00	48	7	9	-	14	38	98	
MELROSE PLACE EASTBOUND	Peds	0	ന	<b>~</b>	0	4	0	_	_	n	D.	o	10.5
ELROSE PLAC	Left	5	-	-	9	41	5	S	10	-	31	72	83.7
MELR	Thru	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	~	0	7	n	2	0	0	0	2	Ω	5.8
	Aco. Total	21	29	23	31	104	28	33	45	46	188	292	
AVE.	Peds	0	0	0	0	0	0	~	0	~	2	2	0.7
FAIRFIELD AVE.	Left	-	0	0	~	2	0	0	0	0	0	2	0.7
FAIR	Thru	20	29	23	30	102	28	38	45	45	186	288	98.6
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	~	0	0	-	0	0	0	0	0	_	
QN C	Peds	0	4	0	0	-	0	0	0	0	0	~	100
WESTBOUNI	Left	0	0	0	0	0	0	0	0	0	0	0	0
WE	Thru	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	59	32	32	29	122	30	34	38	35	137	259	
AVE.	Peds	-	0	0	0	-	0	0	0	0	0	~	0.4
FAIRFIELD AVE. SOUTHBOUND WI	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	22	30	21	26	66	21	28	31	34	114	213	82.2
	Right	9	7	-	က	22	0	9	7	~	23	45	17.4
	Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total	Apprch %

Fairfield Ave. at Melrose Place P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

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

File Name : 1409-3WR Site Code : 00000003 Start Date : 10/26/2022 Page No : 5

Fairfield Ave. at Melrose Place P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

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

UNTS P.M.	Site Code : 00 Start Date : 10	File Name : 1409-3WR Site Code : 00000003 Start Date : 10/26/2022
	age 140	

SOUTHBOUND						_	Ŧ	NRFIE	FAIRFIELD AVE.	ا نى	_	Σ	ELRO ELRO	MELROSE PLACE	ACE		
			WES	WESTBOUND	9	+	z	ORT	NORTHBOUND		+		FAS	EAST BOUND	9	t	
F	Ann Treat	Right	Thru	Left Peds	ds App. Total	_	Right Th	Thru Le	Left Peds	S App. Total		Right T	The	Lett	Peds Ap	App. Tobsi	Int. Total
	C	c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	~	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	·	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
,		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
	_	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
-		_	0	0	0	_	0	0	0 0	0 0	-	0 0	0 0	0 0	<b>-</b>	-	
$\approx$	100	0	0	0	0	0	0	_	0	0	_	>	>	0	0	5	

		Int. Total	-	0	0	0	-	0	0	0	0	0	~		
		App. Total	0	0	0	0	0	0	0	0	0	0	0		0
LACE	ON	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
MELROSE PL	EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
MELR	EAS	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0
		App. Total	-	0	0	0	-	0	0	0	0	0	_		100
AVE.	OND	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
FAIRFIELD AVE	NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
FAIR	NOR	Thru	-	0	0	0	-	0	0	0	0	0	~	100	100
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0
		App, Total	0	0	0	0	0	0	0	0	0	0	0		0
	QNC	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
	WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
	WE	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0
		Are. Total	0	0	0	0	0	0	0	0	0	0	0		0
AVE.	QND	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
FAIRFIELD AVE	SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
FAIR	SOU	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0
		Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total	Apprch %	Total %

Groups Printed- TRUCKS

Fairfield Ave. at Selleck St.
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name : 1409-4W Site Code : 00000004 Start Date : 10/26/2022 Page No : 1

# Fairfield Ave. at Selleck St. P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

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

File Name : 1409-4W Site Code : 00000004 Start Date : 10/26/2022 Page No : 3

	Int. Total						320	Ľ.		.955	_	99.1	2	0.4	9	0.5
	Agp. Total			135	140	123	153	551		900	544	98.7	2	0.4	5	0
CST.	Peds			0	0	0	0	0	0	000	0	0	0	0	0	C
SELLECK ST. EASTBOUND	Left			0	0	0	0	0	0	000	0	0	0	0	0	C
SE	Thru			79	84	61	102	326	59.2	.799	325	99.7	_	0.3	0	
	Right			56	26	62	5	225	40.8	206	219	97.3	4-	0.4	S	22
	App. Total			103	95	97	101	396		.961	392	99.0	က	0.8	_	0
AVE.	Peds			4	7	9	က	12	3.8	.625	15	100	0	0	0	C
FAIRFIELD AVE.	Left			86	83	83	87	339	929	974	335	98.8	3	0.9	_	0
FAIR	Thr			0	0	0	0	0	0	000	0	0	0	0	0	_
	Right			73	10	00	-	42	10.6	808	42	100	0	0	0	_
	Age, Total			67	96	82	56	300		.789	300	100	0	0	0	_
UND UND	Peds			0	0	0	0	0	0	000	0	0	0	0	0	C
SELLECK ST. WESTBOUND	Left	1 of 1		4	က	4	2	13	4.3	.813	13	100	0	0	0	_
SEI	Thru	- Peak	PM	63	92	78	54	287	95.7	.780	287	100	0	0	0	C
	Right	5 PM	05:00	0	0	0	0	0	0	000	0	0	0	0	0	0
	App. Total	0 05:4	Begins at 05:00 PM	00	4	7	10	29		.725	29	100	0	0	0	_
QND	_	0 PM to	on Beg	00	4	7	10	59	100	.725	59	100	0	0	0	C
SOUTHBOUND	Thru Left Peds	n 05:00	rsectic	0	0	0	0	0	0	000	0	0	0	0	0	_
SOU	Thru	is Fron	re Inte	0	0	0	0	0	0	000	0	0	0	0	0	C
	Right	Analysi	or Enti	0	0	0	0	0	0	000	0	0	0	0	0	C
	Start Time	Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak	Peak Hour for Entire Intersection	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total Volume	% App. Total	PHF	CARS	% CARS	TRUCKS	% TRUCKS	BUSES	% RISES

	SELLECK ST.  Out  367  300  0  0  368  300  667  1  0  0  0  0  668  0  0  0  0  0  0  0  0  0  0  0  0  0	
Out 1048 29 29 29 29 29 0 0 0 0 0 0 0 0 0 0 0 0	Peak Hour Data    North	Column   C
	10   10   10   10   10   10   10   10	

		Inf. Total	241	262	255	260	1018	313	334	309	320	1276	2294			2267	98.8	14	9.0	13	0 8
		Asp. Total	104	116	7	121	452	135	140	123	153	551	1003		43.7	987	98.4	7	0.7	O	6
ST.	ONC	Peds	0	_	0	_	7	0	0	0	0	0	2	0.2	0.1	2	100	0	0	0	0
SELLECK ST	EASTBOUND	Left Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
SEI	EĄ	Thru	55	72	67	73	267	79	84	61	102	326	593	59.1	25.9	287	66	4	0.7	7	0
		Right	49	43	4	47	183	26	26	62	21	225	408	40.7	17.8	398	97.5	ო	0.7	7	17
		App. Total	71	86	82	9/	315	103	92	97	101	396	711		31	202	99.2	ß	0.7	-	-
AVE.	OND		-	7	2	0	ω	4	7	9	ო	12	23	3.2	-	23	100	0	0	0	C
FAIRFIELD AVE.	NORTHBOUND	Thru Left Peds	29	7	29	63	260	86	83	83	87	339	599	84.2	26.1	594	99.2	4	0.7	-	0
FAIR	NOR	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
		Right	1	13	10	5	47	5	10	ω	=	42	89	12.5	3.9	88	98.9	-	1.	0	C
		App. Total	65	51	26	28	230	29	92	82	99	300	530		23.1	525	99.1	2	0.4	m	9
ST.	QNC	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
SELLECK ST.	WESTBOUND	Thru Left Peds	-	ო	4	4	12	4	က	4	7	13	25	4.7		52	100	0	0	0	c
SEL	WES	Thru	64	48	25	24	218	63	92	78	24	287	505	95.3	22	200	66	2	0.4	m	0
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
		App. Total	-	0	9	9	21	00	4	7	10	29	20		2.2	20	100	0	0	0	C
	OND	Peds	-	0	9	2	21	00	4	7	10	59	20	100	2.2	20	100	0	0	0	c
	SOUTHBOUND	Left Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
	SOU	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
		Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total	Apprch %	Total %	CARS	% CARS	TRUCKS	% TRUCKS	BUSES	OZOLIG 70

Fairfield Ave. at Selleck St.
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name: 1409-4W Site Code: 00000004 Start Date: 10/26/2022 Page No: 4

Fairfield Ave. at Selleck St.
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS

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

File Name: 1409-4W Site Code: 00000004 Start Date: 10/26/2022 Page No: 5

		int. Total	വ	0	_	က	6	0	-	က	-	2	4		
		App. Total	-	0	_	ന	2	0	0	_	-	7	7		CL
	(ST.	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
	SELLECK ST. EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
	S 7	F	_	0	_	-	n	0	0	0	_	-	4	57.1	
		Right	_	-	-	-	2	0	0	_	-	_	-	42.9	
		Ago, Total	(A	0	0	S	2	O	_	CA	0	ന	ιΩ		1
	FAIRFIELD AVE	Peds	0	0	0	0	0	0	0	0	0	0	0	0	•
^	RFIEL	Left	-	0	0	0	-	0	_	- 2	0	co	4		
SCK	E S	-	0	0	0	0	0	0	0	0	0	0	0	_	
- De		Right	-	_	_	0		_	_	0	_	_	_		1
SPrint		Ann Total		0	0	U	2	O	0	0	0	0	2		
Groups	K ST.	Peds	0	0	0	0	0	0	0	0	0	0	0	0	•
	SELLECK ST. WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	•
	ß ≥	F	2	0	0	0	2	0	0	0	0	0	2	100	1
		Right	-					_	_				_	_	-
		Aco. Total	0	0	0	0	0	0	0	0	0	0	0		•
	DNNO	Peds	0	0	0	0	0	0	0	0	0	0	0	0	•
	SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	•
	So	Thru	0	0	0	0	0	0	0	0	0	0	0	0	
		Right	0	0	0	0		-	0	0	0	0	_	_	_
		Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total	Apprch %	

232 260 253 253 257 1002

101 101 109 118 443

SELLECK ST.
EASTBOUND
Thru Left Peds
52 0 0
72 0 1
66 0 0
72 0 1
262 0 2

Groups Printed- CARS
SELLECK ST. FAIRFIELD AVE.
WESTBOUND NORTHEN OF The Left Peds .

49 42 43 45 179

Start Time R 04:00 PM 04:15 PM 04:30 PM 04:45 PM Total

311 331 305 318 1265

133 121 151 544

00000

55 60 50 219

103 95 95 101 392

67 95 82 56 300

63 92 78 54 287

8 4 1 0 62

05:00 PM 05:15 PM 05:30 PM 05:45 PM Total

43.5

705 398 40.3 31.1 17.6

525 88 12.5 23.2 3.9

500 95.2 22.1

000 50

Grand Total Apprch % Total %

Fairfield Ave. at Selleck St.
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name : 1409-4W Site Code : 00000004 Start Date : 10/26/2022 Page No : 6

# Southfield Ave. at Congress St. P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

4:45 TO 5:45 P.M.	

File Name : 1409-5W Site Code : 00000005 Start Date : 10/26/2022 Page No : 1

			Int. Total	8	75	94	94	314	103	ó	0	82	81	350	664			653	98.3	2	0.3	တ	4.
			Ago, Total	130	24	12	22	9/	24	4	2	12	15	29	143		21.5	143	100	0	0	0	0
	SST	DN	Peds	0	0	0	0	0	C	· C	>	0	0	0	0	0	0	0	0	0	0	0	0
	CONGRESS ST	EASTBOUND	Left Peds	6	18	O	22	28	33	7	1	7	10	23	111	9.77	16.7	11	100	0	0	0	0
	CON	EAS	Thru	0	0	0	0	0	0	· C	>	0	0	0	0	0	0	0	0	0	0	0	0
			Right	o	9	က	0	9	0	٦	7	2	2	14	32	22.4	4.8	32	100	0	0	0	0
			App. Total	37	20	21	35	113	41	ac	20	37	28	134	247		37.2	238	96.4	2	0.8	7	2.8
S	D AVE	QND	Peds	0	0	0	0	0	C	0	>	0	0	0	0	0	0	0	0	0	0	0	0
BUSE	SOUTHFIELD AVE	NORTHBOUND	Left	e	4	0	4	-	rc	0 0	V	7	7	=	22	8.9	3.3	22	100	0	0	0	0
CKS-	SOUTI	NOR	Thru	34	16	21	8	102	36	30	20	32	56	123	225	91.1	33.9	216	96	2	0.9	7	3.1
- TRU	,		Right	0	0	0	0	0	C	0 0	>	0	0	0	0	0	0	0	0	0	0	0	0
Groups Printed- CARS - TRUCKS - BUSES			App. Total	0	7	0	10	17	_	. q	D	Ŋ	2	23	40		9	40	100	0	0	0	0
inted-		OND	Peds	0	7	0	10	17	ď	o c	D	2	5	22	39	97.5	5.9	39	100	0	0	0	0
nd sdr		WESTBOUND	Left	0	0	0	0	0	C	0 0	>	0	0	0	0	0	0	0	0	0	0	0	0
Gro		WE	Thr	0	0	0	0	0	~		>	0	0	-	-	2.5	0.2	-	100	0	0	0	0
			Right	0	0	0	0	0	c	0 0	>	0	0	0	0	0	0	0	0	0	0	0	0
			App. Total	26	24	31	27	108	3	0 0	0	31	33	126	234		35.2	232	99.1	0	0	2	6.0
	D AVE	OND	Peds	7	0	0	0	2	C	0 0	>	0	0	0	2	0.9	0.3	2	100	0	0	0	0
	빌	SOUTHBOUND	Left	0	0	0	0	0	~	- c	>	0	0	-	_	0.4	0.2	-	100	0	0	0	0
	SOUTHFIELD AVE	SOU	Thru	18	16	21	16	7	2	1 4	0	16	16	68	139	59.4	20.9	137	98.6	0	0	7	1.4
	0,		Right	9	00	10	11	32	σ	4	2	15	17	22	92	39.3	13.9	92	100	0	0	0	0
			Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05.00 DM	00:00 00:40 00:40	MIA CLICO	05:30 PM	05:45 PM	Total	Grand Total	Approch %	Total %	CARS	% CARS	TRUCKS	% TRUCKS	BUSES	% BUSES

0-00-

00000

05:00 PM 05:15 PM 05:30 PM 05:45 PM Total

Grand Total Apprch % Total %

SELLECK ST.

