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

Location		Crash Severity		Type of Collision					
		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
Intersection Totals		**4**	**4**	**1**	**3**	-	-	-	4
Roadway Segments									
Congress Street (Fairfield Avenue to Southfield Avenue)		2	**2**	-	-	1	-	1	**2**
Melrose Place (Barry Place to Fairfield Avenue)		1	**1**	1	-	-	-	-	**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).[1] **Table 2** summarizes the site-generated traffic estimates for the proposed development during the study peak hours.

Table 2 Proposed Development Traffic Estimates

Land Use	Units (Number of Rinks)	P.M. Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Development							
LUC 465 – Ice Skating Rink	1	28	17	45	63	50	113

Notes:
1. *Trip Generation*, 11th Edition, Institute of Transportation Engineers

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).[2] **Table 3** summarizes the site-generated traffic estimates for the Sound Waters Center and larger Boccuzzi Park project during the study peak hours. The

[1] *Trip Generation, 11th 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 12,000-square-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 50th and 95th percentile queues are recorded. The northbound right-turn lane at the intersection of Fairfield Avenue and Selleck Street is 100 feet long. The 95th percentile queues are expected to exceed the available storage length under Background and Combined (2024) Conditions during the weekday afternoon peak period. The 50th 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 95th 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

Intersection/Lane Group	Level of Service			
	P.M. Peak Hour		Saturday Peak Hour	
	Background	Combined	Background	Combined
Signalized				
Fairfield Avenue at Selleck Street				
Eastbound Through	C	C	C	C
Eastbound Right	A	A	A	A
Westbound Left	-	-	-	-
Westbound Through	C	C	B	B
Northbound Left	C	C	C	C
Northbound Right	C	C	C	C
Overall	***C***	***C***	***B***	***B***
Unsignalized				
Fairfield Avenue at Melrose Place				
Northbound Left/Through	A	A	A	A
Eastbound Left/Right	B	B	B	B
Fairfield Avenue at Barry Place				
Eastbound Left	A	A	A	A
Eastbound Through	A	A	A	A
Eastbound Right	A	A	A	A
Westbound Left	A	A	A	A
Fairfield Avenue at Congress Street				
Eastbound Left/Through	A	A	A	A
Westbound Through/Right	A	A	A	A
Southbound Left/Right	A	A	A	A
Congress Street at Southfield Avenue				
Northbound Left/Through/Right	A	A	A	A
Eastbound Left/Through/Right	A	A	A	A
Westbound Left/Through/Right	A	A	A	A
Southbound Left/Through/Right	A	A	A	A

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

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

STUDY AREA

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

N

0 80 160 240
Feet

SCALE 1:3,000
DATE 11/17/2022
141.20963.01
PROJ. NO.

FIG. 1

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SLR

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

STUDY INTERSECTIONS

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

N

0 125 250 375
Feet

SCALE 1:4,500
DATE 11/17/2022
141.20963.01
PROJ. NO.

FIG. 2

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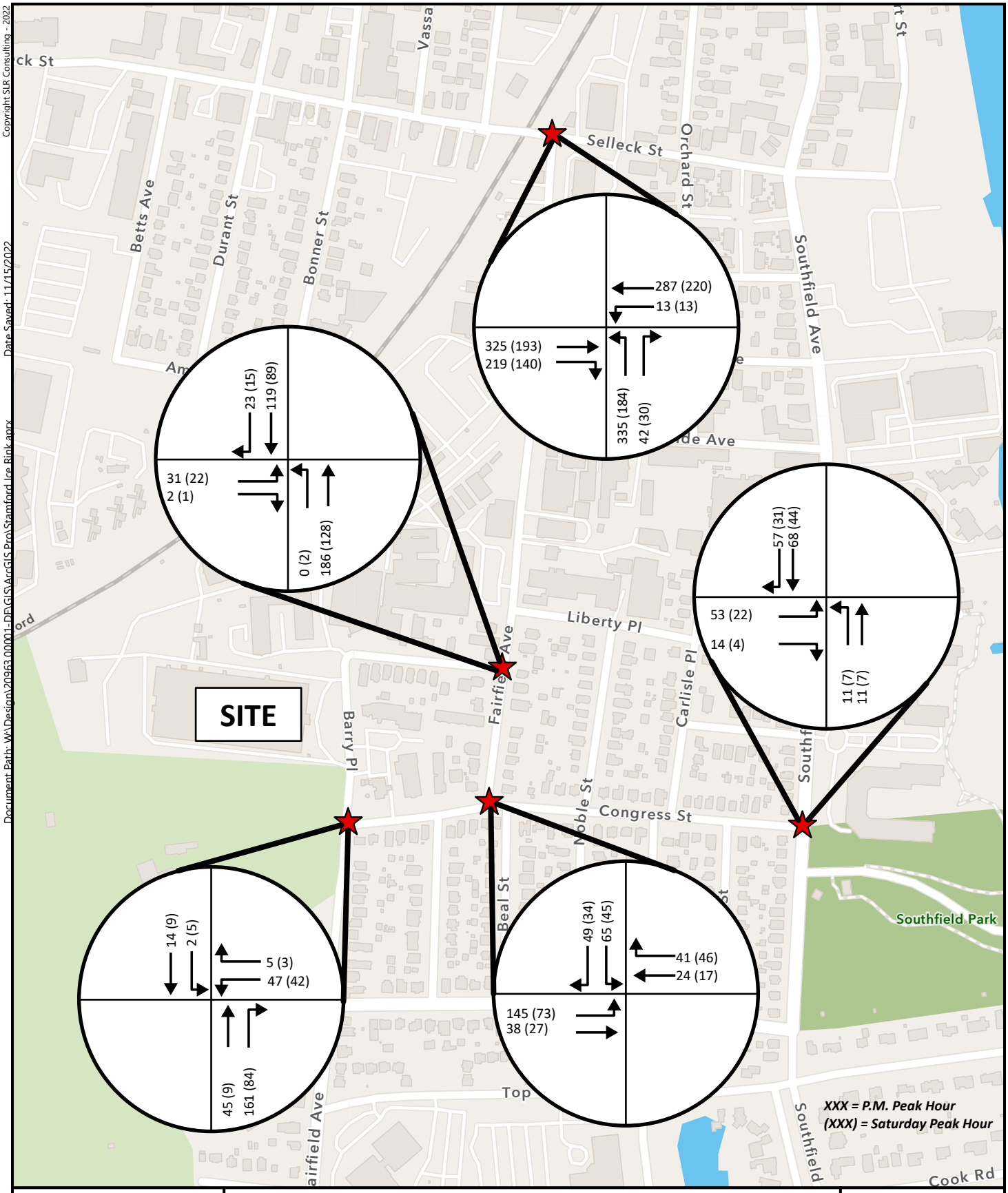

SLR
195 CHURCH STREET
7TH FLOOR
NEW HAVEN, CT 06511
203.344.7887

EXISTING TRAFFIC VOLUMES

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

N

0 150 300 450
Feet

SCALE 1:5,500
DATE 11/15/2022
141.20963.01
PROJ. NO.

FIG. 3

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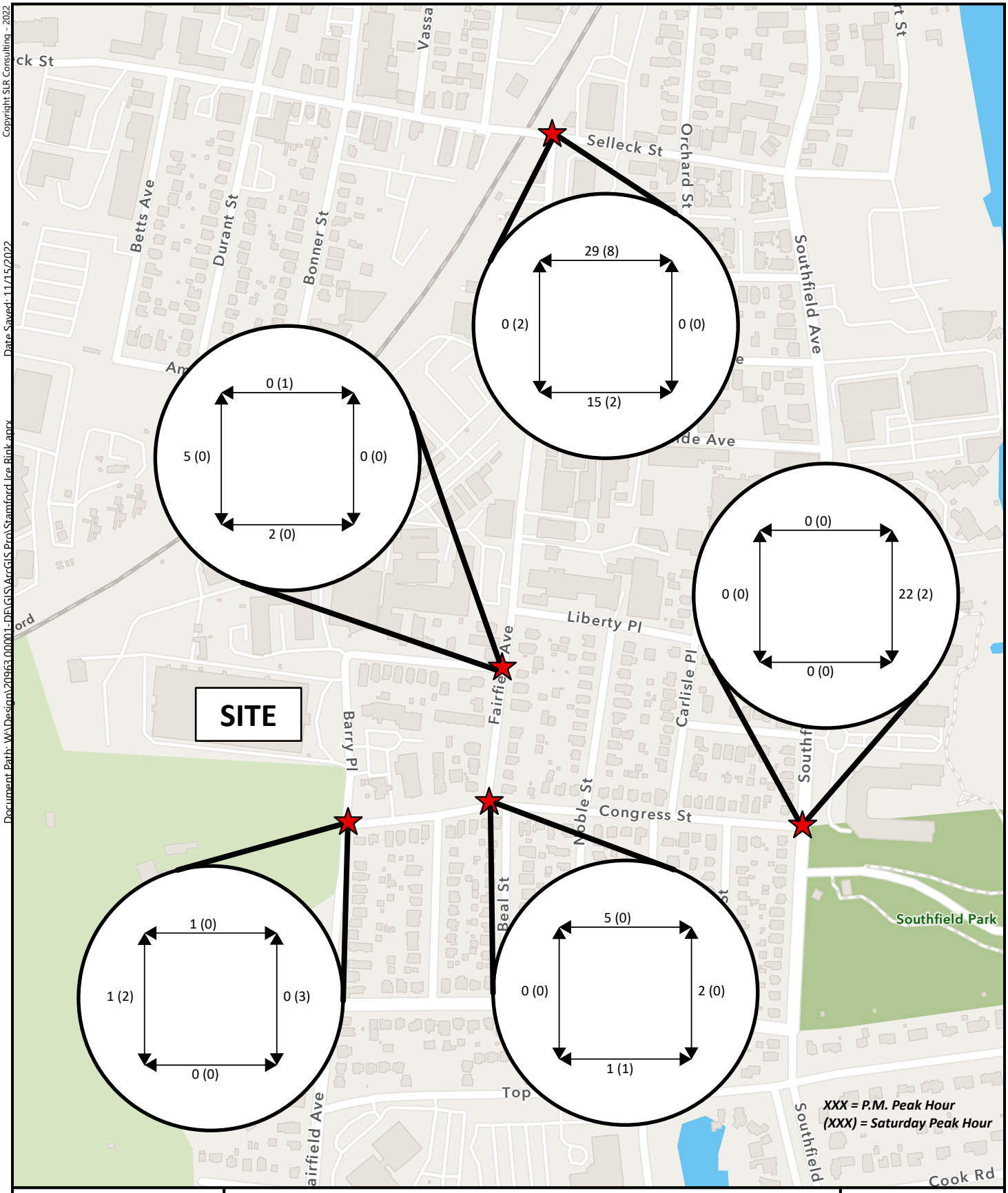

SLR
195 CHURCH STREET
7TH FLOOR
NEW HAVEN, CT 06511
203.344.7887

EXISTING PEDESTRIAN VOLUMES

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

N

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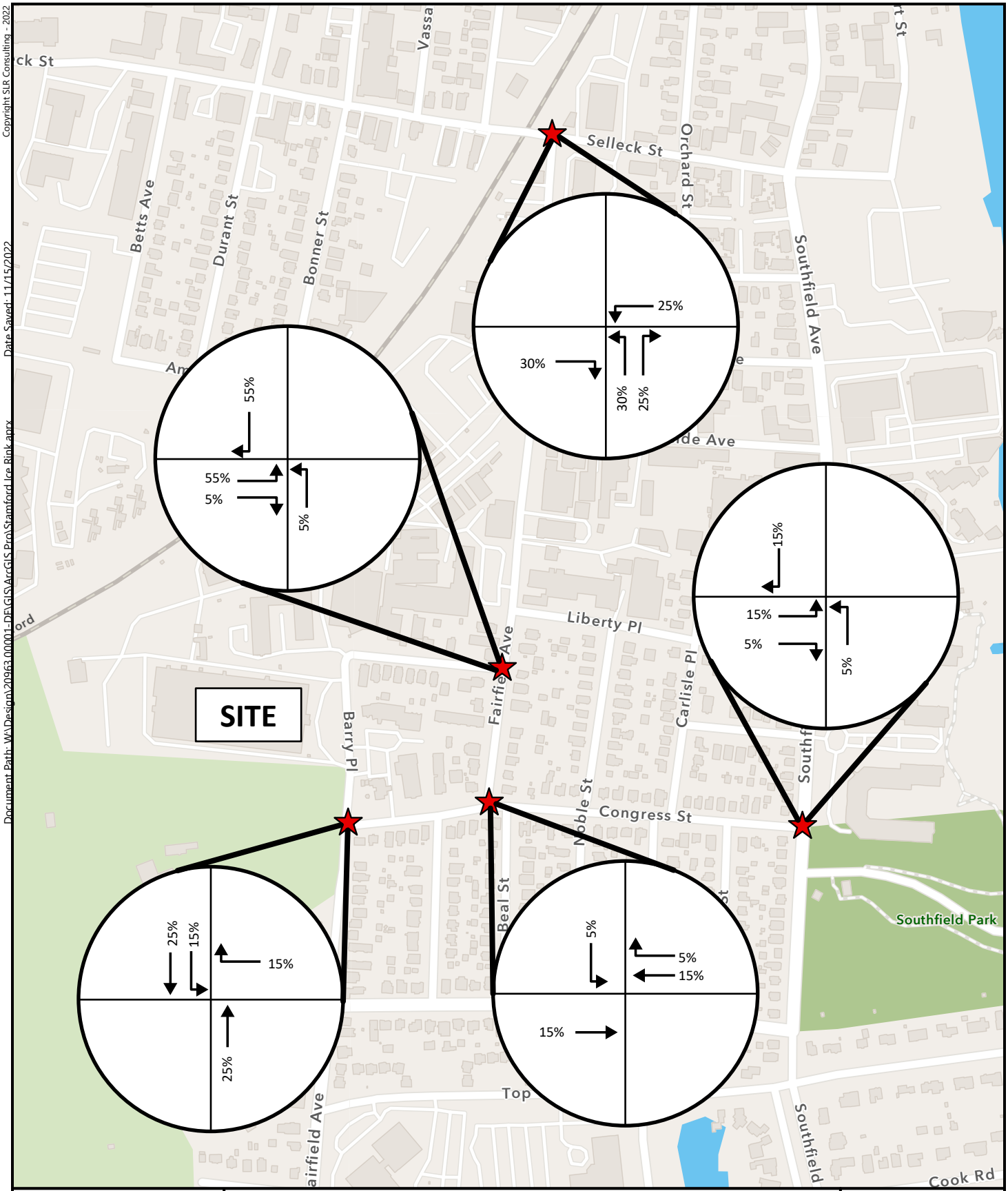
Feet

SCALE 1:5,500
DATE 11/15/2022
141.20963.01
PROJ. NO.

FIG. 4



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

DEVELOPMENT % DISTRIBUTION

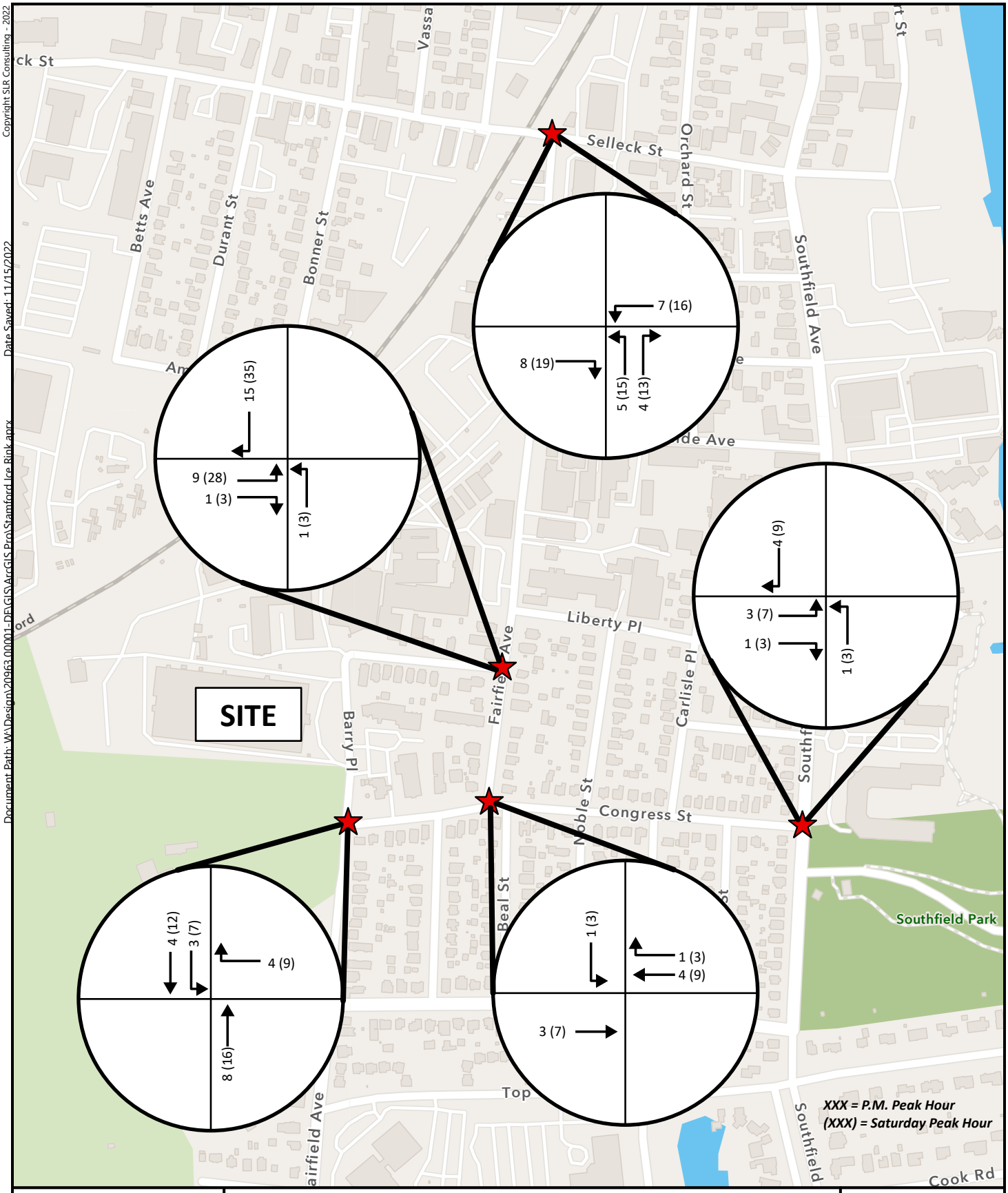
23-50 BARRY PLACE ICE RINK
WINGS REAL ESTATE DEVELOPMENT, LLC
41 OWENOKE WAY
RIVERSIDE, CT 06878

N

0 150 300 450
Feet

SCALE 1:5,500
DATE 11/15/2022
141.20963.01
PROJ. NO.