EASTBOUND

Thru Leff Peds

2 0 0
0 0 0
0 0 0
2 0 0
2 0 0
2 0 0

App. 7008

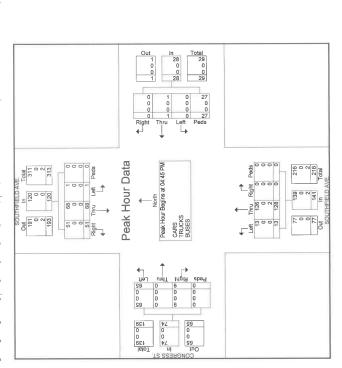
Start Time Right 1 04:00 PM 0 04:15 PM 0 04:30 PM 0 04:45 PM 0

Southfield Ave. at Congress St.
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name : 1409-5W Site Code : 00000005 Start Date : 10/26/2022 Page No : 3

	Total Int. Total			2 94	24 103		2 85	74 363	_	1.881	74 361	00 99.4	0	0	0 2	0 0
_ ا	App			N	~	_	_			.771	7	70				
SSS	Peds			0	0	0	0	0	0	000	0	0	0	0	0	
CONGRESS ST EASTBOUND	Left			22	22	14	7	65	87.8	.739	65	100	0	0	0	_
<u> </u>	Thru			0	0	0	0	0	0	000	0	0	0	0	0	_
	Right			0	2	2	IO.	6	12.2	.450	0	100	0	0	0	
ni.	App. Total			35	41	28	37	141		.860	139	98.6	0	0	2	4
DAVE	Peds			0	0	0	0	0	0	000	0	0	0	0	0	c
SOUTHFIELD AVE. NORTHBOUND	Left			4	ĸ	2	2	13	9.2	.650	13	100	0	0	0	c
SOUTI	Thru			31	36	56	35	128	8.06	889	126	98.4	0	0	2	4
0,	Right			0	0	0	0	0	0	000	0	0	0	0	0	c
	App. Total			10	7	9	2	28		.700	28	100	0	0	0	(
QN	Peds			10	9	9	2	27	96.4	.675	27	100	0	0	0	c
WESTBOUND	Left	1 of 1		0	0	0	0	0	0	000	0	0	0	0	0	(
WE	Thru	PM - Peak	M	0	~	0	0	-	3.6	.250	-	100	0	0	0	(
	Right	- MH (	14:45	0	0	0	0	0	0	000	0	0	0	0	0	(
	Ann. Total	04:45 PM to 05:30	ins at (	27	31	31	3	120		968	120	100	0	0	0	(
SOUTHFIELD AVE.	Peds	5 PM to	n Beg	0	0	0	0	0	0	000	0	0	0	0	0	c
SOUTHFIELD AV	Left	1 04:4€	rsectic	0	_	0	0	-	0.8	250	-	100	0	0	0	(
SOUT	Thru	S Fron	re Inte	16	21	15	16	68	56.7	.810	68	100	0	0	0	(
0,	Right	ınalysi	or Entil	-	0	16	15	51	42.5	797	51	100	0	0	0	(
	Start Time	Peak Hour Analysis From I	Peak Hour for Entire Intersection Begins at 04:45 PM	M4:45 PM	05:00 PM	05:15 PM	05:30 PM	Total Volume	% App. Total	PHF	CARS	% CARS	TRUCKS	% TRUCKS	BUSES	1 1 1 1



Southfield Ave. at Congress St.
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name : 1409-5W Site Code : 00000005 Start Date : 10/26/2022 Page No : 4

		Int. Total	77	74	61	94	306	103	80	84	80	347	653		
		Aco. Total	18	24	12	22	9/	24	16	12	15	29	143		21.9
	SS ST.	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
	CONGRESS ST FASTROUND	Left	O	19	0	22	28	22	14	7	10	23	<del>-</del>	9.77	17
	CON	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0
		Right	ത	9	ო	0	18	2	2	2	2	4	32	22.4	4.9
	ui	App. Tobs	34	19	19	35	107	4	27	36	27	131	238		36.4
	SOUTHFIELD AVE	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
	OUTHFIELD NORTHBOI	Left	က	4	0	4	-	ı,	7	7	7	7	22	9.5	3.4
YKS.	SOUT	Thr	31	15	19	31	96	36	25	34	25	120	216	80.8	33.1
ed-C		Right	0	0	0	0	0	0	0	0	0	0	0	0	С
Groups Printed- CARS		App. Total	0	7	0	9	17	7	9	2	2	23	40		6.1
Grou	S	Peds	0	7	0	10	17	9	9	2	2	22	39	97.5	9
	WESTROLIND	Left	0	0	0	0	0	0	0	0	0	0	0	0	С
	Ŋ	Thru	0	0	0	0	0	_	0	0	0	-	~	2.5	0.2
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0
		Aco Yold	25	24	30	27	106	31	31	31	33	126	232		35.5
	DAVE	Peds	2	0	0	0	7	0	0	0	0	0	2	0.9	0.3
	SOLITHBOL	Left	0	0	0	0	0	-	0	0	0	-	-	0.4	0.2
	SOUTHFIELD AVE	Thr	17	16	20	16	69	21	15	16	16	89	137	59.1	21
		Right	9	8	10	=	35	0	16	15	17	22	92	39.7	14.1
		Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total	Approch %	Total %

Southfield Ave. at Congress St.
P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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

File Name : 1409-5W Site Code : 00000005 Start Date : 10/26/2022 Page No : 5

# Southfield Ave. at Congress St. P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC Weather Clear

File Name : 1409-5W Site Code : 00000005 Start Date : 10/26/2022 Page No : 6

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

EAK HOUR	45 TO 5:45 P.M.	

SOUTHFIELD AVE. CONG NORTHBOUND EAS	t Peds Ann Tale Right Thru Left Peds App Total Right Thru Left Peds App. Total Int. Total	0 0 0 0 0 0 0 0 0 0 0		0		0 0 0 0 4 0 0 4 0 0 0 0 0 0		0 0 0 0 1 0 0 1 0 0 0 0 0	0 0 0 1 0 0 1 0 0 0	0 0 0 1 0 0 1 0 0 0 0	0 0 0 3 0 0 3 0 0 0 0	6 0 0 0 0 0 2 0 0 2 0 0 0 0 0	0 0 0 0 0
WESTBOUND	Left	0	0	0	0	0 0	0	0	0	0	0	0 0	0
W	Right Thru	C	00	0	0 0	0	0	0	0	0	0 0	0 0	0
ELD AVE.	T Deds and Town	9	- 0	0 0	0	0 0 2	0		0	0	0 0 0	0 0 2	0
SOUTHFIELD AVE.	Diobt Thri I Aff	-		, c	0	0 2 0	0			0	0 0	0 2 0	100
	Start Time Die	-	04:00 PIVI	04:30 PM	04:45 PM	Total	MG 00:50	05:15 PM	05-30 PM	05:45 PM	Total	Grand Total	Approp 0/

CONGRESS ST.

EASTBOUND

Thru Left Peds 1
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0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0

| Groups Printed-TRUCKS | SOUTHFIELD AVE. | SOUT

SOUTHFIELD AVE. SOUTHBOUND SOUTHBOUND OF THE POST AND THE

Start Time Right | 04:00 PM | 0 04:15 PM | 0 04:30 PM | 0 04:45 PM | 0 | 1 Total | 0 |

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05:00 PM 05:15 PM 05:30 PM 05:45 PM Total

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Grand Total Apprch % Total %

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.) Saturday October 29, 2022 Locations 1,2,3,4 and 5 Stamford, CT

Fairfield Ave. at Barry Place
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-1s Site Code : 00000001 Start Date : 10/29/2022 Page No : 1

	Int. Total	23	2	30	30	104	32	34	38	55	159	263			261	99.2	0	0	2	000
	Ann Total		0	0	0	2	0	0	_	_	2	4		1.5	4	100	0	0	0	C
QND	Peds	0	0	0	0	0	0	0	τ	-	2	2	20	0.8	N	100	0	0	0	c
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<
EA	Thru	2	0	0	0	2	0	0	0	0	0	2	20	0.8	7	100	0	0	0	c
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Aon Total	10	11	12	15	48	22	16	20	35	93	141		53.6	141	100	0	0	0	C
AVE.	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
FAIRFIELD AVE.	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
FAIR	Thr	2	~	2	_	9	2	7	က	2	6	15	10.6	5.7	15	100	0	0	0	C
	Right	ω	10	9	14	42	20	14	17	33	84	126	89.4	47.9	126	100	0	0	0	c
	App. Total	80	80	16	14	46	00	14	12	16	20	96		36.5	94	97.9	0	0	2	,
AVE.	Peds	0	0	0	0	0	0	2	~	0	6	n	3.1	1.1	က	100	0	0	0	C
FAIRFIELD AVE. WESTBOUND	Left	00	00	15	1	42	7	-	10	14	42	84	87.5	31.9	82	97.6	0	0	2	0
FAIR	Thru	0	0	0	0	0	~	0	0	-	2	2	2.1	0.8	2	100	0	0	0	c
	Right	0	0	_	e	4	0	_	~	-	ო	7	7.3	2.7	7	100	0	0	0	C
	App. Total	m	2	2	_	80	2	4	S	က	14	22		8.4	22	100	0	0	0	C
ACE	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
BARRY PLACE SOUTHBOUND	Left	0	~	_	-	က	0	n	2	0	2	00	36.4	ო	00	100	0	0	0	C
SOU	Thu	e	-	-	0	ιΩ	2	~	n	3	თ	14	63.6	5.3	14	100	0	0	0	C
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
	Start Time	11:00 AM	11:15 AM	11:30 AM	11:45 AM	Total	12:00 PM	12:15 PM	12:30 PM	12:45 PM	Total	Grand Total	Apprch %	Total %	CARS	% CARS	TRUCKS	% TRUCKS	BUSES	OZ DI ICEC



Fairfield Ave. at Barry Place
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-1s Site Code : 00000001 Start Date : 10/29/2022 Page No : 3

	Irt. Total			35	34	38	22	159		.723	158	99.4	0	0	-	9.0
	App. Tobsi			0	0	-	-	2		200	2	100	0	0	0	0
QND	Peds			0	0	-	~	7	100	.500	7	100	0	0	0	0
EASTBOUND	Left			0	0	0	0	0	0	000	0	0	0	0	0	0
E	Thru			0	0	0	0	0	0	000	0	0	0	0	0	0
	Right			0	0	0	0	0	0	000	0	0	0	0	0	0
	App. Total			22	16	20	35	93		.664	93	100	0	0	0	0
FAIRFIELD AVE.	Peds			0	0	0	0	0	0	000	0	0	0	0	0	0
-AIRFIELD AVE NORTHBOUND	Left			0	0	0	0	0	0	000	0	0	0	0	0	0
N S	Thru			2	2	3	2	0	9.7	.750	6	100	0	0	0	0
	Right			20	14	17	33	84	90.3	.636	84	100	0	0	0	0
	App. Total			œ	14	12	16	20		781	49	98.0	0	0	Ψ-	2.0
FAIRFIELD AVE. WESTBOUND	Peds			0	7	_	0	ო	9	375	က	100	0	0	0	0
AIRFIELD AVE WESTBOUND	Left	< 1 of '		7	7	10	14	42	84	.750	41	97.6	0	0	_	2.4
FAIF	Thru	- Peal	PM	_	0	0	_	2	4	.500	2	100	0	0	0	0
	Right	45 PM	t 12:00	0	_	-	_	m	9	750	6	100	0	0	0	0
	Asp. Total	to 12:	gins a	(4	4	12	n	14		.700	14	100	0	O	0	Ç
LACE	Peds	00 PM	ion Be	0	0	0	0	0	0	000	0	0	0	0	0	0
BARRY PLACE SOUTHBOUND	Left	12: Jm 12:	tersec	0	e	2	0	ις.	35.7	.417	2	100	0	0	0	0
SOBA	Thru	sis Fro	tire In	2	-	3		o	64.3	.750	0	100	0	0	0	0
	Right	Analy	for Er	0	0	0	0	0	0	000	0	0	0	0	0	0
	Start Time	Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak	Peak Hour for Entire Intersection Begins at	12:00 PM	12:15 PM	12:30 PM	12:45 PM	Total Volume	% App. Total	PHF	CARS	% CARS	TRUCKS	% TRUCKS	BUSES	% BUSES

	FAIRFIELD AVE. Out In Total 98 49 138 0 0 1 0 0 1 1 69 50 139  3 2 41 3 0 0 0 1 0 0 0 1 0 3 2 42 3  Right Thru Left Peds	
Out 1008   1008	Peak Hour Data North Peak Hour Begins at 12:00 PM TRUCKS BUSES	Color   Colo
	No   No   No   No   No   No   No   No	

Fairfield Ave. at Barry Place
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

: 1409-1s	: 0000001	: 10/29/2022	4
File Name	Site Code	Start Date	Page No

						- 1									
-		Int. Total	23	21	8	29	103	32	34	38	54	158	261		
		App. Total	2	0	0	0	2	0	0	_	-	2	4		1.5
	QN	Peds	0	0	0	0	0	0	0	_	-	7	2	20	0.8
	EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
	EAS	Thru	2	0	0	0	2	0	0	0	0	0	2	20	0.8
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0
		App. Total	10	1	12	15	48	22	16	20	35	93	141		54
	D AVE.	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
	FAIRFIELD AVE	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
ARO	FAIRFIELI NORTHB	Thru	2	-	7	_	9	2	7	က	7	0	15	10.6	5.7
5 -ba		Right	ω	10	9	14	42	20	14	17	33	84	126	89.4	48.3
S Print		App. Total	∞	∞	16	13	45	00	14	12	15	49	94		36
Groups	AVE.	Peds	0	0	0	0	0	0	2	_	0	m	ო	3.2	-
	FAIRFIELD AVE WESTBOUND	Left	œ	80	15	10	41	7	7	10	13	41	82	87.2	31.4
	FAIR	Thru	0	0	0	0	0	-	0	0	~	2	2	2.1	0.8
		Right	0	0	_	ന	4	0	_	-	-	ო	7	7.4	27
		Acc. Total	n	2	2	~	∞	7	4	S	3	14	22		8
	ACE	Peds	0	0	0	0	0	0	0	0	0	0	0	0	C
	BARRY PLACE SOUTHBOUND	Left	0	_	_	_	e	0	n	7	0	ည	00	36.4	κ.
	BAR	Thr	e	<b>←</b>	<del></del>	0	2	2	_	က	က	ത	14	63.6	5.4
		Right	0	0	0	0	0	0	0	0	0	0	0	0	С
		Start Time	11:00 AM	11:15 AM	11:30 AM	11:45 AM	Total	12:00 PM	12:15 PM	12:30 PM	12:45 PM	Total	Grand Total	Approch %	Total %

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Fairfield Ave. at Barry Place
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-1s Site Code : 00000001 Start Date : 10/29/2022 Page No : 5

TRAF PEAK 12:00

File Name : 1409-1s Site Code : 00000001 Start Date : 10/29/2022 Page No : 6

Fairfield Ave. at Barry Place
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

FFIC COUNTS	K HOUR	10 TO 1:00 P.M.	