FIG. 5



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

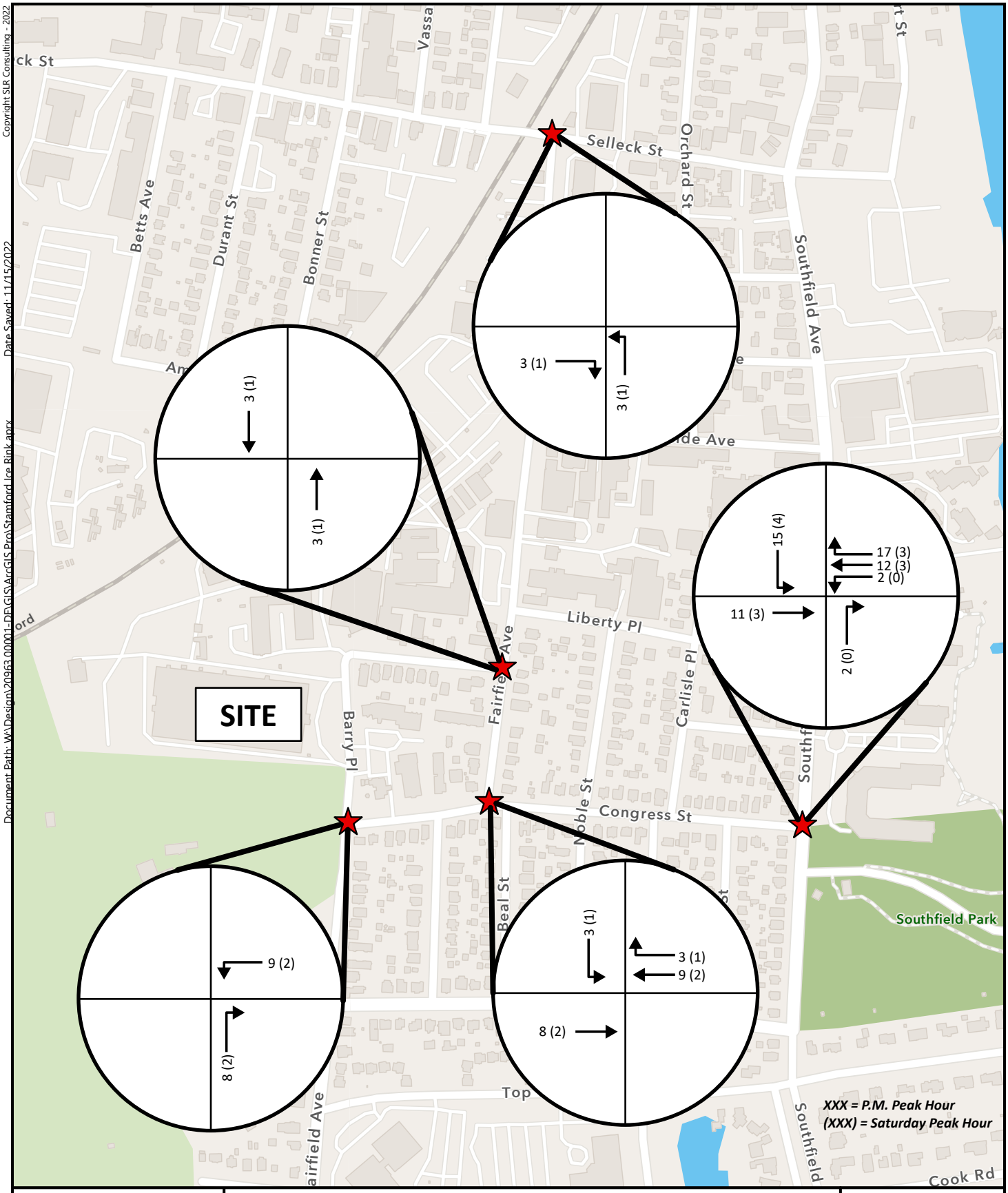
DEVELOPMENT TRIP ASSIGNMENT

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

N
0 150 300 450
Feet

SCALE 1:5,500
DATE 11/15/2022
141.20963.01
PROJ. NO.

FIG. 6



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

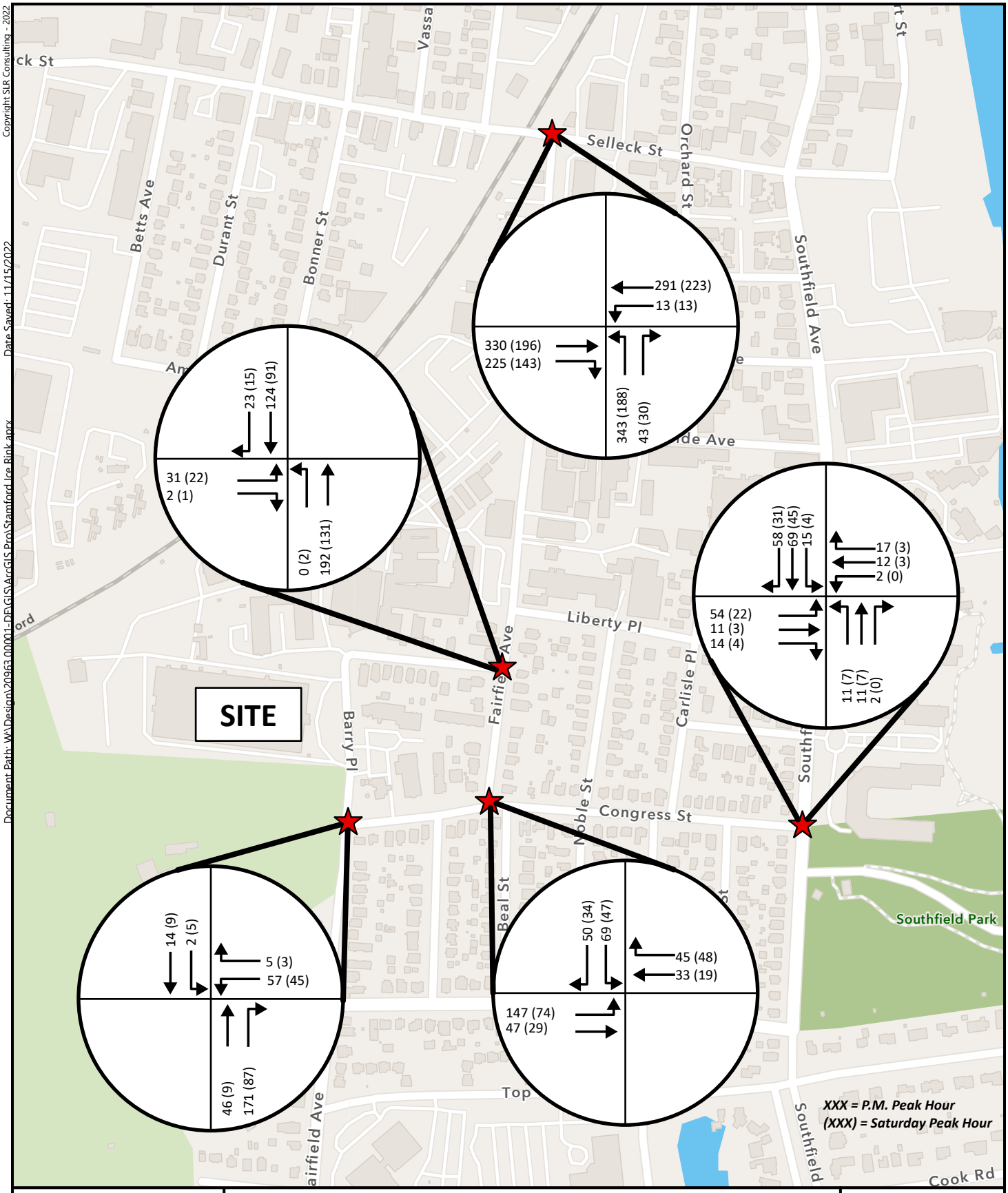
SOUND WATERS CENTER TRIP ASSIGNMENT

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

N
0 150 300 450
Feet

SCALE 1:5,500
DATE 11/15/2022
141.20963.01
PROJ. NO.

FIG. 7



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

BACKGROUND (2024) TRAFFIC VOLUMES

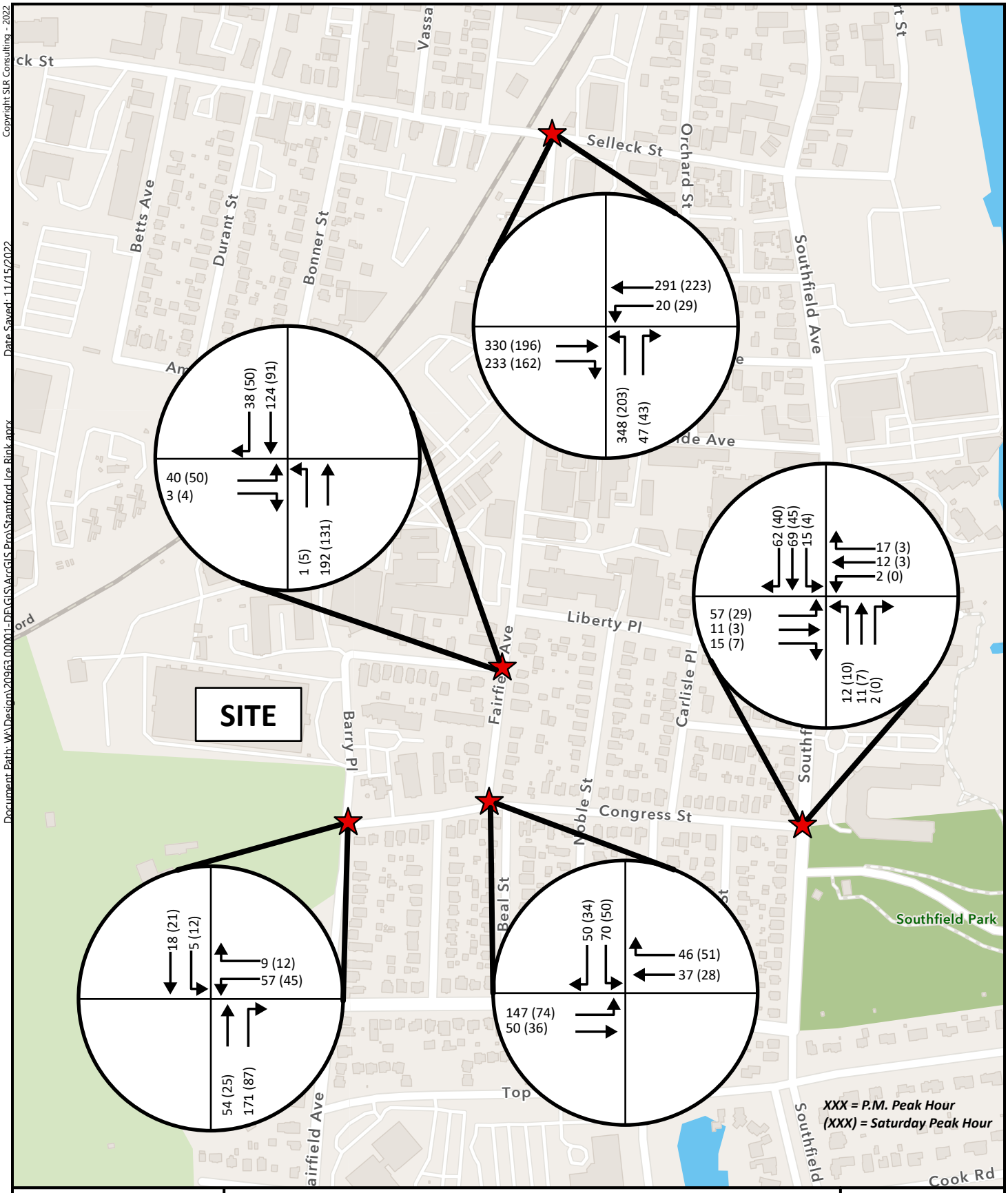
23-50 BARRY PLACE ICE RINK
WINGS REAL ESTATE DEVELOPMENT, LLC
41 OWENOKE WAY
RIVERSIDE, CT 06878