FAIRFIELD AVE. WESTBOUND	Peds Agg. Total Right	0	0	0	0	0	_					
	Right Thru Left F	0	0 0	0 0 0	1 0 0	0 1 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0 1	0 0 1 0 1 0	0 0 2 0 2 0
BARRY PL SOUTHBC	Chart Time Dight Thri I off pads			130 VM	0 0	000	Ma co.cc	12:00 IM 0 0 0 0 0 0	S C C C C C C C C C C C C C C C C C C C	0 0	0 0 0	Grand Total 0 0 0 0 0 0

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App. Total

| FARRHELD AVE. | WESTBOUND | Thru | Left | Peas |

BARRY PLACE SOUTHBOUND Thru Leff Peds 0 0 0 0 0 0 0 0 0 0 0 0

Start Time Right 1:00 AM 0 11:15 AM 0 11:45 AM 0 11:45 AM 0 11:45 AM 0

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Grand Total Apprch % Total %

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12:00 PM 12:15 PM 12:30 PM 12:45 PM Total

Fairfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-2s Site Code : 00000002 Start Date : 10/29/2022 Page No : 1

Fairfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-2s Site Code : 00000002 Start Date : 10/29/2022 Page No : 3 45 63 61 74 74 74 74 242 99.6 0

FAIRFIELD AVE. EASTBOUND		Left Peds App. Taba Int.	Peds App. Total	Peds App. Total	Peds App. Total	Peds App. Tabs 0 21 0 21	Peds App. Total 0 21 0 21 0 23	Peds App. Teles 0 21 0 23 0 35	Peds App. Task Int. 0 21 0 23 0 35 0 0 100 0	Peds App Task 0 21 0 21 0 25 0 35 0 0 100 0	Pedds Age Tala Int.  0 21 0 23 0 35 0 0 100 0 0 100 0 0 100 0 0 100 0 0 100 0 0 100 0 0 0 100 0 0 0 100 0 0 0 0	Peds Age 745 Int. 0 21 0 23 0 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Pedds Age 7454 Int Co. 21 0 23 35 0 0 35 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peeds Appendix 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Pedds Age Tas   191.	Pedds new rase int. 23
EAST	Right Thru Le				0 5	200	ഗനയ	''	3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 8 11 27 27	5 8 8 27 27 77.	5 8 8 27 27 .614 .7	5 111 27 27 27 27 27 100 110 110 11	27 27 27 27 27 100 11 0 0	11 8 11 27 27 27 27 27 27 100 11	27 27 27 27 27 27 27 27 27 27 27 27 27 2
	G		1		1 -											
NORTHBOUND	Left Peds				0 0	00	000	0000	0000		00000000	0000000	0 0 0 0 0 000	00000000	0000000000	000000000000000000000000000000000000000
N	Right Thru	-	-11	-	0	00	000	0000	00000	000000	00000000	0000000	0000000	000000	00000000	0000000000
F. 0		App. Total	App. Total	App. Total	11	11 20	11 20 15	11 15 15	11 20 15 17 63	20 20 15 17	20 20 15 17 63 .788	11 20 20 15 17 63 .788 .788	11 20 20 15 17 63 .788 .788 63	20 20 15 17 63 63 63 0	20 20 15 17 17 178 63 63 100 0	20 20 15 17 17 188 63 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
WESTBOUND	Right Thru Left Peds		5 PM - Peak 1 of 1	5 PM - Peak 1 of 1 12:00 PM	5 PM - Peak 1 of 1 12:00 PM 10 1 0 (	5 PM - Peak 1 of 1 12:00 PM 10 1 0 ( 12 8 0 (	5 PM - Peak 1 of 1 12:00 PM 10 1 0 ( 12 8 0 ( 12 3 0 0	12:00 PM 10 1 0 (12 12 8 0 (12 3 0 (12 5 0 (12 13 0 (12 13 12 13 0 (12 13 12 13 12 13 12 12 12 12 12 12 12 12 12 12 12 12 12	12:00 PM 10 1 0 (12:00 PM 12 8 0 (12:00 PM 12 3 0 (13:00 PM 14 15 0 (14:00 PM 15 15 0 (14:00 PM 16 17 0 (14:00 PM 17 15 (14:00 PM 16 17 (14:00 PM	12:00 PM - Peak 1 of 1 10 PM 10 11 12 8 0 0 12 12 3 0 0 0 14 17 5 0 0 0 14 17 17 17 17 17 17 17 17 17 17 17 17 17	12:00 PM 10 1 0 0 11 8 0 0 12 8 0 0 12 8 0 0 12 5 0 0 46 17 0 0 368 :331 :000 :000	for 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	100000000000000000000000000000000000000	for 000000000000000000000000000000000000	100000000000000000000000000000000000000
SOUTHBOUND	Right Thru Left Peds are Tree			Analysis From 12:00 PM to 12:44 or Entire Intersection Begins at	Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak Hour for Entire Intersection Begins at 12:00 PM 7 0 6 0 13 10	Analysis From 12:00 PM to 12:4, for Entire Intersection Begins at 7 0 6 0 13 6 0 16 0 22	Analysis From 12:00 PM to 12:4  or Entire Intersection Begins at 7 0 6 0 13 6 0 13 0 22 9 0 13	Analysis From 12:00 PM to 12:4, or Entire Intersection Begins at 7 0 6 0 13 6 0 16 0 22 6 0 13 0 22 12 0 10 0 22	Analysis From 12:00 PM to 12:40  or Entire Intersection Begins at 7 0 6 0 16 0 22 6 0 13 0 22 12 0 13 0 45 0 79 34 0 45 0 79	Analysis From 12:00 PM to 12:41 or Entire Intersection Begins at 7 or 0 6 0 16 0 22 0 13 0 22 12 0 10 0 22 13 0 13 0 79 43 0 57 0	Analysis From 12:00 PM to 12:4 Or Entire Intersection Begins at 7 6 0 6 0 22 9 0 13 0 22 12 0 10 0 22 34 0 45 0 79 34 0 45 0 79 708 000 773 000 898	Analysis From 12:00 PM to 12:4 Or Entire Intersection Begins at 7 6 0 16 0 22 9 0 13 0 22 12 0 10 0 22 34 0 45 0 79 738 00 73 00 898 33 0 45 0 78	Analysis From 12:00 PM to 12:4 or Entire Intersection Begins at 7 6 0 16 0 22 6 0 18 0 22 12 0 10 0 22 14 0 17 0 0 79 43 0 57 0 79 708 000 703 000 898 33 0 45 0 78 77 0 100 0 987	Analysis From 12:00 PM to 12:4 or Entire Intersection Begins at 7 6 0 16 0 22 12 0 0 22 14 0 0 22 34 0 45 0 79 73 0 45 0 78 33 0 45 0 78 31 0 0 0 0 11	Analysis From 12:00 PM to 12:4 or Entire Intersection Begins at 7 f 0 16 0 22 9 0 13 0 22 12 0 10 0 22 34 0 57 0 79 43 0 57 0 79 708 000 703 000 898 97.1 0 100 0 98.7 1 9 0 0 1 1	Analysis From 12:00 PM to 12:4 or Entire Intersection Begins at 7 6 0 16 0 22 9 0 16 0 22 12 0 10 0 22 14 0 67 0 79 33 0 45 0 79 708 .000 .703 .000 .898 33 0 45 0 77 1 0 0 0 9 77 97.1 0 0 0 1
	Start Time		Peak Hour An	Peak Hour An Peak Hour for	Peak Hour An Peak Hour for 12:00 PM	Peak Hour An Peak Hour for 12:00 PM	Peak Hour An Peak Hour for 12:00 PM 12:15 PM 12:30 PM	Peak Hour An Peak Hour for 12:00 PM 12:15 PM 12:30 PM	Peak Hour An Peak Hour for 12:00 PM 12:15 PM 12:30 PM 12:45 PM Total Volume	Peak Hour An 12:00 PM 12:15 PM 12:30 PM 12:45 PM Total Votume % App. Total	Peak Hour An Peak Hour for 12:00 PM 12:15 PM 12:30 PM 12:45 PM Total Volume % App. 70tal	Peak Hour An Peak Hour for 12:00 PM 12:15 PM 12:30 PM 12:45 PM Total Volume % App. Total CARS	Peak Hour An Peak Hour for Peak Hour for 12:00 PM 12:15 PM 12:30 PM 12:45 PM Total Volume % App. Total PHF :: CARS 9% CARS 9	Peak Hour An Peak Hour for Peak Hour for 12:05 PM 12:30 PM 12:30 PM 12:30 PM 12:45 PM 12:45 PM CARS PHF CARS 8 % CARS 9 TRUCKS	Peak Hour An Peak Hour for Peak Hour for 12:00 PM 12:30 PM 12:30 PM 12:45 PM 13:40 PM 14:41 PM 14:41 PM 15:41 P	Peak Hour An Peak Hour for 12:16 PM 12:16 PM 12:26 PM 12:46 PM 12:46 PM 12:46 PM 70 FM 70 FM 70 FM 70 FM 70 FM 70 FM 70 FM 70 FM 80

139 42 50 59 190

Groups Printed- CARS - TRUCKS - BUSES CONGRESS ST.
WESTBOUND NORTHBOUN

FAIRFIELD AVE. SOUTHBOUND

45 63 61 74 243

16 15 73

11 20 15 17 63

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55558

13 22 22 79 79

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12:00 PM 12:15 PM 12:30 PM 12:45 PM Total

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Start Time 11:00 AM 11:15 AM 11:45 AM 11:45 AM

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Fairfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-2s Site Code : 00000002 Start Date : 10/29/2022 Page No : 4

Fairfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-2s Site Code : 00000002 Start Date : 10/29/2022 Page No : 5

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(ii)

Fairfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-2s Site Code : 00000002 Start Date : 10/29/2022 Page No : 6

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-4s Site Code : 00000004 Start Date : 10/29/2022 Page No : 1

Fairfield Ave. at Selleck St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamfood, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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L		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
		Start Time	11:00 AM	11:15 AM	11:30 AM	11:45 AM	Total	12:00 PM	12:15 PM	12:30 PM	12:45 PM	Total	Grand Total	Approch %	Total %	CARS	% CARS	TRUCKS	% TRUCKS	BUSES	010110 /0

Fairfield Ave. at Selleck St.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.) Stamford, CT prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-4s

Site Code : 00000004 Start Date : 10/29/2022 Page No : 3

App. Total Int. Total

181 195 210 217 803

75 90 87 **91** 343

| Start Time | Right | Thru | Left | Pack | Accordance |

TRAFFIC COUNTS

File Name : 1409-4s Site Code : 00000004 Start Date : 10/29/2022 Page No : 4

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT prepared by Reliable Traffic Counts, LLC Fairfield Ave. at Selleck St.

Weather Clear

PEAK HOUR 12:00 TO 1:00 P.M.

182 209 209 168 199 758 208 210 792 1550 299 App. Tolet 688 83 70 101 322 74 89 85 87 335 50 50 50 193 28 34 140 140 51 45 63 216 | Charles | Char 00000 30 5 51 72 72 55 220 00000 Grand Total Apprch % Total % Start Time 11:00 AM 11:15 AM 11:30 AM 11:45 AM Total

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Fairfield Ave. at Selleck St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-4s Site Code : 00000004 Start Date : 10/29/2022 Page No : 5

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-4s Site Code : 00000004 Start Date : 10/29/2022 Page No : 6

Fairfield Ave. at Selleck St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

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Southfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-5s Site Code : 00000005 Start Date : 10/29/2022 Page No : 1

Southfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

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O LICE	Right	SOUTHBOUND Right Thru Left Peds	SOUTHBOUND Thru Left Peds	SOUTHFIELD AVE. SOUTHBOUND Thru Left Peds	App. Todal	WESTBOUND Right Thru Left Peds	WES	WESTBOUND hru Left Peds	H	App. Total	S Right	NOR.	SOUTHFIELD AVI NORTHBOUND Right Thru Left Peds	ш	p. Total	Right 7	[ 메론	AST	NGRESS / ASTBOUN	CONGRESS AVE. EASTBOUND ARP. TOBE RIGHT   Thru   Left   Peds   App. Tobe   Dec   Dec	NGRESS AVE. ASTBOUND
Peak Hour Alialysis Floii 12.00 rm to 12.49 rm - Fe Peak Hour for Entire Intersection Begins at 12:00 PM	Analysi or Enti	s Fron	12:00 rsection	Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of Peak Hour for Entire Intersection Begins at 12:00 PM	ns at 1	PM -	Peak	1 of 1				۰			d	-	-		,		
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% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
BUSES 8	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00		00	00	
			0	<del>                                    </del>	0				SOUTHFELD AVE.  SOUTHFELD AVE.  O	SSUTHFELD AVE	Total	on 145 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		R							
		CONGRESS AVE	atoT nl 1uO 85 85	0 0	0 0 0	Peds Right Thru Left	h 1 p		North North Peak Hour Begins af 12:00 PM TRUCKS BLOSES	North	at 12:0	D PM	·	tight Thru Left Peds	0 0 1 2 0 0 0 0 0 0 0 0	0 3 3	0 0 0	0 3 3	Out In Total	Out In Total	Out In Total
									7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	58008	↑ E0000	Peds 0 0 0 0 0 0 0 0 0 104 104									

	Int. Total	32	37	34	44	147	22	49	47	41	159	306			305	2.66	-	0.3	0
	Total Inf.	m	00	9	12	59	4	2	6	00	56	55		9	22	_	0	0	0
<u>ш</u> і _	Age		_	_			_					_	_			Ì			
SS AV	Peds		0	_		0			0				0		0			0	
CONGRESS AVE. EASTBOUND	Left	n	9	LC)	œ	22	n	e		80	22	4	8	14.4	4	100	0	0	0
S A	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	2	~	4	7	_	2	_	0	4	7	20	3.6	11	100	0	0	0
	App. Total	12	13	7	15	47	0	17	13	16	22	102		33.3	101	66	-	_	0
OAVE	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHFIELD AVE NORTHBOUND	Left	-	4	₹-	4	10	τ-	4	-	-	7	17	16.7	9.9	17	100	0	0	0
NOR	Thru	77	6	9	1	37	œ	13	12	15	48	85	83.3	27.8	84	98.8	-	1.2	0
0)	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Tobal	0	0	<u>_</u>	0	-	-	,	-	0	က	4		ξ.	4	100	0	0	0
Q	Peds	0	0	-	0	~	~	0	-	0	2	က	75	-	m	100	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	-	0	0	-	_	25	0.3	-	100	0	0	0
WES	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Aco. Total	-	16	20	17	70	α	26	24	17	75	145		47.4	145	100	0	0	0
AVE.	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHFIELD AV	Left P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHFIELD AVE.	Thru	13	o	7	თ	42	9	16	10	12	44	98	59.3	28.1	88	100	0	0	0
Ó	Right	4	7	6	8	28	2	10	7	2	31	29	40.7	19.3	29	100	0	0	0
	Start Time	1:00 AM	1:15 AM	1:30 AM	1:45 AM	Total	12:00 PM	12:15 PM	12:30 PM	12:45 PM	Total	Grand Total	Approch %	_	CARS	% CARS	TRUCKS	% TRUCKS	BUSES

Southfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-5s Site Code : 00000005 Start Date : 10/29/2022 Page No : 4

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

File Name : 1409-5s Site Code : 00000005 Start Date : 10/29/2022 Page No : 5

Southfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

		Int. Total	0	0	~	0	-	0	0	0	0	0	~		
		App. Total	0	0	0	0	0	0	0	0	0	0	0		0
AVE	Q.	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
RESS	EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
CONGRESS AVE	EAS	Thro	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ī	Right	0	0	0	0	0	0	0	0	0	0	0	0	0
		App. Total	0	0	-	0	-	0	0	0	0	0	~		100
SOUTHFIELD AVE	QND	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
FIEL	NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0
TUOS	NOR	Thru	0	0	-	0	-	0	0	0	0	0	~	100	100
0)		Right	0	0	0	0	0	0	0	0	0	0	0	0	0
TUOS		App. Total	0	0	0	0	0	0	0	0	0	0	0		0
	JND	Peds	0	0	0	C	0	0	0	O	0	0	0	0	0
5	WESTBOUN	Left	0	0	c	c	0	0	0	C	0	0	0	0	0
	WES	Thru	0	0	· C	0	0	0	0	C	0	0	0	0	0
		Right	0	0	0	0	0	0	0	C	0	0	0	0	0
		Ano. Total	0	0	0 0	0 0	0	C	C	0	0	0	0		0
SOUTHFIELD AVE.	QND			0	0 0	0	0	C	C	· c	0 0	0	0	C	0
FELL	SOUTHBOUND	Left	4	0 0	0 0	0 0	0	C	C	0 0	00	0	C	C	0
TUO	SOU	Thru	c	0	0 0	0 0	0	C	C	0 0	0	0	С	· C	0
(O)		Right		0	0 0	0 0	0	C	0	0 0	0 0	0	O	C	0
		Start Time	11:00 AM	11-15 AM	11-30 AM	11.45 AM	Total	12:00 PM	12-15 PM	12:30 DM	12:45 PM	Total	Grand Total	Approx %	Total %

32 37 37 44 44

App. Total 13 15 15 46 46

38 = 5

App. Total 17 16 20 17 70

Start Time Right 7 11:15 AM 7 11:30 AM 9 11:45 AM 8 11:45 AM 2 Total 28

Groups Printed- CARS SOUTHFIELD AVE.