N

0 150 300 450
Feet

SCALE 1:5,500
DATE 11/15/2022
141.20963.01
PROJ. NO.

FIG. 8



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

COMBINED (2024) TRAFFIC VOLUMES

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

N

0 150 300 450
Feet

SCALE 1:5,500
DATE 11/15/2022
141.20963.01
PROJ. NO.

FIG. 9

APPENDIX

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

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

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 : 1

Groups Printed- CARS - TRUCKS - BUSES

	BARRY PLACE SOUTHBOUND					FAIRFIELD AVE. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	6	0	0	6	1	0	5	2	8	25	3	0	0	28	0	0	0	0	0	42
04:15 PM	0	0	0	0	0	3	0	14	1	18	19	5	0	0	24	0	0	0	0	0	42
04:30 PM	0	4	0	0	4	1	0	12	0	13	21	5	0	0	26	0	0	0	3	3	46
04:45 PM	0	1	2	0	3	1	0	16	0	17	30	0	0	0	30	0	0	0	0	0	50
Total	0	11	2	0	13	6	0	47	3	56	95	13	0	0	108	0	0	0	3	3	180
05:00 PM	0	1	1	0	2	0	0	5	0	5	50	12	0	0	62	0	0	0	0	0	69
05:15 PM	0	4	1	0	5	0	0	14	0	14	36	8	0	0	44	0	0	0	0	0	63
05:30 PM	0	4	0	0	4	4	0	18	0	22	42	9	0	0	51	0	0	0	1	1	78
05:45 PM	0	5	0	1	6	1	0	10	0	11	33	16	0	0	49	0	0	0	0	0	66
Total	0	14	2	1	17	5	0	47	0	52	161	45	0	0	206	0	0	0	1	1	276
Grand Total	0	25	4	1	30	11	0	94	3	108	256	58	0	0	314	0	0	0	4	4	456
Apprch %	0	83.3	13.3	3.3		10.2	0	87	2.8		81.5	18.5	0	0		0	0	0	100		
Total %	0	5.5	0.9	0.2	6.6	2.4	0	20.6	0.7	23.7	56.1	12.7	0	0	68.9	0	0	0	0.9	0.9	
CARS	0	25	4	1	30	10	0	89	3	102	256	58	0	0	314	0	0	0	4	4	450
% CARS	0	100	100	100	100	90.9	0	94.7	100	94.4	100	100	0	0	100	0	0	0	100	100	98.7
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	1	0	5	0	6	0	0	0	0	0	0	0	0	0	0	6
% BUSES	0	0	0	0	0	9.1	0	5.3	0	5.6	0	0	0	0	0	0	0	0	0	0	1.3

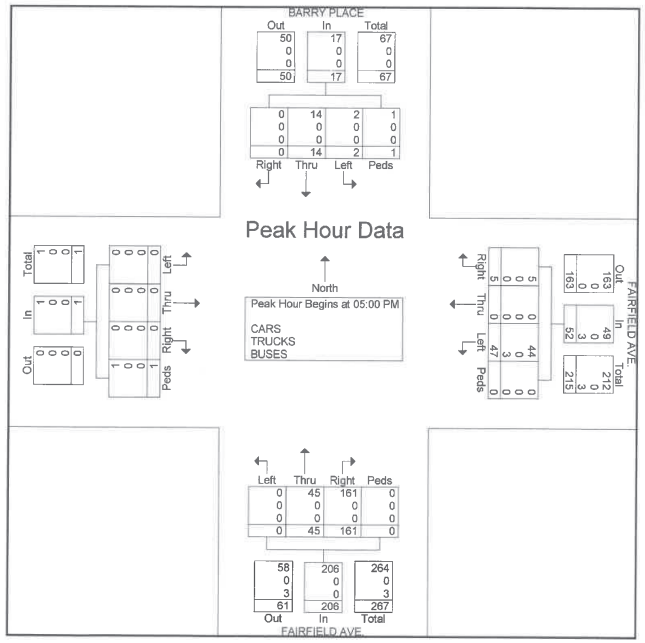
Fairfield Ave. at Barry Place

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 : 3

	BARRY PLACE SOUTHBOUND					FAIRFIELD AVE. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	1	**1**	0	2	0	0	5	0	5	**50**	12	0	0	**62**	0	0	0	0	0	69
05:15 PM	0	4	1	0	5	0	0	14	0	14	36	8	0	0	44	0	0	0	0	0	63
05:30 PM	0	4	0	0	4	**4**	0	**18**	0	**22**	42	9	0	0	51	0	0	0	**1**	**1**	**78**
05:45 PM	0	**5**	0	**1**	**6**	1	0	10	0	11	33	**16**	0	0	49	0	0	0	0	0	66
Total Volume	0	14	2	1	17	5	0	47	0	52	161	45	0	0	206	0	0	0	1	1	276
% App. Total	0	82.4	11.8	5.9		9.6	0	90.4	0		78.2	21.8	0	0		0	0	0	100		
PHF	.000	.700	.500	.250	.708	.313	.000	.653	.000	.591	.805	.703	.000	.000	.831	.000	.000	.000	.250	.250	.885
CARS	0	14	2	1	17	5	0	44	0	49	161	45	0	0	206	0	0	0	1	1	273
% CARS	0	100	100	100	100	100	0	93.6	0	94.2	100	100	0	0	100	0	0	0	100	100	98.9
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
% BUSES	0	0	0	0	0	0	0	6.4	0	5.8	0	0	0	0	0	0	0	0	0	0	1.1



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

Groups Printed- CARS

	BARRY PLACE SOUTHBOUND					FAIRFIELD AVE. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	6	0	0	6	0	0	5	2	7	25	3	0	0	28	0	0	0	0	0	41
04:15 PM	0	0	0	0	0	3	0	13	1	17	19	5	0	0	24	0	0	0	0	0	41
04:30 PM	0	4	0	0	4	1	0	12	0	13	21	5	0	0	26	0	0	0	3	3	46
04:45 PM	0	1	2	0	3	1	0	15	0	16	30	0	0	0	30	0	0	0	0	0	49
Total	0	11	2	0	13	5	0	45	3	53	95	13	0	0	108	0	0	0	3	3	177
05:00 PM	0	1	1	0	2	0	0	4	0	4	50	12	0	0	62	0	0	0	0	0	68
05:15 PM	0	4	1	0	5	0	0	13	0	13	36	8	0	0	44	0	0	0	0	0	62
05:30 PM	0	4	0	0	4	4	0	17	0	21	42	9	0	0	51	0	0	0	1	1	77
05:45 PM	0	5	0	1	6	1	0	10	0	11	33	16	0	0	49	0	0	0	0	0	66
Total	0	14	2	1	17	5	0	44	0	49	161	45	0	0	206	0	0	0	1	1	273
Grand Total	0	25	4	1	30	10	0	89	3	102	256	58	0	0	314	0	0	0	4	4	450
Apprch %	0	83.3	13.3	3.3		9.8	0	87.3	2.9		81.5	18.5	0	0		0	0	0	100		
Total %	0	5.6	0.9	0.2	6.7	2.2	0	19.8	0.7	22.7	56.9	12.9	0	0	69.8	0	0	0	0.9	0.9	

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

Groups Printed- TRUCKS

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

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 : 6

Groups Printed- BUSES

	BARRY PLACE SOUTHBOUND					FAIRFIELD AVE. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	1	0	5	0	6	0	0	0	0	0	0	0	0	0	0	6
Apprch %	0	0	0	0		16.7	0	83.3	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	16.7	0	83.3	0	100	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