SOUTHFIELD AVE.

49 47 47 159

00000

9 13 15 25

00000

26 24 17 75

00000

12:00 PM 2 12:15 PM 10 12:30 PM 14 12:45 PM 5 Total 31

145

Grand Total 59 86 Apprch % 40.7 59.3 Total % 19.3 28.2

Southfield Ave. at Congress St.
Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS PEAK HOUR 12:00 TO 1:00 P.M.

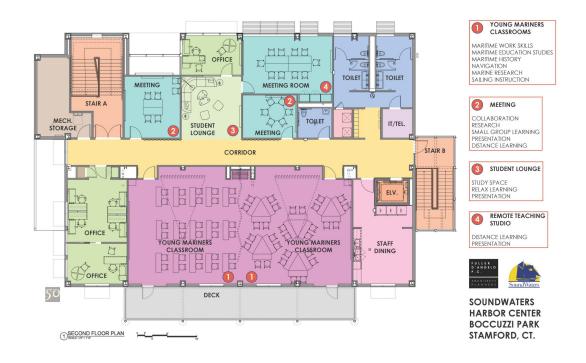
File Name : 1409-5s Site Code : 00000005 Start Date : 10/29/2022 Page No : 6

	SOUTHFIELD AVE.	D AVE			1	CINICOTTO	9		S	SOUTHFIELD AVE.	OUTHFIELD AVE	AVE.		U	EAST	CONGRESS AVE. EASTBOUND	, D Y	
2	SOUTHBOUND	OND			VVE	000	2	ľ	-		40	-		Dioby T	Their	left Pads	Ann	Total litt.
Thru	Left	Peds	App. Total	Right	Pur	Left	-	-	Kight	+		4	+		4			۰
c	c	C	0	C	0	0	0	0	0	0	0	0	0	>	>	0	0	0 0
0	0 0	0 0	0 0	0 0	0 0	(	C	C	C	С	О	0	0	0	0	0	0	0
0	>	>	0	> '	> 1	> 0	0 0	0 0	0 0	0	· C	c	C	_	C	C	C	0
0	0	0	0	0	0	0	>	0	0	> 0	0 0	0 0	0 0	0 0	0 0			0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	0 0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	>	>	0	5
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	>	0	0	0	5
(	0	(		-	C	C	C	0	C	С	0	0	0	0	0	0	0	0
0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	)	0	0	0	0		0	0	0	0	-

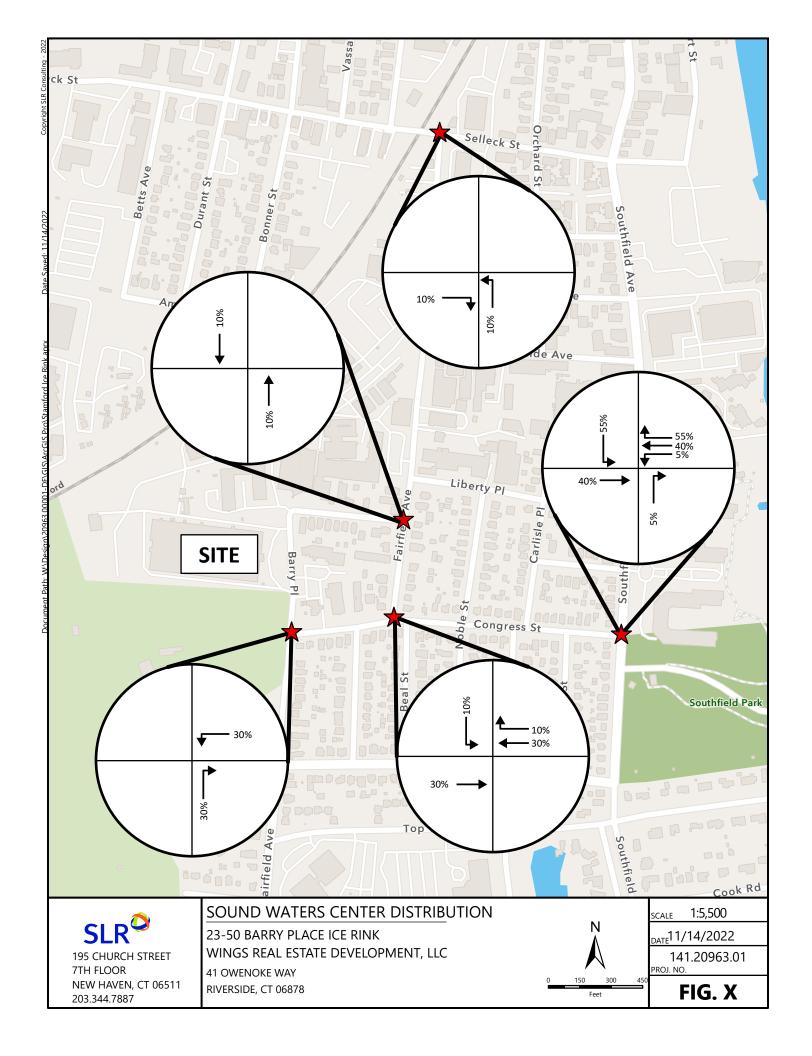
### SOUNDWATERS HARBOR CENTER







Land Use	P.N	/I. Peak	Hour	SA	T Peak I	Hour
Land USE	In	Out	Total	In	Out	Total
Sound V	Vaters C	enter Tri	p Generatio	on		
LUC 495 – 12,000 sq ft						
Recreational Community	28	31	59	7	6	13
Center						



## LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS (MOTORIZED VEHICLE MODE)

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-min analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group. The criteria are given below.

LEVEL-OF	SERVICE CRITERIA INTERSECTIO MOTORIZED VEHICL	NS
LOS By Volume-	to-Capacity Ratio <sup>1</sup>	CONTROL DEV AV. ( / 1)
v/c ≤ 1.0	v/c > 1.0	CONTROL DELAY (s/veh)
Α	F	≤ 10
В	F	> 10 AND \le 20
С	F	> 20 AND ≤ 35
D	F	> 35 AND ≤ 55
E	F	> 55 AND ≤ 80
F	F	> 80

<sup>&</sup>lt;sup>1</sup> For approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Specific descriptions of each LOS for signalized intersections are provided below:

<u>Level of Service A</u> describes operations with a control delay of 10 s/veh and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

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

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

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

<u>Level of Service E</u> describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

<u>Level of Service F</u> describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Reference: <u>Highway Capacity Manual 6</u>, Transportation Research Board, 2016.

### LEVEL OF SERVICE FOR

### UNSIGNALIZED INTERSECTIONS ALL-WAY STOP-CONTROL (AWSC)

The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different levels of performance from distinct types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same LOS. The level-of-service criteria are given below.

LEVEL-OF SERVICE CRITER	RIA FOR AWSC INTERSECTIONS
LOS <sup>1</sup>	CONTROL DELAY (s/veh)
A	≤ 10
В	> 10 AND ≤ 15
C	> 15 AND ≤ 25
D	> 25 AND ≤ 35
E	> 35 AND ≤ 50
F	> 50

<sup>&</sup>lt;sup>1</sup> For approaches and intersection-wide assessment, LOS is defined solely by control delay.

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

Reference: <u>Highway Capacity Manual Version 6.0</u>, Transportation Research Board, 2016.

### LEVEL OF SERVICE FOR TWO-WAY STOP SIGN CONTROLLED INTERSECTIONS

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

LEVEL-OF SERVICE CRITER	IA FOR AWSC INTERSECTIONS
LOS¹	CONTROL DELAY (s/veh)
A	≤ 10
В	> 10 AND ≤ 15
С	> 15 AND ≤ 25
D	> 25 AND ≤ 35
E	> 35 AND ≤ 50
F	> 50

Note: LOS criteria apply to each lane on a given approach and to each approach on the minor street.

LOS is not calculated for major-street approaches or for the intersection as a whole.

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

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

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

	Ø4																																							4			
	<b>Ø</b> 3																																							c	>		
•	NBR	R.	43	43	1900	9	_		1.00	0.850		1583	1593	<u>8</u> 2					0.92	47	4	47	2	Right				1.00	တ	-		45	Ω W	o 04	C+E		0.0	0:0	Dorm	Ē	ĸ	) L	Ω
•	NBL	K	343	343	1900	0	_	52	1.00		0.950	1770	0.950	2		52	1870	51.0	0.92	070	3/3	373	2	Left	12	o 4	2	1.00	15	_		45	o u	o 04			0.0	0.0	0.0	- -	>	u	0
Ļ	WBT	47	291	291	1900				0.95		0.998	3356	0.933	200		52	247	6.7	0.92	0 0	310	330	2	Left	0	0 4	2	1.07		_		45	ņ	ې د			0.0	0.0	0.0	5	7	c	7
<b>\</b>	WBL		13	13	1900	0	0	52	0.95			0	c	>					0.92	7	4	0	2	Left				1.00	12	- :	Lett	2 2	0	2 0			0.0	0:0	Dorm	Ē	0	1 0	7
>	EBR	R.	225	225	1900	0	_		1.00	0.850		1583	1593	8 2					0.92	245	740	245	8	Right				1.00	တ	0	•	0 0	0	- G			0.0	0:0	0.0	2	2 4		4
†	EBT	*	330	330	1900				1.00			1863	1863	30		52	230	6.3	0.92	020	208	329	8	Left	0	0 4	2	1.00		0	•	0 0	0	- G			0.0	0:0			+ 7	C	4
	-ane Group	Lane Configurations	Traffic Volume (vph)	Future Volume (vph)	Ideal Flow (vphpl)	Storage Length (ft)	Storage Lanes	Taper Length (ft)	Lane Util. Factor	T.T.	Fit Protected	Satd. Flow (prot)	Fit Permitted	Satu: Flow (permi) Right Turn on Red	Satd. Flow (RTOR)	Link Speed (mph)	Link Distance (ft)	Travel Time (s)	Peak Hour Factor	Parking (#/hr)	Adj. Flow (vpn) Shared Lane Traffic (%)	Lane Group Flow (vph)	Enter Blocked Intersection	Lane Alignment	Median Width(ft)	Link Offset(ft)	Closswalk Width(it)	Headway Factor	Turning Speed (mph)	Number of Detectors	Detector l'emplate	Leading Detector (ft)	I railing Detector (ft)	Detector 1 Size(ff)		lei	Detector 1 Extend (s)	Detector 1 Queue (s)	Defector I Defay (s)	Protected Phases	Permitted Phases	Detector Phase	Defector Prigate

Background PM Peak 2:57 pm 11/08/2022 Baseline

Synchro 11 Report Page 1

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

11/15/2022

11/15/2022

	†	<u> </u>	<b>&gt;</b>	ţ	•	•			
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	94	
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			
Total Lost Time (s)		5.3		2.6	5.3	5.3			
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?		ı	d	d	ı	ı	Yes	Yes	
Vehide 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		
Plash Dont Walk (s)							0.41		
Pedestilan Calls (#/III)	5			5	5	5	4		
Act Effet Green (s)	C.1.2	52.5		21.5	Z.1.Z	7.1.7			
Aduated g/C Ratio	0.32	0.70		0.32	0.32	0.02			
v/c Ratio	0.60	0.20		0.33	0.67	0.09			
Control Delay	29.6	5.8		57.3	29.5	50.9			
Queue Delay	ر. نن	0.4		0.0	0.0	0:0			
Total Delay	30.9	6.2		22.9	29.2	20.9			
SOT	O	∢		O	O	O			
Approach Delay	20.9			22.9	28.6				
Approach LOS	O !	:		ပ	ပ	ļ			
Queue Length 50th (ft)	22	49		69	169	12			
Queue Length 95th (ft)	#301	84		118	569	42			
Internal Link Dist (ft)	120			167	1790				
Turn Bay Length (ft)						100			
Base Capacity (vph)	77.	1241		1215	865	1/3			
Starvation Cap Reductn	98	299		0	0	0			
Spillback Cap Reductn	0	0		0	0	0			
Storage Cap Reductn	0 !	0 8		0 10	0 9	0 0			
Keduced v/c Katio	0.67	0.38		0.57	0.43	90.0			
ntersection Summary									
	Other								
Cycle Length: 116.6									
Actuated Cycle Length: 67.1									
Natural Cycle: 80									
Control Type: Actuated-Uncoordinated	ordinated								
Maximum v/c Ratio: 0.67									
Intersection Signal Delay: 23.7	7			드	Intersection LOS: C	LOS: C			
Intersection Capacity Utilization 45.7%	on 45.7%			2	U Level o	ICU Level of Service A	V		
# 95th percentile volume exceeds capacity, queue may be longer	ceeds cal	pacity, qu	eue may	be longer	٠				
Queue shown is maximum after two cycles.	after two	cycles.							
Splits and Phases: 1: Fairfie	eld Ave &	1: Fairfield Ave & Selleck St	,t						
#1 #6	-			#	لو ڀ			#1 #6	
<b>→ →</b> Ø2	•	<b>₹</b> ₽03			†	4		05	
28.6 s	25 s			28	.7.s			34.3 s	

28.6 s Background PM Peak 2:57 pm 11/08/2022 Baseline

HCM 6th TWSC 2: Fairfield Ave & Melrose PI

	SBR		23	23	0	Free	None				35	2	25		0																	SBR				,
	SBT			124		Free		ľ			0,		135	Major2		1	'		'	•		•	'					ľ	SB	0		SBT		ľ	1	•
	NBL NBT	**	0 192	0 192	0	Free Free	- None		0 -		92 92		0 209	Major1	160 0	•		4.12		•	2.218 -	1419 -				- 6141			8	0		NBT EBLn1	- 652	- 0.055	- 10.8	<u>د</u>
	EBR		7	2	0		None		٠	٠	95	5	2	Ž	148	٠	•	6.22	,	٠		833	٠	r.		666		٠				NBL	1419	٠	0	⋖
-	EB	>	31	31	0	Stop	•	0			92	2	34	Minor2	357	148	209	6.42	5.42			641	088	826	773	¥ 2	880	826	留	10.8	ш	+				
nt Delay, s/veh	Movement	ane Configurations	raffic Vol, veh/h	Future Vol, veh/h	Conflicting Peds, #/hr	Sign Control	RT Channelized	Storage Length	/eh in Median Storage, #	3rade, %	Peak Hour Factor	Heavy Vehicles, %	Mvmt Flow	Major/Minor	Conflicting Flow All	Stage 1	Stage 2	Critical Hdwy	Critical Hdwy Stg 1	Critical Hdwy Stg 2	ollow-up Hdwy	Pot Cap-1 Maneuver	Stage 1	Stage 2	Platoon blocked, %	Mov Cap-1 Maneuver	Stage 1	Stage 2	Approach	HCM Control Delay, s	HCM LOS	Minor Lane/Major Mvm	Capacity (veh/h)	HCM Lane V/C Ratio	HCM Control Delay (s)	HCM Lane LOS