Groups Printed- CARS - TRUCKS - BUSES

	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	12	0	9	0	21	7	1	0	0	8	0	0	0	0	0	0	8	15	0	23	52
04:15 PM	14	0	16	2	32	13	4	0	0	17	0	0	0	0	0	0	11	13	0	24	73
04:30 PM	9	0	10	0	19	6	5	0	0	11	0	0	0	0	0	0	6	17	0	23	53
04:45 PM	15	0	10	1	26	7	5	0	0	12	0	0	0	0	0	0	17	21	0	38	76
Total	50	0	45	3	98	33	15	0	0	48	0	0	0	0	0	0	42	66	0	108	254
05:00 PM	7	0	19	2	28	15	6	0	1	22	0	0	0	0	0	1	15	42	0	58	108
05:15 PM	14	0	12	1	27	11	6	0	1	18	0	0	0	0	0	0	7	31	0	38	83
05:30 PM	16	0	11	1	28	10	4	0	0	14	0	0	0	0	0	0	12	34	0	46	88
05:45 PM	12	0	23	1	36	5	8	1	0	14	0	0	0	1	1	0	4	38	0	42	93
Total	49	0	65	5	119	41	24	1	2	68	0	0	0	1	1	1	38	145	0	184	372
Grand Total	99	0	110	8	217	74	39	1	2	116	0	0	0	1	1	1	80	211	0	292	626
Apprch %	45.6	0	50.7	3.7		63.8	33.6	0.9	1.7		0	0	0	100		0.3	27.4	72.3	0		
Total %	15.8	0	17.6	1.3	34.7	11.8	6.2	0.2	0.3	18.5	0	0	0	0.2	0.2	0.2	12.8	33.7	0	46.6	
CARS	95	0	110	8	213	74	39	1	2	116	0	0	0	1	1	1	80	211	0	292	622
% CARS	96	0	100	100	98.2	100	100	100	100	100	0	0	0	100	100	100	100	100	0	100	99.4
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% BUSES	4	0	0	0	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6

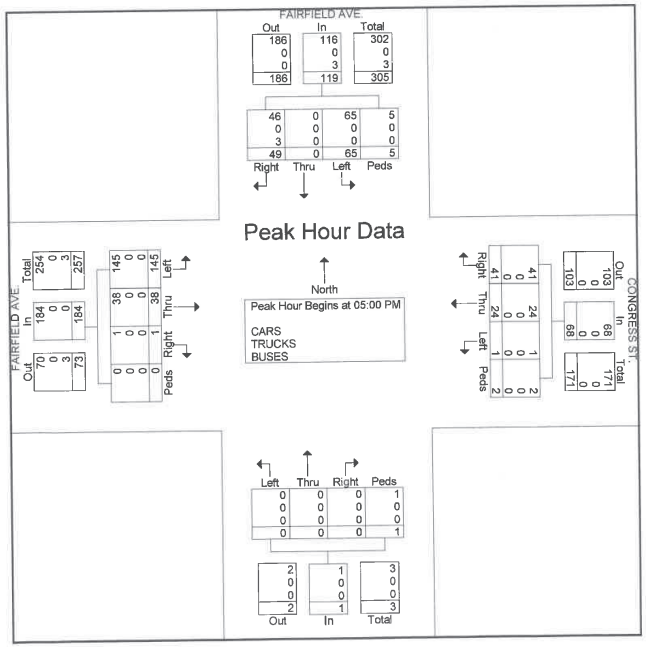
Fairfield Ave. at Congress St.

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 : 3

	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	0	19	**2**	28	**15**	6	0	**1**	**22**	0	0	0	0	0	**1**	**15**	**42**	0	**58**	**108**
05:15 PM	14	0	12	1	27	11	6	0	1	18	0	0	0	0	0	0	7	31	0	38	83
05:30 PM	**16**	0	11	1	28	10	4	0	0	14	0	0	0	0	0	0	12	34	0	46	88
05:45 PM	12	0	**23**	1	**36**	5	**8**	**1**	0	14	0	0	0	**1**	**1**	0	4	38	0	42	93
Total Volume	49	0	65	5	119	41	24	1	2	68	0	0	0	1	1	1	38	145	0	184	372
% App. Total	41.2	0	54.6	4.2		60.3	35.3	1.5	2.9		0	0	0	100		0.5	20.7	78.8	0		
PHF	.766	.000	.707	.625	.826	.683	.750	.250	.500	.773	.000	.000	.000	.250	.250	.250	.633	.863	.000	.793	.861
CARS	46	0	65	5	116	41	24	1	2	68	0	0	0	1	1	1	38	145	0	184	369
% CARS	93.9	0	100	100	97.5	100	100	100	100	100	0	0	0	100	100	100	100	100	0	100	99.2
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% BUSES	6.1	0	0	0	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8



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

Groups Printed- CARS

	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	12	0	9	0	21	7	1	0	0	8	0	0	0	0	0	0	8	15	0	23	52
04:15 PM	14	0	16	2	32	13	4	0	0	17	0	0	0	0	0	0	11	13	0	24	73
04:30 PM	9	0	10	0	19	6	5	0	0	11	0	0	0	0	0	0	6	17	0	23	53
04:45 PM	14	0	10	1	25	7	5	0	0	12	0	0	0	0	0	0	17	21	0	38	75
Total	49	0	45	3	97	33	15	0	0	48	0	0	0	0	0	0	42	66	0	108	253
05:00 PM	7	0	19	2	28	15	6	0	1	22	0	0	0	0	0	1	15	42	0	58	108
05:15 PM	13	0	12	1	26	11	6	0	1	18	0	0	0	0	0	0	7	31	0	38	82
05:30 PM	15	0	11	1	27	10	4	0	0	14	0	0	0	0	0	0	12	34	0	46	87
05:45 PM	11	0	23	1	35	5	8	1	0	14	0	0	0	1	1	0	4	38	0	42	92
Total	46	0	65	5	116	41	24	1	2	68	0	0	0	1	1	1	38	145	0	184	369
Grand Total	95	0	110	8	213	74	39	1	2	116	0	0	0	1	1	1	80	211	0	292	622
Apprch %	44.6	0	51.6	3.8		63.8	33.6	0.9	1.7		0	0	0	100		0.3	27.4	72.3	0		
Total %	15.3	0	17.7	1.3	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 : 5

Groups Printed- TRUCKS

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

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

Groups Printed- BUSES

	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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 : 1

Groups Printed- CARS - TRUCKS - BUSES

	FAIRFIELD AVE. SOUTHBOUND					WESTBOUND					FAIRFIELD AVE. NORTHBOUND					MELROSE PLACE EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	22	0	1	29	0	0	0	0	0	0	21	1	0	22	0	0	13	0	13	64
04:15 PM	2	31	0	0	33	0	0	0	1	1	0	29	0	0	29	1	0	11	3	15	78
04:30 PM	11	21	0	0	32	0	0	0	0	0	0	23	0	0	23	0	0	11	1	12	67
04:45 PM	3	27	0	0	30	0	0	0	0	0	0	30	1	0	31	2	0	6	0	8	69
Total	22	101	0	1	124	0	0	0	1	1	0	103	2	0	105	3	0	41	4	48	278
05:00 PM	9	23	0	0	32	0	0	0	0	0	0	58	0	0	58	2	0	5	0	7	97
05:15 PM	6	29	0	0	35	0	0	0	0	0	0	38	0	1	39	0	0	5	1	6	80
05:30 PM	7	32	0	0	39	0	0	0	0	0	0	45	0	0	45	0	0	10	1	11	95
05:45 PM	1	35	0	0	36	0	0	0	0	0	0	45	0	1	46	0	0	11	3	14	96
Total	23	119	0	0	142	0	0	0	0	0	0	186	0	2	188	2	0	31	5	38	368
Grand Total	45	220	0	1	266	0	0	0	1	1	0	289	2	2	293	5	0	72	9	86	646
Apprch %	16.9	82.7	0	0.4		0	0	0	100		0	98.6	0.7	0.7		5.8	0	83.7	10.5		
Total %	7	34.1	0	0.2	41.2	0	0	0	0.2	0.2	0	44.7	0.3	0.3	45.4	0.8	0	11.1	1.4	13.3	
CARS	45	213	0	1	259	0	0	0	1	1	0	288	2	2	292	5	0	72	9	86	638
% CARS	100	96.8	0	100	97.4	0	0	0	100	100	0	99.7	100	100	99.7	100	0	100	100	100	98.8
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2
BUSES	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% BUSES	0	3.2	0	0	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1

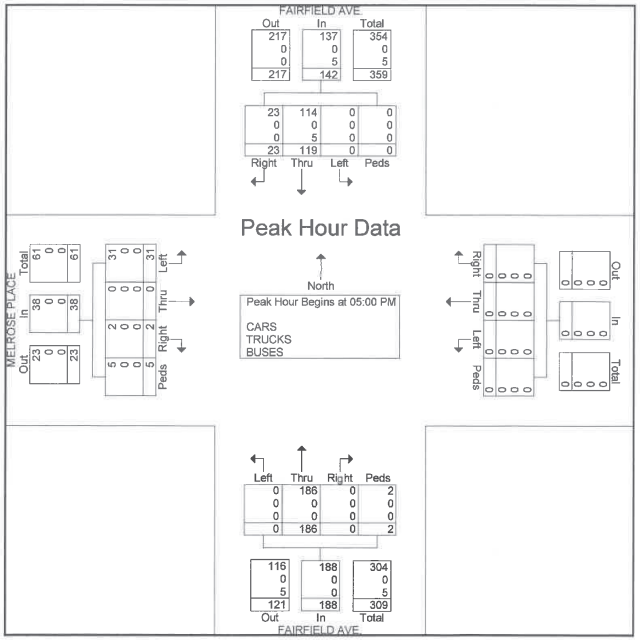
Fairfield Ave. at Melrose Place

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

	FAIRFIELD AVE. SOUTHBOUND					WESTBOUND					FAIRFIELD AVE. NORTHBOUND					MELROSE PLACE EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**9**	23	0	0	32	0	0	0	0	0	0	**58**	0	0	**58**	**2**	0	5	0	7	**97**
05:15 PM	6	29	0	0	35	0	0	0	0	0	0	38	0	**1**	39	0	0	5	1	6	80
05:30 PM	7	32	0	0	**39**	0	0	0	0	0	0	45	0	0	45	0	0	10	1	11	95
05:45 PM	1	**35**	0	0	36	0	0	0	0	0	0	45	0	1	46	0	0	**11**	**3**	**14**	96
Total Volume	23	119	0	0	142	0	0	0	0	0	0	186	0	2	188	2	0	31	5	38	368
% App. Total	16.2	83.8	0	0		0	0	0	0		0	98.9	0	1.1		5.3	0	81.6	13.2		
PHF	.639	.850	.000	.000	.910	.000	.000	.000	.000	.000	.000	.802	.000	.500	.810	.250	.000	.705	.417	.679	.948
CARS	23	114	0	0	137	0	0	0	0	0	0	186	0	2	188	2	0	31	5	38	363
% CARS	100	95.8	0	0	96.5	0	0	0	0	0	0	100	0	100	100	100	0	100	100	100	98.6
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% BUSES	0	4.2	0	0	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4



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 : 4

Groups Printed- CARS

	FAIRFIELD AVE. SOUTHBOUND					WESTBOUND					FAIRFIELD AVE. NORTHBOUND					MELROSE PLACE EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	22	0	1	29	0	0	0	0	0	0	20	1	0	21	0	0	13	0	13	63
04:15 PM	2	30	0	0	32	0	0	0	1	1	0	29	0	0	29	1	0	11	3	15	77
04:30 PM	11	21	0	0	32	0	0	0	0	0	0	23	0	0	23	0	0	11	1	12	67
04:45 PM	3	26	0	0	29	0	0	0	0	0	0	30	1	0	31	2	0	6	0	8	68
Total	22	99	0	1	122	0	0	0	1	1	0	102	2	0	104	3	0	41	4	48	275
05:00 PM	9	21	0	0	30	0	0	0	0	0	0	58	0	0	58	2	0	5	0	7	95
05:15 PM	6	28	0	0	34	0	0	0	0	0	0	38	0	1	39	0	0	5	1	6	79
05:30 PM	7	31	0	0	38	0	0	0	0	0	0	45	0	0	45	0	0	10	1	11	94
05:45 PM	1	34	0	0	35	0	0	0	0	0	0	45	0	1	46	0	0	11	3	14	95
Total	23	114	0	0	137	0	0	0	0	0	0	186	0	2	188	2	0	31	5	38	363
Grand Total	45	213	0	1	259	0	0	0	1	1	0	288	2	2	292	5	0	72	9	86	638
Apprch %	17.4	82.2	0	0.4		0	0	0	100		0	98.6	0.7	0.7		5.8	0	83.7	10.5		
Total %	7.1	33.4	0	0.2	40.6	0	0	0	0.2	0.2	0	45.1	0.3	0.3	45.8	0.8	0	11.3	1.4	13.5	

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.

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

Groups Printed- TRUCKS

	FAIRFIELD AVE. SOUTHBOUND					WESTBOUND					FAIRFIELD AVE. NORTHBOUND					MELROSE PLACE EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

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 : 6

Groups Printed- BUSES

	FAIRFIELD AVE. SOUTHBOUND					WESTBOUND					FAIRFIELD AVE. NORTHBOUND					MELROSE PLACE EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Groups Printed- CARS - TRUCKS - BUSES

	SOUTHBOUND					SELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	1	1	0	64	1	0	65	11	0	59	1	71	49	55	0	0	104	241
04:15 PM	0	0	0	9	9	0	48	3	0	51	13	0	71	2	86	43	72	0	1	116	262
04:30 PM	0	0	0	6	6	0	52	4	0	56	10	0	67	5	82	44	67	0	0	111	255
04:45 PM	0	0	0	5	5	0	54	4	0	58	13	0	63	0	76	47	73	0	1	121	260
Total	0	0	0	21	21	0	218	12	0	230	47	0	260	8	315	183	267	0	2	452	1018
05:00 PM	0	0	0	8	8	0	63	4	0	67	13	0	86	4	103	56	79	0	0	135	313
05:15 PM	0	0	0	4	4	0	92	3	0	95	10	0	83	2	95	56	84	0	0	140	334
05:30 PM	0	0	0	7	7	0	78	4	0	82	8	0	83	6	97	62	61	0	0	123	309
05:45 PM	0	0	0	10	10	0	54	2	0	56	11	0	87	3	101	51	102	0	0	153	320
Total	0	0	0	29	29	0	287	13	0	300	42	0	339	15	396	225	326	0	0	551	1276
Grand Total	0	0	0	50	50	0	505	25	0	530	89	0	599	23	711	408	593	0	2	1003	2294
Apprch %	0	0	0	100		0	95.3	4.7	0		12.5	0	84.2	3.2		40.7	59.1	0	0.2		
Total %	0	0	0	2.2	2.2	0	22	1.1	0	23.1	3.9	0	26.1	1	31	17.8	25.9	0	0.1	43.7	
CARS	0	0	0	50	50	0	500	25	0	525	88	0	594	23	705	398	587	0	2	987	2267
% CARS	0	0	0	100	100	0	99	100	0	99.1	98.9	0	99.2	100	99.2	97.5	99	0	100	98.4	98.8
TRUCKS	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	3	4	0	0	7	14
% TRUCKS	0	0	0	0	0	0	0.4	0	0	0.4	1.1	0	0.7	0	0.7	0.7	0.7	0	0	0.7	0.6
BUSES	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7	2	0	0	9	13
% BUSES	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0.2	0	0.1	1.7	0.3	0	0	0.9	0.6

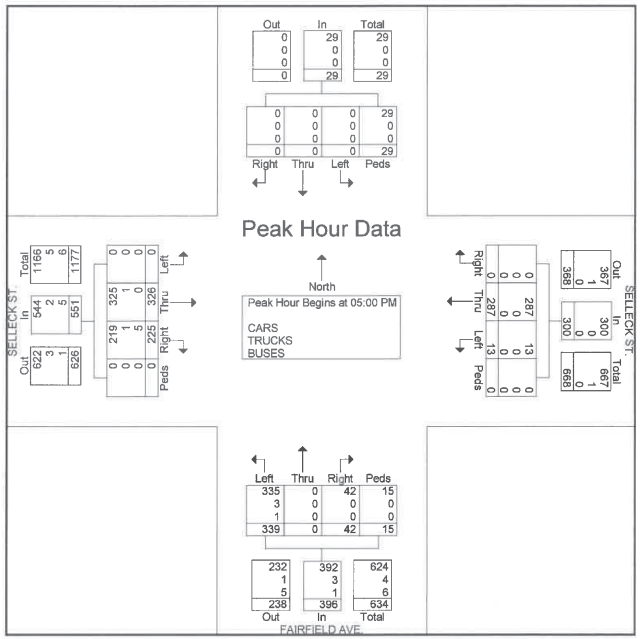
Fairfield Ave. at Selleck St.

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

	SOUTHBOUND					SELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	8	8	0	63	**4**	0	67	**13**	0	86	4	**103**	56	79	0	0	135	313
05:15 PM	0	0	0	4	4	0	**92**	3	0	**95**	10	0	83	2	95	56	84	0	0	140	**334**
05:30 PM	0	0	0	7	7	0	78	4	0	82	8	0	83	**6**	97	**62**	61	0	0	123	309
05:45 PM	0	0	0	**10**	**10**	0	54	2	0	56	11	0	**87**	3	101	51	**102**	0	0	**153**	320
Total Volume	0	0	0	29	29	0	287	13	0	300	42	0	339	15	396	225	326	0	0	551	1276
% App. Total	0	0	0	100		0	95.7	4.3	0		10.6	0	85.6	3.8		40.8	59.2	0	0		
PHF	.000	.000	.000	.725	.725	.000	.780	.813	.000	.789	.808	.000	.974	.625	.961	.907	.799	.000	.000	.900	.955
CARS	0	0	0	29	29	0	287	13	0	300	42	0	335	15	392	219	325	0	0	544	1265
% CARS	0	0	0	100	100	0	100	100	0	100	100	0	98.8	100	99.0	97.3	99.7	0	0	98.7	99.1
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	1	0	0	2	5
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0.8	0.4	0.3	0	0	0.4	0.4
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	0	0	0	5	6
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.3	2.2	0	0	0	0.9	0.5



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

Groups Printed- CARS

	SOUTHBOUND					SELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	1	1	0	60	1	0	61	10	0	58	1	69	49	52	0	0	101	232
04:15 PM	0	0	0	9	9	0	47	3	0	50	13	0	71	2	86	42	72	0	1	115	260
04:30 PM	0	0	0	6	6	0	52	4	0	56	10	0	67	5	82	43	66	0	0	109	253
04:45 PM	0	0	0	5	5	0	54	4	0	58	13	0	63	0	76	45	72	0	1	118	257
Total	0	0	0	21	21	0	213	12	0	225	46	0	259	8	313	179	262	0	2	443	1002
05:00 PM	0	0	0	8	8	0	63	4	0	67	13	0	86	4	103	54	79	0	0	133	311
05:15 PM	0	0	0	4	4	0	92	3	0	95	10	0	81	2	93	55	84	0	0	139	331
05:30 PM	0	0	0	7	7	0	78	4	0	82	8	0	81	6	95	60	61	0	0	121	305
05:45 PM	0	0	0	10	10	0	54	2	0	56	11	0	87	3	101	50	101	0	0	151	318
Total	0	0	0	29	29	0	287	13	0	300	42	0	335	15	392	219	325	0	0	544	1265
Grand Total	0	0	0	50	50	0	500	25	0	525	88	0	594	23	705	398	587	0	2	987	2267
Apprch %	0	0	0	100		0	95.2	4.8	0		12.5	0	84.3	3.3		40.3	59.5	0	0.2		
Total %	0	0	0	2.2	2.2	0	22.1	1.1	0	23.2	3.9	0	26.2	1	31.1	17.6	25.9	0	0.1	43.5	