Background PM Peak 2:57 pm 11/08/2022 Baseline

HCM 6th AWSC 3: Barry PI & Fairfield Ave

11/15/2022

7.9 A

Intersection Intersection Delay, s/veh Intersection LOS

11/15/2022

onciton page	2		æ,		K	4	
Larie Coringulations	-				-	<b>+</b>	
Traffic Vol, veh/h	24	2	46	171	5	14	
Future Vol, veh/h	24	2	46	171	2	14	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehides, %	2	2	2	2	2	2	
Mvmt Flow	62	2	20	186	2	15	
Number of Lanes	-	0	~	0	~	_	
Approach	WB		NB		SB		
Opposing Approach			SB		R		
Opposing Lanes	0		2		_		
Conflicting Approach Left	R				WB		
Conflicting Lanes Left	_		0		<del>-</del>		
Conflicting Approach Right	SB		WB				
Conflicting Lanes Right	2		Ψ.		0		
HCM Control Delay	80		7.9		7.7		
HCM LOS	∢		∢		∢		
Lane		NBLn1 WBLn1		SBLn1	SBLn2		
Vol Left, %		%0	95%	100%	%0		
Vol Thru, %		21%	%0	%0	100%		
Vol Right, %		%62	%8	%0	%0		
Sign Control		Stop	Stop	Stop	Stop		
Traffic Vol by Lane		217	62	2	4		
LT Vol		0	22	2	0		
Through Vol		46	0	0	14		
RT Vol		171	2	0	0		
Lane Flow Rate		236	29	2	15		
Geometry Grp		2	2	7	7		
Degree of Util (X)		0.242	0.084	0.003	0.02		
Departure Headway (Hd)		3.693	4.504	5.277	4.775		
Convergence, Y/N		Yes	Yes	Yes	Yes		
Cap		965	788	673	743		
Service Time		1.747	2.577	3.048	2.546		
HCM Lane V/C Ratio		0.245	0.085	0.003	0.02		
HCM Control Delay		7.9	80	8.1	9.7		
HCM Lane LOS		∢	⋖	⋖	∢		
HCM 95th-tile Q		6.0	0.3	0	0.1		

Background PM Peak 2:57 pm 11/08/2022 Baseline

Synchro 11 Report Page 1

HCM 6th AWSC

4: Fairfield Ave & Congress St	ongress	s St				11	11/15/2022
Intersection							
Intersection Delay, s/veh	9.8						
Intersection LOS	∢						
Movement	EBL	EBT	WBT	EBT WBT WBR SBL	SBL	SBR	
Lane Configurations		4	Ť,		*		
10 10 10 10 100			0			C I	

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	<b>2</b>		×		
Traffic Vol, veh/h	147	47	33	45	69	20	
Future Vol, veh/h	147	47	33	45	69	20	
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	160	21	36	49	75	54	
Number of Lanes	0	_	~	0	~	0	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	_		_		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	_		0		_		
Conflicting Approach Right			SB		B		
Conflicting Lanes Right	0		_		_		
HCM Control Delay	9.1		9.7		8.3		
HCM LOS	∢		⋖		∢		

Lane	EBLn1	EBLn1 WBLn1 SBLn1	SBLn1	
Vol Left, %	%9/	%0	28%	
Vol Thru, %	24%	45%	%0	
Vol Right, %	%0	28%	45%	
Sign Control	Stop	Stop	Stop	
Traffic Vol by Lane	194	78	119	
LT Vol	147	0	9	
Through Vol	47	33	0	
RT Vol	0	45	20	
Lane Flow Rate	211	82	129	
Geometry Grp	_	_	_	
Degree of Util (X)	0.263	0.097	0.16	
Departure Headway (Hd)	4.489	4.12	4.464	
Convergence, Y/N	Yes	Yes	Yes	
Cap	806	871	802	
Service Time	2.489	2.139	2.483	
HCM Lane V/C Ratio	0.262	0.098	0.16	
HCM Control Delay	9.1	7.6	8.3	
HCM Lane LOS	⋖	V	∢	
HCM 95th-tile Q	1.	0.3	9.0	

Background PM Peak 2:57 pm 11/08/2022 Baseline

Synchro 11 Report Page 2

HCM 6th AWSC

11/15/2022

5: Southfield Ave & Congress St	

7.7 A

Intersection Intersection Delay, s/veh Intersection LOS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		÷			4			4			4	
Traffic Vol, veh/h	72	_	14	2	12	17	=	=	2	15	69	28
Future Vol, veh/h	72	=	14	2	12	17	7	=======================================	2	15	69	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	12	15	2	13	18	12	12	2	16	75	63
Number of Lanes	0	-	0	0	~	0	0	_	0	0	_	0
Approach	B			WB			S B			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	_			_			<del>-</del>			-		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	_			<del>-</del>			<del>-</del>			-		
Conflicting Approach Right	NB NB			SB			WB			B		
Conflicting Lanes Right	_			_			<del>-</del>			_		
HCM Control Delay	7.9			7.3			7.5			7.8		
HCM LOS	∢			⋖			∢			¥		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		46%	%89	%9	11%							
Vol Thru, %		46%	14%	39%	46%							
Vol Right, %		%8	18%	22%	41%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		24	79	31	142							
LTVol		Ξ	24	2	15							
Through Vol		=	7	12	69							
RT Vol		2	14	17	28							
Lane Flow Rate		26	86	34	154							
Geometry Grp		_	<del>-</del>	<del>-</del>	<del>-</del>							
Degree of Util (X)		0.031	0.103	0.038	0.169							
Departure Headway (Hd)		4.303	4.303	4.1	3.936							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		818	822	878	006							
Service Time		2.401	2.388	2.1	2.011							
HCM Lane V/C Ratio		0.032	0.105	0.039	0.171							
HCM Control Delay		7.5	7.9	7.3	7.8							
HCM Lane LOS		∢	∢	∢	∢							
HCM 95th-tile Q		0.1	0.3	0.1	9.0							

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

		•	•			,			
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	
Lane Configurations	*	¥.		₩.₽	F	¥C			
raffic Volume (vph)	196	143	13	223	188	ල			
Future Volume (vph)	196	143	13	223	188	9			
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	0		0	100			
Storage Lanes		τ-	0		<del>-</del>	<del>-</del>			
aper Length (ft)			22		22				
ane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00			
		0.850				0.850			
It Protected				0.997	0.950				
Satd. Flow (prot)	1863	1583	0	3352	1770	1583			
FIt Permitted				0.934	0.950				
Satd. Flow (perm)	1863	1583	0	3140	1770	1583			
Right Turn on Red		2				2			
Satd. Flow (RTOR)									
ink Speed (mph)	22			22	22				
-ink Distance (ft)	230			247	1870				
ravel Time (s)	6.3			6.7	51.0				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Parking (#/hr)				0					
Adj. Flow (vph)	213	155	4	242	504	33			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	213	155	0	256	204	83			
Enter Blocked Intersection	2	2	2	2	2	2			
ane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			0	12				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
wo way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00			
urning Speed (mph)		တ ၊	ਨ.		ਨ.	თ -			
Number of Detectors	0	0	<del>-</del> -	_	_	_			
Jetector Template	•	c	Lei	Ļ	Ļ	Ļ			
eading Detector (ft)	o (	o (	γ °	ξ 1	ξ 1	<del>Ω</del> 1			
railing Detector (ft)	0	0 0	0	ဂ္ ၊	က ၊	က ၊			
Detector 1 Position(ft)	0	0	0	ကု	2	2			
Detector 1 Size(ft)	20	20	8	20	8	9			
Detector 1 Type	CI+EX	C+E	Č+E	Č+E	Č+E	Č+E			
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			
urn Type	Y Y	bm+ov	Perm	Y Y	Prot	Perm			
Protected Phases	24	2		2	2		က	4	
Permitted Phases		24	2			2			
Detector Phase	2	2	2	2	2	2			
Switch Phase									
Winimum Initial (s)		2.0	12.0	12.0	2.0	2.0	7.0	2.0	
(a) tile (a)									