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

Groups Printed- TRUCKS

	SOUTHBOUND					SELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	1	0	0	1	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
Total	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	2	3	0	0	5	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	1	0	0	2	5
Grand Total	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	3	4	0	0	7	14
Apprch %	0	0	0	0		0	100	0	0		20	0	80	0		42.9	57.1	0	0		
Total %	0	0	0	0	0	0	14.3	0	0	14.3	7.1	0	28.6	0	35.7	21.4	28.6	0	0	50	

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

Groups Printed- BUSES

	SOUTHBOUND					SELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	0	0	0	5	6
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7	2	0	0	9	13
Apprch %	0	0	0	0		0	100	0	0		0	0	100	0		77.8	22.2	0	0		
Total %	0	0	0	0	0	0	23.1	0	0	23.1	0	0	7.7	0	7.7	53.8	15.4	0	0	69.2	

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

Groups Printed- CARS - TRUCKS - BUSES

	SOUTHFIELD AVE. SOUTHBOUND						WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	18	0	2	26		0	0	0	0	0	0	34	3	0	37	9	0	9	0	18	81
04:15 PM	8	16	0	0	24		0	0	0	7	7	0	16	4	0	20	6	0	18	0	24	75
04:30 PM	10	21	0	0	31		0	0	0	0	0	0	21	0	0	21	3	0	9	0	12	64
04:45 PM	11	16	0	0	27		0	0	0	10	10	0	31	4	0	35	0	0	22	0	22	94
Total	35	71	0	2	108		0	0	0	17	17	0	102	11	0	113	18	0	58	0	76	314
05:00 PM	9	21	1	0	31		0	1	0	6	7	0	36	5	0	41	2	0	22	0	24	103
05:15 PM	16	15	0	0	31		0	0	0	6	6	0	26	2	0	28	2	0	14	0	16	81
05:30 PM	15	16	0	0	31		0	0	0	5	5	0	35	2	0	37	5	0	7	0	12	85
05:45 PM	17	16	0	0	33		0	0	0	5	5	0	26	2	0	28	5	0	10	0	15	81
Total	57	68	1	0	126		0	1	0	22	23	0	123	11	0	134	14	0	53	0	67	350
Grand Total	92	139	1	2	234		0	1	0	39	40	0	225	22	0	247	32	0	111	0	143	664
Apprch %	39.3	59.4	0.4	0.9			0	2.5	0	97.5		0	91.1	8.9	0		22.4	0	77.6	0		
Total %	13.9	20.9	0.2	0.3	35.2		0	0.2	0	5.9	6	0	33.9	3.3	0	37.2	4.8	0	16.7	0	21.5	
CARS	92	137	1	2	232		0	1	0	39	40	0	216	22	0	238	32	0	111	0	143	653
% CARS	100	98.6	100	100	99.1		0	100	0	100	100	0	96	100	0	96.4	100	0	100	0	100	98.3
TRUCKS	0	0	0	0	0		0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% TRUCKS	0	0	0	0	0		0	0	0	0	0	0	0.9	0	0	0.8	0	0	0	0	0	0.3
BUSES	0	2	0	0	2		0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
% BUSES	0	1.4	0	0	0.9		0	0	0	0	0	0	3.1	0	0	2.8	0	0	0	0	0	1.4

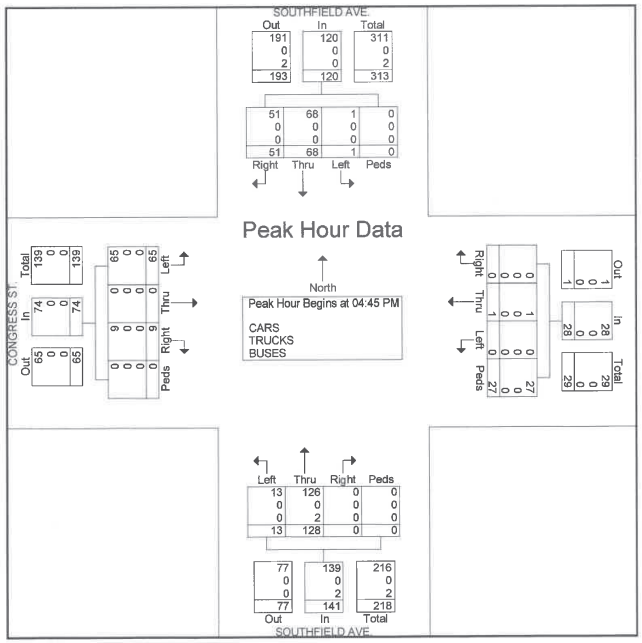
Southfield Ave. at Congress St.

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

	SOUTHFIELD AVE. SOUTHBOUND					WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	11	16	0	0	27	0	0	0	**10**	**10**	0	31	4	0	35	0	0	**22**	0	22	94
05:00 PM	9	**21**	**1**	0	**31**	0	**1**	0	6	7	0	**36**	**5**	0	**41**	2	0	22	0	**24**	**103**
05:15 PM	**16**	15	0	0	31	0	0	0	6	6	0	26	2	0	28	2	0	14	0	16	81
05:30 PM	15	16	0	0	31	0	0	0	5	5	0	35	2	0	37	**5**	0	7	0	12	85
Total Volume	51	68	1	0	120	0	1	0	27	28	0	128	13	0	141	9	0	65	0	74	363
% App. Total	42.5	56.7	0.8	0		0	3.6	0	96.4		0	90.8	9.2	0		12.2	0	87.8	0		
PHF	.797	.810	.250	.000	.968	.000	.250	.000	.675	.700	.000	.889	.650	.000	.860	.450	.000	.739	.000	.771	.881
CARS	51	68	1	0	120	0	1	0	27	28	0	126	13	0	139	9	0	65	0	74	361
% CARS	100	100	100	0	100	0	100	0	100	100	0	98.4	100	0	98.6	100	0	100	0	100	99.4
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% BUSES	0	0	0	0	0	0	0	0	0	0	0	1.6	0	0	1.4	0	0	0	0	0	0.6



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 : 4

Groups Printed- CARS

	SOUTHFIELD AVE. SOUTHBOUND					WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	17	0	2	25	0	0	0	0	0	0	31	3	0	34	9	0	9	0	18	77
04:15 PM	8	16	0	0	24	0	0	0	7	7	0	15	4	0	19	6	0	18	0	24	74
04:30 PM	10	20	0	0	30	0	0	0	0	0	0	19	0	0	19	3	0	9	0	12	61
04:45 PM	11	16	0	0	27	0	0	0	10	10	0	31	4	0	35	0	0	22	0	22	94
Total	35	69	0	2	106	0	0	0	17	17	0	96	11	0	107	18	0	58	0	76	306
05:00 PM	9	21	1	0	31	0	1	0	6	7	0	36	5	0	41	2	0	22	0	24	103
05:15 PM	16	15	0	0	31	0	0	0	6	6	0	25	2	0	27	2	0	14	0	16	80
05:30 PM	15	16	0	0	31	0	0	0	5	5	0	34	2	0	36	5	0	7	0	12	84
05:45 PM	17	16	0	0	33	0	0	0	5	5	0	25	2	0	27	5	0	10	0	15	80
Total	57	68	1	0	126	0	1	0	22	23	0	120	11	0	131	14	0	53	0	67	347
Grand Total	92	137	1	2	232	0	1	0	39	40	0	216	22	0	238	32	0	111	0	143	653
Apprch %	39.7	59.1	0.4	0.9		0	2.5	0	97.5		0	90.8	9.2	0		22.4	0	77.6	0		
Total %	14.1	21	0.2	0.3	35.5	0	0.2	0	6	6.1	0	33.1	3.4	0	36.4	4.9	0	17	0	21.9	

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

Groups Printed- TRUCKS

	SOUTHFIELD AVE. SOUTHBOUND					WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	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 : 6

Groups Printed- BUSES

	SOUTHFIELD AVE. SOUTHBOUND					WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	22.2	0	0	22.2	0	0	0	0	0	0	77.8	0	0	77.8	0	0	0	0	0	

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

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

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

Groups Printed- CARS - TRUCKS - BUSES

	BARRY PLACE SOUTHBOUND					FAIRFIELD AVE. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	3	0	0	3	0	0	8	0	8	8	2	0	0	10	0	2	0	0	2	23
11:15 AM	0	1	1	0	2	0	0	8	0	8	10	1	0	0	11	0	0	0	0	0	21
11:30 AM	0	1	1	0	2	1	0	15	0	16	10	2	0	0	12	0	0	0	0	0	30
11:45 AM	0	0	1	0	1	3	0	11	0	14	14	1	0	0	15	0	0	0	0	0	30
Total	0	5	3	0	8	4	0	42	0	46	42	6	0	0	48	0	2	0	0	2	104
12:00 PM	0	2	0	0	2	0	1	7	0	8	20	2	0	0	22	0	0	0	0	0	32
12:15 PM	0	1	3	0	4	1	0	11	2	14	14	2	0	0	16	0	0	0	0	0	34
12:30 PM	0	3	2	0	5	1	0	10	1	12	17	3	0	0	20	0	0	0	1	1	38
12:45 PM	0	3	0	0	3	1	1	14	0	16	33	2	0	0	35	0	0	0	1	1	55
Total	0	9	5	0	14	3	2	42	3	50	84	9	0	0	93	0	0	0	2	2	159
Grand Total	0	14	8	0	22	7	2	84	3	96	126	15	0	0	141	0	2	0	2	4	263
Apprch %	0	63.6	36.4	0		7.3	2.1	87.5	3.1		89.4	10.6	0	0		0	50	0	50		
Total %	0	5.3	3	0	8.4	2.7	0.8	31.9	1.1	36.5	47.9	5.7	0	0	53.6	0	0.8	0	0.8	1.5	
CARS	0	14	8	0	22	7	2	82	3	94	126	15	0	0	141	0	2	0	2	4	261
% CARS	0	100	100	0	100	100	100	97.6	100	97.9	100	100	0	0	100	0	100	0	100	100	99.2
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
% BUSES	0	0	0	0	0	0	0	2.4	0	2.1	0	0	0	0	0	0	0	0	0	0	0.8