Background SAT Peak 10:28 am 11/14/2022

Synchro 11 Report Page 1

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

11/15/2022

11/15/2022

Part Company   EBT   EBR   WBI   WBT   NBI   N	s) Sept. BBT BBR WBL WBT NBL NBR Ø33 s) 34.3 28.6 28.6 34.3 34.3 25.0 34.4 24.5 24.8 24.8 29.4 21.8 36.8 28.0 29.0 210. 37.0 29.0 23.0 29.0 210. 37.0 29.0 23.0 29.0 210. 37.0 29.0 23.0 29.0 210. 38.0 32.0 23.0 29.0 210. 39.0 33.0 32.0 20.0 23.0 20.0 be reision (s) 5.3 6.7 2.0 2.0 2.0 2.3 0.0 be reision (s) 6.3 0.7 2.0 2.0 2.0 2.3 0.0 be reision (s) 7.2 2.0 2.0 2.0 2.0 2.0 be reision (s) 7.2 2.0 2.0 2.0 2.0 2.0 be reision (s) 7.2 2.0 2.0 2.0 2.0 2.0 be reision (s) 8.0 1.4 8.0 2.0 2.0 2.0 be reision (s) 8.0 1.4 8.0 2.0 2.0 2.0 be reision (s) 8.0 1.4 8.0 2.0 2.0 2.0 be reision (s) 8.0 1.4 1.8 12.0 12.0 class (#firt) 8.0 1.4 1.8 26.8 21.6 class (#firt) 7.0 2.9 4.2 7.2 1.1 but 56th (ft) 7.0 2.9 4.2 7.2 1.1 but 56th (ft) 1.5 8.0 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4		†	<u>/</u>	<b>&gt;</b>	ļ	€	4			
sy)  sy, (%) (%) (%) (%) (%) (%) (%) (%) (%) (%)	sy)  sy)  28, 28, 6 28, 6 34,3 34,3 250  %y)  29, 23, 23, 23, 29,4% 21%  29, 23, 23, 29,2% 29,4% 21%  seen (s)  10, 30 3,6 3,0 3,0 3,0 1,0 0,0 0,0 0,0 0,0 0,0 0,0 0,0 0,0 0	Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	94	
%)         29.4%         24.5%         24.5%         29.4%         29.4%         21% <t< td=""><td>  Separate   Separate</td><td>Total Split (s)</td><td></td><td>34.3</td><td>28.6</td><td>28.6</td><td>34.3</td><td>34.3</td><td>25.0</td><td>28.7</td><td></td></t<>	Separate	Total Split (s)		34.3	28.6	28.6	34.3	34.3	25.0	28.7	
sieen (s) 29.0 23.0 23.0 20.0 20.0 21.0 21.0 21.0 21.0 21.0 21	seen (s) 29.0 23.0 23.0 29.0 21.0 21.0 (s) 21.0 20.0 20.0 21.0 20.0 21.0 20.0 20.0	Total Split (%)		29.4%	24.5%	24.5%	29.4%	29.4%	21%	25%	
e (s) 3.0 3.6 3.6 3.0 3.0 4.0 e (s) 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	e (s) 3.0 3.6 3.6 3.0 3.0 4.0 e (s) 1.0 2.3 2.0 2.0 2.3 2.3 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Maximum Green (s)		29.0	23.0	23.0	29.0	29.0	21.0	24.0	
e (s) 2.3 2.0 2.0 2.3 2.0 0.0  rights(s) 5.3 2.0 2.0 2.3 2.3 0.0  rights(s) 5.3 5.3 5.3  resion (s) 5.3 2.0 0.0  Roy 0.0 0.0 0.0 0.0  Roy 0.1 7.8 39.1 17.8 12.0 12.0  Ratio 0.23 0.72 0.33 0.22 0.22  Ratio 0.14 0.25 0.02  Ratio 0.15 0.14 0.10  Ratio 0.15 0.15 0.10  Ratio 0.15 0.15 0.10  Ratio 0	e (s) 2.3 2.0 2.0 2.3 2.0 0.0  irine (s) 5.3 2.0 2.0 2.3 2.3 0.0  irine (s) 5.3 5.3 5.3  irine (s) 5.3 5.3 5.3  irine (s) 6.0 0.0 0.0  irine (s) 7.5 2.0 2.0 2.5 5.3  irine (s) 7.5 2.0 2.0 2.5 2.0  Walk (s) 7.0 0.3 0.72 0.23 0.22  CRatio 0.33 0.72 0.33 0.22 0.02  A	Yellow Time (s)		3.0	3.6	3.6	3.0	3.0	4.0	3.6	
lime (s) 6.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	lime (s) 6.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	All-Red Time (s)		2.3	2.0	2.0	2.3	2.3	0.0	1.1	
ime (s) 5.3 5.3 5.3 1.0   Ime (s) 5.3 5.3 1.0   Ime (s) 2.5 2.0 2.0 2.5 2.5 3.0   Ime (s) 1.2 2.5 2.0 2.5 2.5 3.0   Ime (s) 1.2 2.5 2.0 2.5 2.5 3.0   Ime (s) 1.2 3.3 0.7 2 0.2 0.2 0.2 0.2 0.2 0.3 0.1 4.0   Ime (s) 1.2 3.3 0.7 2 0.2 0.2 0.2 0.2 0.2 0.3 0.1 4.0 0.3 0.1 4.0 0.3 0.1 4.0 0.3 0.1 4.0 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.1 4.0 0.3 0.1 4.0 0.3 0.1 4.0 0.3 0.1 4.0 0.3 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	ime (s) 5.3 5.3 1.2	Lost Time Adjust (s)		0.0		0.0	0.0	0.0			
Lead	Lead	Total Lost Time (s)		5.3		9.9	5.3	5.3			
Presion (s) 2.5 2.0 2.5 2.5 3.0 Avea ension (s) 2.5 2.0 2.0 2.5 2.5 3.0 Avea ension (s) 2.5 2.0 2.0 2.5 2.5 3.0 Avea ension (s) 2.5 2.0 2.0 2.5 2.0 3.0 Avea ension (s) 2.5 2.0 2.0 2.0 Avea ension (s) 2.2 2.0 2.0 2.0 3.0 2.0 3.0 2.0 2.0 2.0 2.0 2.0 3.0 2.0 3.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3.0 2.0 3.0 2.0 2.0 2.0 2.0 2.0 3.0 2.0 3.0 2.0 3.0 2.0 3.0 2.0 3.0 3.0 2.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3	Primize?  Presion (s)  Presion	Lead/Lag							Lead	Lag	
ension (s) 2.5 2.0 2.0 2.5 2.5 3.0 walk (s) None Min Min None None None None None None None Non	ension (s) 2.5 2.0 2.5 2.5 3.0 Walk (s) None Min Min None None None None None None None Non	Lead-Lag Optimize?							Yes	Yes	
e b None Min Min None None 7.0 (sk) (sk) (sk) (sk) (sk) (sk) (sk) (sk)	Be None Min Min None None (ST) (St) (St) (St) (St) (St) (St) (St) (St	Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5	
(s)  (s)  (single (single)  een (s)  Call (#thr)  een (s)  Castic (#thr)  (castic (#thr)  (cas	(s)  (s)  (s)  (s)  (s)  (c)  (c)  (c)	Recall Mode		None	Min	Min	None	None	None	None	
Americal Calles (#fm) 178 39.1 178 120 120 120 120 133 0.72 0.33 0.22 0.22 0.22 0.33 0.72 0.33 0.22 0.22 0.23 0.34 0.35 0.14 0.25 0.55 0.09 0.35 0.14 0.25 0.55 0.09 0.35 0.14 0.25 0.55 0.09 0.35 0.14 0.25 0.55 0.09 0.35 0.14 0.25 0.55 0.09 0.00 0.00 0.00 0.00 0.00 0.0	Amelical Calls (#Inf) 178 39.1 178 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0	Walk Time (s)							7.0		
Calls (#hr) een (s) 17.8 39.1 17.8 12.0 12.0 een (s) 0.33 0.72 0.33 0.22 0.22 ey 27.2 7.2 18.8 26.8 21.6 ey 27.2 7.2 18.8 26.8 21.6 ey 27.2 7.3 18.8 26.8 21.6 ey 27.2 7.3 18.8 26.8 21.6 elay 15.4 B C C elay 16.7 B C C elay 16.7 B C C elay 16.7 B C C elay 17.0 C C elay 17.0 C C elay 17.0 C C elay 18.8 26.1 C C elay 19.8 26.1 C C	Calls (#hr) een (s) 17.8 39.1 17.8 12.0 12.0 CRatio 0.33 0.72 0.33 0.22 0.22 ay 21.2 7.2 18.8 26.8 21.6 ay 21.2 7.3 18.8 26.8 21.6 ay 21.2 7.3 18.8 26.8 21.6 c A B C C C A B B C C C B B C C C C A B B C C C C C C A B B C C C C C C A B B C C C C C C A B C	Flash Dont Walk (s)							14.0		
c Ratio (178 39.1 178 39.1 178 C Ratio (178 20.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.34 0.24 0.14 0.14 0.14 0.14 0.14 0.14 0.14 0.1	C Ratio 0.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.33 0.72 0.34 0.72 0.34 0.72 0.34 0.72 0.34 0.72 0.34 0.72 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34	Pedestrian Calls (#/hr)							44		
C Ratio 0.33 0.72 0.33  ay 21.2 7.2 18  by 21.2 7.3 18  c A B C B B C B B B B C B B B B B B B B B	C Ratio 0.33 0.72 0.33 9.72 0.33 9.72 0.35 0.14 0.25 9.74 0.25 9.74 0.25 9.74 0.25 9.74 0.25 9.74 0.25 9.74 0.25 9.74 0.20 9.75 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.2	Act Effct Green (s)	17.8	39.1		17.8	12.0	12.0			
ay 0.35 0.14 0.25  ay 0.13 0.14 0.25  ay 0.1 0.1 0.10  0.1 0.1 0.10  0.1 0.1 0.1  0.1 0.1 0.1  0.2 A B B B B B B B B B B B B B B B B B B	ay 0.35 0.14 0.25  ay 0.12 7.2 18.8  21.2 7.2 18.8  0.1 0.1 0.1 0.0  21.2 7.3 18.8  C A B	Actuated g/C Ratio	0.33	0.72		0.33	0.22	0.22			
ay 21.2 7.2 18.8  yy 0.1 0.1 0.1 0.0  C A B B  OS B B B B B B B B B B B B B B B B B B B	ay 21.2 7.2 18.8 ay 21.2 7.2 18.8 ay 21.2 7.3 ay 21.2 7.3 ay 21.2 7.3 ay 21.2 7.3 ay 21.3 ay Reductin 0 0 0 0 p Reductin 0 0 0 0 c Ratio 0.28 0.20 0.17 ay 21.1 ft. 116.6 ay 22.0 0.17 ay 22.0 a	v/c Ratio	0.35	0.14		0.25	0.52	0.09			
yy 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	by 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Control Delay	21.2	7.2		18.8	26.8	21.6			
21.2 7.3 18.8	21.2 7.3 18.8	Queue Delay	0.1	0.1		0.0	0.0	0.0			
C A B B B B B B B B B B B B B B B B B B	C A B B B B B B B B B B B B B B B B B B	Total Delay	21.2	7.3		18.8	26.8	21.6			
OS B 15.4 18.8 OS B 18.1 18.1 18.1 18.1 19.1 19.1 19.1 19.1	lelay 15.4 18.8 OS B B B B B B B B B B B B B B B B B B	SOT	O	⋖		ш	O	ပ			
OS B B B B B B B B B B B B B B B B B B B	OS B B B B B B B B B B B B B B B B B B B	Approach Delay	15.4			18.8	26.1				
His Softh (H) 70 29 42  Jish Softh (H) 70 29 77  Jish Softh (H) 138 55 77  10 10 10 10 10 10 10 10 10 10 10 10 10 1	th 50th (ft) 70 29 42  ### Seth (ft) 138 55 77  ### Seth (ft) 150  ### Seth (ft) 150  ### Seth (ft) 150  ### Seth (ft) 150  ### Seth (ft) 160  ###	Approach LOS	Ω			Ω	O				
ath 95th (ft) 138 55 77 CDEI (ft) 150 167 CDEI (ft) 150 167 CDEI (ft) 150 167 CDEI (ft) 869 1245 1464 CDEI (ft) 869 1464 CDE	hith 95th (ft) 138 55 77  C Dist (ft) 150 160  C Dist (h) 150 167  Sup Reducth 108 452 0  B Reducth 0 0 0  B Reducth 0 0 0  C Ratio 0.28 0.20 0.17  Summary Other  Th: 116.6  Sup Reducth 0 0 0  C Ratio 0.28 0.20 0.17  Substitution 0.28 0.20 0.17  Substitution 0.28 0.20 0.17  Colher 116.6  Signal Dielay: 19.4  In Capacity Ultization 35.4%	Queue Length 50th (ft)	2	59		42	72	=			
Colsi (ft) 150 167  Figure 167  Figure 168	c Dist (ft) 150 167 anglin (ft) 150 167 anglin (ft) 869 1245 1464 ap Reducin 0 0 0 0 p Reducin 0 0 0 0 p Reducin 0 0.28 0.20 0.17 Summary Other th: 116.6 th: 116.6 the Length: 54 th: 0.05 Signal Delay: 19.4 1 Copacity Ulization 35.4% 1	Queue Length 95th (ft)	138	22		77	138	32			
angth (ft) 869 1245 1464 1464 1464 1467 1467 1468 1245 1468 1468 1452 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	angth (ft)  sity (vph) 869 1245 1464  sity (vph) 869 1245 1464  ap Reductin 0 0 0 0  p Reductin 0 0 0 0  p Reductin 0 0 0 0 0  c Ratio 0.28 0.20 0.17  Summary  Other  th: 116.6  yole Length: 54  sity 70  Settion 0.52  Signal Delay: 19.4  I Capacity Ultization 35.4%  I circl (min) 15	Internal Link Dist (ft)	150			167	1790				
ity (vph) 869 1245 1464 2ap Reductin 108 452 0	ity (vbh) 869 1245 1464 2ap Reductin 108 452 0 0 0 0 0 0 P Reductin 0 0 0 0 P Reductin 0 0 0 0 Reductin 0 0 0 0 0 Reductin 0 0 0 0 0 Reductin 0 0 0 0 0 0 Reductin 0 0 0 0 0 0 Reductin 0 0 0 0 0 0 0 Reductin 0 0 0 0 0 0 0 Reductin 54 0 Reducting 154 0 Reduction 0 0 0 0 0 0 Reduction 0 0 0 0 0 0 0 0 Reduction 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn Bay Length (ft)						100			
Supreduction 108 452 0 0 ap Reduction 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sap Reductin 108 452 0 0 1 28 Reductin 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Base Capacity (vph)	698	1245		1464	1040	931			
p Reducth 0 0 0 0 0 0 0 P Reducth 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	p Reducth 0 0 0 0 0 0 0 0 P Reducth 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Starvation Cap Reductn	108	452		0	0	0			
P Reductin 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P Reductin 0 0 0 0 0 0 0 0 C Ratio 0.28 0.20 0.17    Summary Other	Spillback Cap Reductn	0	0		0	0	0			
C Ratio 0.28 0.20 0.17  Summary Other  th: 116.6  c: Actuality: 54  e: Actualed-Uncoordinated Copacity Utilization 35.4%  I Capacity Utilization 35.4%	C Ratio 0.28 0.20 0.17  Summary Other th: 1166 vole Length: 54 e: 70 e: Actuated-Uncoordinated for Ratio: 0.52 Signal Delay: 19.4 I Capacity Utilization 35.4% I I I I I I I I I I I I I I I I I I I	Storage Cap Reductn	0	0		0	0	0			
Summary Other In: 116.6 yole Length: 54 e: Actualed-Uncoordinated e: Actualed-Uncoordinated Signal Delay: 19.4 Indepacty Utilization 35.4%	Summary Other Th: 166 Vole Length: 54 e: 70 e: Actuated-Uncoordinated for Ratio: 0.52 Signal Delay: 19.4 I Capacity Utilization 35.4% I Capacity Utilization 35.4%	Reduced v/c Ratio	0.28	0.20		0.17	0.20	0.04			
th: 116.6 Other yorl Length: 54 yorl Length: 54 et. 70 et.	Other  vole Length: 54  vole Length: 54  e: Actuated-Uncoordinated ic Ratio: 0.52  Signal Delay: 19.4  I Capacity Utilization 35.4%  I clay (11) 15	Intersection Summary									
th: 116.6 role Length; 54 e.: 70 e.: Actualed-Uncoordinated e.: Actualed-Uncoordinated Signal Delay: 19.4 Capacity Utilization 35.4%	th: 116.6 cole Length: 54 le: 70 Ale: 70 Retio: 0.52 Signal Delay: 19.4 I capacity Ulization 35.4%	Area Type:	Other								
uth: 54 6-Uncoordinated 0.52 lelay: 19,4 lulization 35,4%	Ith: 54 set-Uncoordinated 0.52 lelay: 19.4 lelay: 35.4% lelay: 11.7	Cycle Length: 116.6									
		Actuated Cycle Length: 54									
		Natural Cycle: 70									
135.4%	135.4%	Control Type: Actuated-Unc	coordinated								
135.4%	135.4%	Maximum v/c Ratio: 0.52									
	ization 35.4%	Intersection Signal Delay: 1	9.4			드	tersection	LOS: B			
	Analysis Period (min) 15	Intersection Capacity Utiliza	ation 35.4%			$\subseteq$	U Level of	of Service	⋖		

Splits and Phases: 1: Fairfield Ave & Selleck St

Background SAT Peak 10:28 am 11/14/2022

HCM 6th TWSC 2: Fairfield Ave & Melrose Pl

HCM offn I WSC 2: Fairfield Ave & Melrose Pl	Me	rose	딥				11/15/2022
Intersection							
Int Delay, s/veh	6.0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	À			₩	¢		
Traffic Vol, veh/h	22	_	7	131	91	15	
Future Vol, veh/h	22	_	7	3	9	15	
eds, #/hr		0			0		
		Stop	Free		-ree		
KI Channelized		None		None		None	
Veh in Median Storage #	0			· c	· c		
Grade. %		١	١	0	0		
Peak Hour Factor	92	35	92	35	92	92	
Heavy Vehicles, %	7	7	7	7	7	2	
Mvmt Flow	24	_	2	142	66	16	
Major/Minor Min	Minor?	2	Major 1	Σ	Maior		
llow All	253	107	115	c	100		
	107	5	2	۱ د		> '	
	146						
	6.42	6.22	4.12				
Sta 1	5.42	'					
	5.42	•	•	•	1		
က	3.518 3		2.218	٠	1		
euver	736	947	1474	•	•		
	917	٠	٠	٠	٠		
	881	٠	•	•	•		
				٠	١		
	735	947	1474	٠	•		
aneuver	735	٠	٠	٠	١		
	916	•	r.	·	•		
Stage 2	88.1	٠	٠	٠	١		
Approach	EB		BB		SB		
HCM Control Delay, s	10		0.1		0		
HCM LOS	ш						
Minor Lane/Major Mvmt		NBL	NBT EBLn1	BLn1	SBT	SBR	
Capacity (veh/h)		1474	•	742	•		
HCM Lane V/C Ratio		0.00	-	- 0.034	1		
HCM Control Delay (s)		7.4	0 4	9	•		
HCM Lane LOS		∢ (	∢	m ;	١		
HCM 95th %tile Q(veh)		0	•	0.1			

Background SAT Peak 10:28 am 11/14/2022

HCM 6th AWSC 3: Barry Pl & Fairfield Ave

11/15/2022

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7.3 A

Intersection Intersection Delay, s/veh Intersection LOS

Lane Configurations	×		2		r	*	
raffic Vol, veh/h	42	က	<u></u> 0	87	C	<b>.</b> 0	
-uture Vol, veh/h	45	က	တ	87	2	6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehides, %	2	2	2	2	2	2	
Mvmt Flow	49	က	10	92	2	10	
Number of Lanes	_	0	~	0	-	<del>-</del>	
Approach	WB		R		SB		
Opposing Approach			SB		9		
Opposing Lanes	0		2		_		
Conflicting Approach Left	R				WB		
Conflicting Lanes Left	~		0		τ-		
Sonflicting Approach Right	SB		WB				
Sonflicting Lanes Right	2		_		0		
HCM Control Delay	9.7		7.1		7.7		
HCM LOS	⋖		∢		∢		
ane		NRI n1	WBI n1	SBIn1	SRI n2		
/ol Left, %			94%		%0		
/ol Thru, %		%6	%0	%0	100%		
/ol Right, %		91%	%9	%0	%0		
Sign Control		Stop	Stop	Stop	Stop		
raffic Vol by Lane		96	48	2	တ		
-T Vol		0	45	2	0		
hrough Vol		တ	0	0	တ		
RT Vol		87	က	0	0		
-ane Flow Rate		104	25	2	10		
Geometry Grp		2	2	7	7		
Degree of Util (X)		0.104	0.062	0.008	0.013		
Departure Headway (Hd)		3.593	4.29	5.179	4.678		
Convergence, Y/N		Yes	Yes	Yes	Yes		
		993	833	069	763		
Service Time		1.63	2.324	2.919	2.418		
HCM Lane V/C Ratio		0.105	0.062	0.007	0.013		
HCM Control Delay		7.1	9.7	80	7.5		
HCM Lane LOS		∢	⋖	⋖	⋖		

Background SAT Peak 10:28 am 11/14/2022

Synchro 11 Report Page 1

HCM 6th AWSC
4: Fairfield Ave & Congress St

4: Fairfield Ave & Congress St	ngress	St					11/15/2022
Intersection							
Intersection Delay, s/veh	7.7						
Intersection LOS	∢						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		₩	¢\$		>		
Traffic Vol, veh/h	74	53	19	48	47	ਲ	
Future Vol, veh/h	74	53	19	48	47	×	
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	8	35	21	25	21	37	
Number of Lanes	0	-	-	0	-	0	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	<del>-</del>		<del>-</del>		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	<del>-</del>		0		_		
Conflicting Approach Right			SB		B		
Conflicting Lanes Right	0		<del>-</del>		_		
HCM Control Delay	œ		7.1		7.7		
HCM LOS	Þ		⋖		∢		

Lane	EBLn1	EBLn1 WBLn1 SBLn1	SBLn1	
Vol Left, %	72%	%0	28%	
Vol Thru, %	28%	28%	%0	
Vol Right, %	%0		45%	
Sign Control	Stop		Stop	
Traffic Vol by Lane	103		8	
LTVol	74		47	
Through Vol	23		0	
RT Vol	0		æ	
Lane Flow Rate	112	73	88	
Geometry Grp	~	_	Ψ.	
Degree of Util (X)	0.133	0.076	0.101	
Departure Headway (Hd)	4.288	3.744	4.116	
Convergence, Y/N	Yes	Yes	Yes	
Cap	831	944	828	
Service Time	2.344	1.819	2.199	
HCM Lane V/C Ratio	0.135	0.077	0.103	
HCM Control Delay	80	7.1	7.7	
HCM Lane LOS	⋖	⋖	⋖	
HCM 95th-tile Q	0.5	0.2	0.3	

Background SAT Peak 10:28 am 11/14/2022

Synchro 11 Report Page 2

HCM 6th AWSC

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7.2 A

Intersection Intersection Delay, s/veh Intersection LOS

11/15/2022

Movement	EBF	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	22	က	4	0	က	က	7	7	0	4	42	31
Future Vol, veh/h	22	က	4	0	က	က	7	7	0	4	45	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	က	4	0	က	က	∞	∞	0	4	46	¥
Number of Lanes	0	~	0	0	~	0	0	-	0	0	-	0
Approach	BB				WB		BB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	_				_		_			~		
Conflicting Approach Left	SB				R		8			WB		
Conflicting Lanes Left	_				_		_			~		
Conflicting Approach Right	R				SB		WB			B		
Conflicting Lanes Right	~				~		_			<del>-</del>		
HCM Control Delay	7.4				6.9		7.3			7.2		
HCM LOS	∢				∢		∢			4		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		20%	%92	%0	2%							
Vol Thru, %		20%	10%	20%	26%							
Vol Right, %		%0	14%	20%	39%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		4	59	9	80							
LTVol		7	22	0	4							
Through Vol		7	က	က	42							
RT Vol		0	4	က	31							
Lane Flow Rate		15	32	7	87							
Geometry Grp		_	_	_	_							
Degree of Util (X)		0.018	0.037	0.007	0.092							
Departure Headway (Hd)		4.166	4.186	3.836	3.79							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		828	853	928	942							
Service Time		2.199	2.224	1.88	1.813							
HCM Lane V/C Ratio		0.017	0.038	0.008	0.092							
HCM Control Delay		7.3	7.4	6.9	7.2							
HCM Lane LOS		⋖	⋖	⋖	⋖							
HCM 95th-tile Q		0.1	0.1	0	0.3							

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

		-	•						
Lane Group	EBT	EBR	WBL	WBT	MBL	MBR	83	94	
ane Configurations	*	×		447	k	K			
Traffic Volume (vnh)	330	233	2	291	348	47			
Future Volume (vph)	330	233	2	291	348	47			
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	0		0	100			
Storage Lanes		_	0		~	_			
Taper Length (ft)			22		22				
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00			
Ft		0.850				0.850			
Flt Protected				0.997	0.950				
Satd. Flow (prot)	1863	1583	0	3352	1770	1583			
-It Permitted				0.916	0.950				
Satd. Flow (perm)	1863	1583	0	3080	1770	1583			
Right Turn on Red		2				2			
Satd. Flow (RTOR)									
-ink Speed (mph)	22			22	52				
ink Distance (ft)	230			247	1870				
ravel Time (s)	6.3			6.7	51.0				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Parking (#/hr)				0					
Adj. Flow (vph)	328	253	22	316	378	21			
Shared Lane Traffic (%)	010	010	c	000	270	2			
Inter Blocked Intersection	S 2	00 N	2	2	2 2	5 2			
and Alianment	- #g	Pide 4	₽ ±	₽ ±	₽ # <u></u>	2 40			
Andian Width (#)		ii fi			12	162			
ink Offset/ft)	o c			o c	<u>4</u> C				
Crosswalk Wirth(#)	9			4	6				
[wo way   off Tirn   and	2			2	2				
Headway Eactor	100	00	00	1 07	00	00			
Turning Speed (mph)	3	5	15	5	5	σ			
Number of Detectors	0	0	<u>-</u>	_	<u>-</u>	· —			
Detector Template			Left						
-eading Detector (ft)	0	0	50	45	45	45			
railing Detector (ft)	0	0	0	ιģ	2	2			
Detector 1 Position(ft)	0	0	0	ယှ	2	2			
Detector 1 Size(ft)	20	20	20	20	40	40			
Detector 1 Type	CI+EX	CI+EX	CH-EX	CI+EX	CI+EX	CI+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			
Furn Type	¥	bm+ov	Perm	¥	Prot	Perm			
Protected Phases	24	2	,	2	2		က	4	
Permitted Phases		24	2			2			
Detector Phase	2	2	2	2	2	2			
Switch Phase		L		,	c	c	1	C	
Minimum Initial (s)		5.0	15.0	15.0	9.0	9.0	0.7	2.0	
MINIMUM Spill (S)		0.00		9117	10.2	10.2	25.0	0.7	

Combined PM Peak 2:57 pm 11/08/2022 Baseline

Synchro 11 Report Page 1

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

11/15/2022

11/15/2022

																																												Synchro 11 Report Page 2	
	04	28.7	25%	24.0	3.6	1.1		-	Lag	2.5	None																															#1 #6	34.3 s		
	Ø3	25.0	21%	21.0	4.0	0.0		7	Lead	30	None	7.0	14.0	44																															
•	NBR	34.3	29.4%	29.0	3.0	2.3	0.0	5.3		2.5	None				21.9	0.32	20.7	0.0	20.7	ပ		9	<u>6</u>	45	001	765	0	0	0	0.07							Ö	Service A							
•	NBL			29.0	3.0	2.3	0.0	5.3		2.5	None				21.9	0.52	20.00	0.0	29.5	O	28.2	0 [	1/2	1790	06/1	855	0	0	0	0.44							Diferenction I OS. C	ICU Level of Service A				94	7.5		
ļ	WBT	28.6		23.0	3.6	2.0	0.0	9.6		2.0	Min i				21.5	0.32	23.4	0.0	23.4	ပ	23.4	ပ	5 6	167	/0	1180	0	0	0	0.29							Inte	<u> </u>		e longer.		#1	28.		
<b>\</b>	WBL	28.6		23.0	3.6	2.0				2.0	Min i																													ue may b	_			Ф	
~	EBR			29.0	3.0	2.3	0.0	5.3		2.5	None				53.1	0.78	2 4	0.4	6.2	∢		ī	51	84		1243	601	0	0	0.39										acity, que cycles.	Selleck S	u di	500	22 Baselir	
†	EBT														21.5	0.32	30.7	1.3	31.4	ပ	21.0	ပ ဋ	162	#301	200	714	\$	0	0	0.68		Other				rdinated		n 51.5%		seds cap after two	1: Fairfield Ave & Selleck St	udi più	25 s	11/08/20.	
	Lane Group	Total Split (s)	Total Split (%)	Maximum Green (s)	Yellow Time (s)	All-Red Time (s)	Lost Time Adjust (s)	Iotal Lost Time (s)	Lead/Lag	Vehicle Extension (s)	Recall Mode	Walk Time (s)	Flash Dont Walk (s)	Pedestrian Calls (#/hr)	Act Effet Green (s)	Actuated g/C Katio	Control Delay	Queue Delay	Total Delay	TOS SOT	Approach Delay	Approach LOS	Queue Length 50th (ft)	Queue Length 95th (ft)	memal clink Dist (it)	Fluin bay Lengin (II) Base Canacity (vnh)	Starvation Cap Reductn	Spillback Cap Reductn	Storage Cap Reductn	Reduced v/c Ratio	Intersection Summary		Cycle Length: 116.6	Actuated Cycle Length: 67.7	Natural Cycle: 80	Control Type: Actuated-Uncoordinated	Infersection Stanel Delay: 23 8	Intersection Capacity Utilization 51.5%	Analysis Period (min) 15	# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cydes.	Splits and Phases: 1: Fairfie	#1 #6	28.6 s	Combined PM Peak 2:57 pm 11/08/2022 Baseline	

HCM 6th TWSC 2: Fairfield Ave & Melrose PI

12   2   2   3   4   4   4   4   4   4   4   4   4	112  114  115  116  117  117  117  117  117  117	,					
Major   Majo	Major   Majo	Į	.2				
None - 1 192 124 3  40 3 1 192 124 3  0 0 0 0 0  10 0 0 0 0  10 0 0 0 0  10 0 0 0	Major   Majo	ш		NBL	NBT	SBT	SBR
192   124   3   4   9   124   3   4   9   124   3   4   9   124   3   4   9   124   3   4   9   124   3   4   9   124   3   4   9   124   9   124   9   124   9   124   9   124   9   124   9   124   9   124   9   124   9   124   9   124   9   124   9   9   124   9   124   9   124   9   124   9   124   9   124   9   9   124   9   124   9   124   9   124   9   124   9   124   9   9   124   9   124   9   124   9   124   9   124   9   124   9   9   124   9   124   9   124   9   124   9   124   9   124   9   9   9   9   9   9   9   9   9	440 3 1 192 124 3 40 3 1 192 124 3 40 0				₩	\$	
440 3 1 192 124 3 100 Stop Free Free Free  None - None - None - None  0 - 0 0  0 - 0 0  92 92 92 92 92 92  43 3 1 209 135 4  002 Majort Major2  156 0  151 8.318 2.218 0  152 2 2 2  2 2 2 2  43 3 1 209 135 4  153 8.3218 0  154 0  154 - 0  155 - 0  1	440 3 1 192 124 3 10 0 0 0 10 0 0 10 0			_	192	124	88
None	None			-	192	124	38
None	None			0	0	0	0
- None -	- None - None - Non 0 0 0 0 0 - 0 0 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ಬ್		Free	Free		Free
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		- None	•	None	•	None
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			•		•	٠
Minor2 Major1 Major2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Minor2 Major1 Major2 43 3 1 209 135 4 4 4 3 3 1 209 135 4 4 4 4 3 1 209 135 4 4 4 4 4 5 4 5 4 5 4 5 4 5 4 4 5 4 5	# 6		1	0	0	•
Minor Major	Minor Major			'	0	0	٠
Minor2 Major1 Major2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Minor2 Major1 Major2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			92	92	92	35
Minor Majort Major    367 156	Minor Majort Major    367 156			7	7	7	7
Minor2 Major1 Major2  367 156 1	Minor2 Major1 Major2  367 156 1			_	500	135	4
Minor2 Major1 Major2 367 156 176 0	Minor2 Major1 Major2 367 156 176 0 156 211						
367 156 176 0 156 156	367 156 176 0 156 156 157 156 157 157 157 157 157 157 157 157 157 157	Minc		Major1	2	lajor2	
156	156	ري ا		176	0		0
211	211		- 99	1	1	1	
642 6.22 4.12	6.42 6.22 4.12	7		'	'	'	•
5.42	5.42	6.		4.12	•	•	
5.42	5.42	Š		'	•	•	
3.518 3.318 2.218 633 890 1400 634	3.518 3.318 2.218 633 890 1400	5		1	1	1	٠
633 890 1400 872	633 890 1400 872	3.5	3.318	2.218	٠	٠	٠
872	872	Pot Cap-1 Maneuver 6		1400	•	•	
632 890 1400	632 890 1400	∞		'	'	'	
632 890 1400 632 871 874	632 890 1400 632 871	00	- 42		•	•	
632 890 1400	632 890 1400 632 871 824				•	٠	٠
632 871 824	632 871 824			1400	1	•	1
871	871			•	•	•	٠
EB NB SB 11 0 0	EB NB SB 11 0 0 B	00		1	1	•	
EB NB S	EB NB S 11 0 B	∞		'	'	'	٠
EB NB S	B NB S						
0	11 0 E		8	8		SB	
2	; œ		-	0		0	
	n		0	,		,	
NBL NBTEBLn1 SBT			1400		645		
NBTEE	1400 - 645 -	.0	0000		0.070		
NBL NBTEBLn1 SBT SBI 1400 - 645 -	1400 - 645 -	5	0.00	c	410.0	•	
NBL NBTEBLn1 SBT SBI 1400 - 645 - 0.001 - 0.072 -	1400 - 645 - 0.001 - 0.072 -	(S)	0.7	، د	= 4	•	
NBL NBTEBLn1 SBT SBI 1400 - 645 - 0.001 - 0.072 - 7.6 0 11 -	1400 - 645 - 0.001 - 0.072 - 7.6 0 11 -		A	⋖	മ	٠	
NBL NBTEBLn1 SBT SBI 1400 - 645 - 0.001 - 0.072 - 7.6 0 11 - A A B -	1400 - 645 - 0.001 - 0.072 - 7.6 0 11 - A B - B	HCM 95th %tile Q(veh)	0	•	0.2	•	

Combined PM Peak 2:57 pm 11/08/2022 Baseline

Synchro 11 Report Page 1

HCM 6th AWSC 3: Barry PI & Congress St

11/15/2022

₩. 4

Intersection Intersection Delay, s/veh Intersection LOS

11/15/2022

SDI	*	-81	18	0.92	2	20	-																												
200	*	വ		0.92	2		-	SB	R	_	WB	_		0	7.8	V	SBLn2		=		Stop		O 9			7.0			4				ö		∢
						186	0										SBLn1		%0		Sto			0 0			ò		(C)				0.007	8.1	A
2		54			2	29	_	NB	SB	2		0	WB	_	8.1	⋖	WBLn1	%98	%0	14%	Stop	99 [	20	0 0	1 0	7.7	7 000	0.089	4.483	Yes	788	2.573	0.091	8	V
101		6	6	0.92	2	10	0										NBLn1	%0	24%	%92	Stop	225	o ;	24	17.	242	c c	0.253	3.723	Yes	926	1.783	0.256	8.1	∢
VVDL	>	22	24	0.92	2	62	-	WB		0	R	_	SB	2	∞	∢																			
MOVERINGIN	Lane Configurations	Traffic Vol, veh/h	Future Vol, veh/h	Peak Hour Factor	Heavy Vehicles, %	Mvmt Flow	Number of Lanes	Approach	Opposing Approach	Opposing Lanes	Conflicting Approach Left	Conflicting Lanes Left	Conflicting Approach Right	Conflicting Lanes Right	HCM Control Delay	HCM LOS	ane	Vol Left, %	Vol Thru, %	Vol Right, %	Sign Control	Traffic Vol by Lane	LI VOI	Through Vol	KI VOI	Lane Flow Kate	Geometry Grp	Degree of Util (X)	Departure Headway (Hd)	Convergence, Y/N	Cap	Service Time	HCM Lane V/C Ratio	HCM Control Delay	HCM Lane LOS

Combined PM Peak 2:57 pm 11/08/2022 Baseline

8.6 A

Intersection Intersection Delay, s/veh Intersection LOS

HCM 6th AWSC	4: Congress St & Fairfield Ave

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		₩	÷		×		
Traffic Vol, veh/h	147	20	37	46	2	20	
Future Vol, veh/h	147	20	37	46	2	20	
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	160	72	40	20	9/	25	
Number of Lanes	0	~	~	0	-	0	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	_		<del>-</del>		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	<del>-</del>		0		<del>-</del>		
Conflicting Approach Right			SB		B		
Conflicting Lanes Right	0		<del>-</del>		~		
HCM Control Delay	9.1		9.7		8.4		
HCM LOS	⋖		∢		∢		

Lane	EBLn1	EBLn1 WBLn1 SBLn1	SBLn1	
Vol Left, %	75%	%0	28%	
Vol Thru, %	72%	45%	%0	
Vol Right, %	%0	22%	45%	
Sign Control	Stop	Stop	Stop	
Traffic Vol by Lane	197	83	120	
LT Vol	147	0	2	
Through Vol	20	37	0	
RT Vol	0	46	20	
Lane Flow Rate	214	6	130	
Geometry Grp	~	<del>-</del>	_	
Degree of Util (X)	0.268	0.104	0.163	
Departure Headway (Hd)	4.499	4.142	4.487	
Convergence, Y/N	Yes	Yes	Yes	
Cap	803	998	801	
Service Time	2.499	2.163	2.508	
HCM Lane V/C Ratio	0.267	0.104	0.162	
HCM Control Delay	9.1	7.6	8.4	
HCM Lane LOS	⋖	⋖	⋖	
HCM 95th-tile Q	<del>-</del> -	0.3	9.0	

Combined PM Peak 2:57 pm 11/08/2022 Baseline

Synchro 11 Report Page 2

# HCM 6th AWSC

11/15/2022

Congress St
∞
Ave
: Southfield
5

7.8 A

Intersection Intersection Delay, s/veh Intersection LOS

11/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	25	Ξ	15	2	12	17	12	=	2	15	69	62
Future Vol, veh/h	24	£	15	2	12	17	12	=	2	15	69	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	7	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	12	16	2	13	18	13	12	2	16	75	29
Number of Lanes	0	_	0	0	-	0	0	~	0	0	~	0
Approach	EB			WB			BB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	_			<del>-</del>			τ-			_		
Conflicting Approach Left	SB			R			8			WB		
Conflicting Lanes Left	~			<del>-</del>			~			_		
Conflicting Approach Right	R			SB			WB			EB		
Conflicting Lanes Right	_			<del>-</del>			<del>-</del>			_		
HCM Control Delay	7.9			7.3			9.7			7.9		
HCM LOS	⋖			∢			∢			∢		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		48%	%69	%9	10%							
Vol Thru, %		44%	13%	39%	47%							
Vol Right, %		%8	18%	22%	45%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		25	83	31	146							
LT Vol		12	22	2	15							
Through Vol		7	7	12	69							
RT Vol		2	15	17	62							
Lane Flow Rate		27	90	34	159							
Geometry Grp		<del>-</del>	~	<del>-</del>	τ-							
Degree of Util (X)		0.033	0.108	0.039	0.173							
Departure Headway (Hd)		4.421	4.311	4.117	3.934							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		814	820	875	006							
Service Time		2.423	2.399	2.117	2.014							
HCM Lane V/C Ratio		0.033	0.11	0.039	0.177							
HCM Control Delay		9.7	7.9	7.3	7.9							
HCM Lane LOS		⋖	∢	⋖	⋖							
HCM 95th-tile Q		0.1	0.4	0.1	9.0							

Combined PM Peak 2:57 pm 11/08/2022 Baseline

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	83 B3	94	
Lane Configurations	*	*		₩.	r	*			
raffic Volume (vph)	196	162	53	223	203	43			
Future Volume (vph)	196	162	53	223	203	43			
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	0		0	100			
Storage Lanes		_	0		_	_			
aper Length (ft)			22		52				
ane Util. Factor	1.00	1.00	0.95	0.95	1.00	1:00			
=		0.850				0.850			
It Protected				0.994	0.950				
Satd. Flow (prot)	1863	1583	0	3342	1770	1583			
FIt Permitted				0.901	0.950				
Satd. Flow (perm)	1863	1583	0	3029	1770	1583			
Right Turn on Red		2				2			
Satd. Flow (RTOR)									
ink Speed (mph)	22			52	22				
ink Distance (ft)	230			247	1870				
ravel Time (s)	6.3			6.7	51.0				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Parking (#/hr)				0					
Adj. Flow (vph)	213	176	35	242	221	47			
Shared Lane Traffic (%)									
ane Group Flow (vph)	213	176	0	274	221	47			
Enter Blocked Intersection	2	2	2	2	2	2			
ane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			0	15				
ink Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
wo way Left Turn Lane									
leadway Factor	1.00	1.00	1.00	1.07	1.00	1.00			
urning Speed (mph)		တ	15		15	တ			
Number of Detectors	0	0	-	_	_	_			
Detector Template			Let						
eading Detector (ft)	0	0	20	42	45	42			
railing Detector (ft)	0	0	0	φ	2	2			
Detector 1 Position(ft)	0	0	0	လု	2	2			
Detector 1 Size(ft)	20	20	20	20	40	40			
Detector 1 Type	CI+EX	CI+EX	C+EX	CI+EX	C+EX	C+E			
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			
run Type	₹	vo+md	Perm	ΑΝ	Prot	Perm			
Protected Phases	24	2		2	2		က	4	
Permitted Phases		24	2			2			
Detector Phase	2	2	2	2	2	2			
Switch Phase						,	i	,	
Minimum Initial (s)		2.0	15.0	15.0	2.0	2.0	7.0	5.0	
Minimum Split (c)		,	0	0			L	1	

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

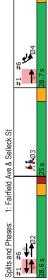
11/15/2022

11/15/2022

	14	7.	%	0.	9:	<b>5</b> 7			61	Se	5.	9																					
	Ø	28.7	25	24.	ഗ	<del>-</del> -			Б	Yes	2.5	None																					
	Ø3	25.0	21%	21.0	4.0	0.0			Lead	Yes	3.0	None	7.0	14.0	44																		
L	NBR	34.3	29.4%	29.0	3.0	2.3	0.0	5.3			2.5	None				12.7	0.23	0.13	21.4	0.0	21.4	O			15	41		100	94	0	0	0	0.02
	NBL	34.3	29.4%	29.0	3.0	2.3	0.0	5.3			2.5	None				12.7	0.23	0.53	56.6	0.0	56.6	ပ	25.7	ပ	79	149	1790		1052	0	0	0	0.21
,	WBT	28.6	24.5%	23.0	3.6	2.0	0.0	9.6			2.0	E W				17.3	0.32	0.28	19.6	0.0	19.6	ш	19.6	ш	46	82	167		1428	0	0	0	0.19
*	WBL	28.6	24.5%	23.0	3.6	2.0					2.0	M Mi																					
<b>&gt;</b>	EBR	34.3	29.4%	29.0	3.0	2.3	0.0	5.3			2.5	None				39.5	0.73	0.15	7.1	0.1	7.2	∢			33	62			1250	458	0	0	0.22
Ť	EBT															17.3	0.32	0.36	21.8	0.1	21.9	O	15.2	മ	71	141	120		878	198	0	0	0.28
	Lane Group	Total Split (s)	Total Split (%)	Maximum Green (s)	Yellow Time (s)	All-Red Time (s)	Lost Time Adjust (s)	Total Lost Time (s)	Lead/Lag	Lead-Lag Optimize?	Vehide Extension (s)	Recall Mode	Walk Time (s)	Flash Dont Walk (s)	Pedestrian Calls (#/hr)	Act Effct Green (s)	Actuated g/C Ratio	v/c Ratio	Control Delay	Queue Delay	Total Delay	FOS	Approach Delay	Approach LOS	Queue Length 50th (ft)	Queue Length 95th (ft)	Internal Link Dist (ft)	Turn Bay Length (ft)	Base Capacity (vph)	Starvation Cap Reductn	Spillback Cap Reductn	Storage Cap Reductn	Reduced v/c Ratio

Intersection LOS: B ICU Level of Service A

Area Type: Other Cycle Length: 116.6
Actualed Cycle Length: 54.2
Natural Cycle: 70
Control Type: Actualed-Uncoordinated
Maximum vic Ratio: 0.53
Intersection Signal Delay: 19.5
Intersection Capacity Utilization 49.2%
Analysis Period (min) 15



#1 #6

Combined SAT Peak 10:28 am 11/14/2022

HCM 6th TWSC 2: Fairfield Ave & Melrose Pl

ntersection							
Int Delay, s/veh	1.8						
Movement EF	EBE	EBR	NBL	NBT	SBT	SBR	~
Suc	>			₩	4		
raffic Vol, veh/h	20	4	2	131	9	22	0
	20	4	2	131	9	Σ	0
Conflicting Peds, #/hr	0	0	0	0	0	_	0
	Stop	Stop	Free	Free	Free	Free	a)
RT Channelized	-	None	•	None	•	None	Φ.
Storage Length	0	٠	'	'	•		
Veh in Median Storage, #	0	٠	•	0	0		
	0	٠	1	0	0		
Peak Hour Factor	92	35	92	35	92	රි	92
Heavy Vehicles, %	7	2	2	7	2		2
	54	4	2	142	66	72	4
Maior/Minor Minor?	27.0	2	Major1	2	Major?		
low All	278	126	153	0	1 '		0
	126	٠	•	٠	•		
	152	٠		٠			
	6.42	6.22	4.12	•	1		
	5.42	٠	٠	٠			
12			'	•	•		
			2.218	•	•		
neuver	712	924	1428	•	•		
	000	٠	٠	٠	•		
	9/8	•	•	•	1		
				٠	•		
	602	924	1428	١	•		
neuver	60	٠	1	1	•		
	968	٠	•	•	1		
Stage 2 8	928	٠	•	٠	•		
Approach	EB		8		SB		
trol Delay, s	10.4		0.3		0		
	ш						
Minor Lane/Major Mvmt		NBL	NBT EBLn1	BLn1	SBT	SBR	3
Capacity (veh/h)		1428	•	721	•		
HCM Lane V/C Ratio	ی	0.004	•	- 0.081			
HCM Control Delay (s)		7.5		10.4	•		
HCM Lane LOS		⋖	∢	ш	'		

Combined SAT Peak 10.28 am 11/14/2022

HCM 6th AWSC 3: Barry Pl & Congress St

11/15/2022

11/15/2022

7.5 A

Intersection Intersection Delay, s/veh Intersection LOS

F	I SRI	<b>-</b> 5	17 6	.71	0.92	2	23	<del>-</del>																													
2	SBL N	<b>-</b> ¢	7 4	15	0.92	2	13	-	SB	9	<del>-</del>	WB	<del>-</del>		0	7.8	∢	SBLn2	%0	100%	%0	Stop	21	0	21	0	23	7	0.03	4.706	Yes	758	2.453	0.03	9.7	∢	0.1
2	NBK K	0.7	8/	8	0.92	2	92	0										SBLn1	100%	%0	%0	Stop	12	12	0	0	13	7	0.019	5.207	Yes	685	2.954	0.019	8.1	⋖	0.1
H	SE +	<b>1</b>	67	52	0.92	5	27	_	NB	SB	2		0	WB	_	7.3	∢	WBLn1	%62	%0	21%	Stop	22	45	0	12	62	2	0.073	4.233	Yes	839	2.296	0.074	9.7	∢	0.2
2	WBK	5	7 9	17	0.92	5	13	0										NBLn1	%0	25%	78%	Stop	112	0	25	87	122	2	0.125	3.703	Yes	961	1.753	0.127	7.3	⋖	9.4
2	WBL	- 4	ξ ξ	£	0.92	5	49	_	WB		0	R	_	SB	2	9.7	∢																				
	Movement	Traffo Vol 110h	Iramc Vol, Ven/n	Future Vol, veh/h	Peak Hour Factor	Heavy Vehides, %	Mvmt Flow	Number of Lanes	Approach	Opposing Approach	Opposing Lanes	Conflicting Approach Left	Conflicting Lanes Left	Conflicting Approach Right	Conflicting Lanes Right	HCM Control Delay	HCM LOS	Lane	Vol Left, %	Vol Thru, %	Vol Right, %	Sign Control	Traffic Vol by Lane	LT Vol	Through Vol	RT Vol	Lane Flow Rate	Geometry Grp	Degree of Util (X)	Departure Headway (Hd)	Convergence, Y/N	Cap	Service Time	HCM Lane V/C Ratio	HCM Control Delay	HCM Lane LOS	HCM 95th-tile Q

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HCM 6th AWSC 4: Concress St & Eairfield Ave

4: Congress St & Fairfield Ave	irfield /	Ave					11/15/2022
Intersection							
Intersection Delay, s/veh	7.8						
Intersection LOS	4						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		₩	¢\$		>		
Traffic Vol, veh/h	74	38	78	21	20	8	
Future Vol, veh/h	74	38	78	21	20	84	
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	8	93	8	22	\$	37	
Number of Lanes	0	_	-	0	~	0	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	_		_		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	_		0		_		
Conflicting Approach Right			SB		B		
Conflicting Lanes Right	0		<del>-</del>		_		
HCM Control Delay	8.		7.3		7.8		
HCM LOS	<		<		<		

Lane	EBLn1	EBLn1 WBLn1 SBLn1	SBLn1	
Vol Left, %	%29	%0	%09	
Vol Thru, %	33%	35%	%0	
Vol Right, %	%0	%59	40%	
Sign Control	Stop	Stop	Stop	
Traffic Vol by Lane	110	79	\$	
LT Vol	74	0	20	
Through Vol	38	28	0	
RT Vol	0	21	æ	
Lane Flow Rate	120	88	9	
Geometry Grp	~	<del>-</del>	<del>-</del>	
Degree of Util (X)	0.143	0.091	0.106	
Departure Headway (Hd)	4.295	3.797	4.16	
Convergence, Y/N	Yes	Yes	Yes	
Cap	827	929	846	
Service Time	2.358	1.88	2.258	
HCM Lane V/C Ratio	0.145	0.093	0.108	
HCM Control Delay	8.	7.3	7.8	
HCM Lane LOS	⋖	⋖	⋖	
HCM 95th-tile Q	0.5	0.3	0.4	

Combined SAT Peak 10:28 am 11/14/2022

Combined SAT Peak 10:28 am 11/14/2022

Synchro 11 Report Page 2

Synchro 11 Report Page 3

HCM 6th AWSC 5: Southfield Ave & Congress St

11/15/2022

T NBR SBL 7 0 4 7 0 4 7 0 4 2 0.92 0.92 8 0 4 1 0 0
NBL NBT 10 7 10 7 0.92 0.92 11 8
WBT WBR NBL  45 3 3 10 3 3 10 0.92 0.92 0.92 2 2 2 3 3 11 1 0 0
WBL WBT WBR NBL
WBL WBT WBR NBL  0 3 3 10 0.92 0.92 0.92 0.92 2 2 2 2 2 2 0 3 3 11 0 1 0 0
FBR WBL WBT WBR NBL 7 0 3 3 10 7 0 92 0.92 0.92 0.92 2 2 2 2 8 0 3 3 11 0 0 0 1 0 0

Approach	ED	VVD	ND	95
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	_	_	_	_
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	_	_	_	_
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	_	_	_	_
HCM Control Delay	7.4	6.9	7.3	7.2
HCM LOS	∢	A	A	V

4 9 9	1012	7	F 10/V	7:100	
Lane	NBLNI	NBLN'I EBLN'I WBLN'I SBLN'I	WBLNI	SBLNI	
Vol Left, %	26%	74%	%0	4%	
Vol Thru, %	41%	%8	20%	21%	
Vol Right, %	%0	18%	20%	45%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	17	33	9	88	
LT Vol	10	53	0	4	
Through Vol	7	က	က	45	
RT Vol	0	7	က	40	
Lane Flow Rate	9	42	7	97	
Geometry Grp	_	τ-	~	<del>-</del>	
Degree of Util (X)	0.022	0.049	0.007	0.101	
Departure Headway (Hd)	4.211	4.179	3.866	3.773	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	848	853	919	949	
Service Time	2.248	2.221	1.916	1.801	
HCM Lane V/C Ratio	0.021	0.049	0.008	0.102	
HCM Control Delay	7.3	7.4	6.9	7.2	
HCM Lane LOS	×	⋖	∢	∢	
HCM 95th-tile Q	0.1	0.2	0	0.3	