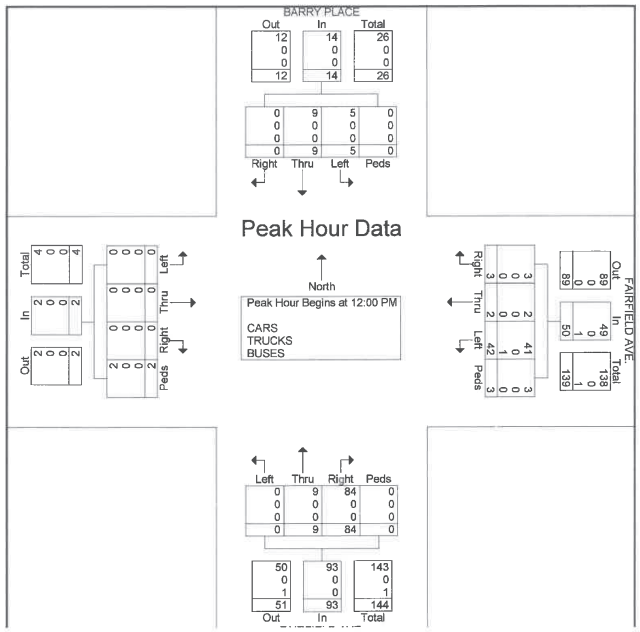
Fairfield Ave. at Barry Place

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 : 3

	BARRY PLACE SOUTHBOUND					FAIRFIELD AVE. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	2	0	0	2	0	**1**	7	0	8	20	2	0	0	22	0	0	0	0	0	32
12:15 PM	0	1	**3**	0	4	**1**	0	11	**2**	14	14	2	0	0	16	0	0	0	0	0	34
12:30 PM	0	**3**	2	0	**5**	1	0	10	1	12	17	**3**	0	0	20	0	0	0	**1**	**1**	38
12:45 PM	0	3	0	0	3	1	1	**14**	0	**16**	**33**	2	0	0	**35**	0	0	0	1	1	**55**
Total Volume	0	9	5	0	14	3	2	42	3	50	84	9	0	0	93	0	0	0	2	2	159
% App. Total	0	64.3	35.7	0		6	4	84	6		90.3	9.7	0	0		0	0	0	100		
PHF	.000	.750	.417	.000	.700	.750	.500	.750	.375	.781	.636	.750	.000	.000	.664	.000	.000	.000	.500	.500	.723
CARS	0	9	5	0	14	3	2	41	3	49	84	9	0	0	93	0	0	0	2	2	158
% CARS	0	100	100	0	100	100	100	97.6	100	98.0	100	100	0	0	100	0	0	0	100	100	99.4
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% BUSES	0	0	0	0	0	0	0	2.4	0	2.0	0	0	0	0	0	0	0	0	0	0	0.6



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

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 : 4

Groups Printed- CARS

	BARRY PLACE SOUTHBOUND					FAIRFIELD AVE. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	3	0	0	3	0	0	8	0	8	8	2	0	0	10	0	2	0	0	2	23
11:15 AM	0	1	1	0	2	0	0	8	0	8	10	1	0	0	11	0	0	0	0	0	21
11:30 AM	0	1	1	0	2	1	0	15	0	16	10	2	0	0	12	0	0	0	0	0	30
11:45 AM	0	0	1	0	1	3	0	10	0	13	14	1	0	0	15	0	0	0	0	0	29
Total	0	5	3	0	8	4	0	41	0	45	42	6	0	0	48	0	2	0	0	2	103
12:00 PM	0	2	0	0	2	0	1	7	0	8	20	2	0	0	22	0	0	0	0	0	32
12:15 PM	0	1	3	0	4	1	0	11	2	14	14	2	0	0	16	0	0	0	0	0	34
12:30 PM	0	3	2	0	5	1	0	10	1	12	17	3	0	0	20	0	0	0	1	1	38
12:45 PM	0	3	0	0	3	1	1	13	0	15	33	2	0	0	35	0	0	0	1	1	54
Total	0	9	5	0	14	3	2	41	3	49	84	9	0	0	93	0	0	0	2	2	158
Grand Total	0	14	8	0	22	7	2	82	3	94	126	15	0	0	141	0	2	0	2	4	261
Apprch %	0	63.6	36.4	0		7.4	2.1	87.2	3.2		89.4	10.6	0	0		0	50	0	50		
Total %	0	5.4	3.1	0	8.4	2.7	0.8	31.4	1.1	36	48.3	5.7	0	0	54	0	0.8	0	0.8	1.5	

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

Groups Printed- TRUCKS

	BARRY PLACE SOUTHBOUND					FAIRFIELD AVE. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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 : 6

Groups Printed- BUSES

	BARRY PLACE SOUTHBOUND					FAIRFIELD AVE. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	

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

Groups Printed- CARS - TRUCKS - BUSES

	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	3	0	5	0	8	10	5	0	1	16	0	0	0	1	1	0	2	12	0	14	39
11:15 AM	6	0	9	1	16	10	4	0	0	14	0	0	0	0	0	0	1	11	0	12	42
11:30 AM	12	1	6	0	19	9	4	0	0	13	0	0	0	1	1	0	5	12	0	17	50
11:45 AM	9	0	15	0	24	12	6	0	0	18	0	0	0	0	0	0	7	10	0	17	59
Total	30	1	35	1	67	41	19	0	1	61	0	0	0	2	2	0	15	45	0	60	190
12:00 PM	7	0	6	0	13	10	1	0	0	11	0	0	0	0	0	0	5	16	0	21	45
12:15 PM	6	0	16	0	22	12	8	0	0	20	0	0	0	0	0	0	3	18	0	21	63
12:30 PM	9	0	13	0	22	12	3	0	0	15	0	0	0	1	1	0	8	15	0	23	61
12:45 PM	12	0	10	0	22	12	5	0	0	17	0	0	0	0	0	0	11	24	0	35	74
Total	34	0	45	0	79	46	17	0	0	63	0	0	0	1	1	0	27	73	0	100	243
Grand Total	64	1	80	1	146	87	36	0	1	124	0	0	0	3	3	0	42	118	0	160	433
Apprch %	43.8	0.7	54.8	0.7		70.2	29	0	0.8		0	0	0	100		0	26.2	73.8	0		
Total %	14.8	0.2	18.5	0.2	33.7	20.1	8.3	0	0.2	28.6	0	0	0	0.7	0.7	0	9.7	27.3	0	37	
CARS	63	1	80	1	145	87	36	0	1	124	0	0	0	3	3	0	42	118	0	160	432
% CARS	98.4	100	100	100	99.3	100	100	0	100	100	0	0	0	100	100	0	100	100	0	100	99.8
TRUCKS	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% TRUCKS	1.6	0	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

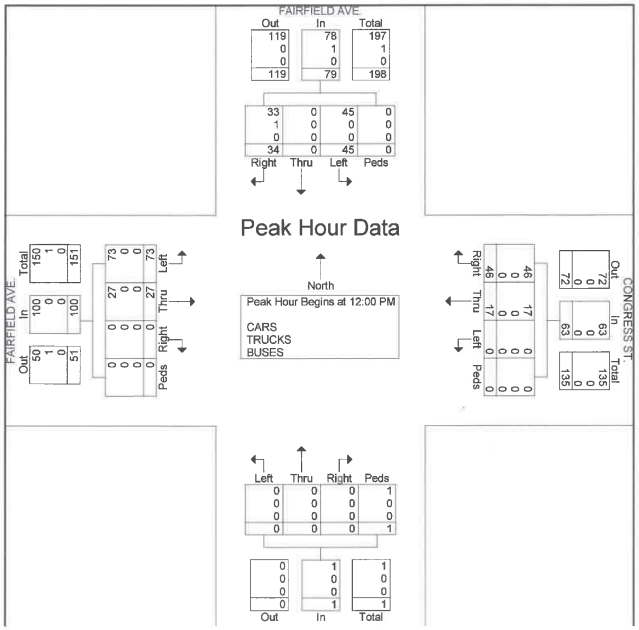
Fairfield Ave. at Congress St.

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

	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	7	0	6	0	13	10	1	0	0	11	0	0	0	0	0	0	5	16	0	21	45
12:15 PM	6	0	**16**	0	**22**	**12**	**8**	0	0	**20**	0	0	0	0	0	0	3	18	0	21	63
12:30 PM	9	0	13	0	22	12	3	0	0	15	0	0	0	**1**	**1**	0	8	15	0	23	61
12:45 PM	**12**	0	10	0	22	12	5	0	0	17	0	0	0	0	0	0	**11**	**24**	0	**35**	**74**
Total Volume	34	0	45	0	79	46	17	0	0	63	0	0	0	1	1	0	27	73	0	100	243
% App. Total	43	0	57	0		73	27	0	0		0	0	0	100		0	27	73	0		
PHF	.708	.000	.703	.000	.898	.958	.531	.000	.000	.788	.000	.000	.000	.250	.250	.000	.614	.760	.000	.714	.821
CARS	33	0	45	0	78	46	17	0	0	63	0	0	0	1	1	0	27	73	0	100	242
% CARS	97.1	0	100	0	98.7	100	100	0	0	100	0	0	0	100	100	0	100	100	0	100	99.6
TRUCKS	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% TRUCKS	2.9	0	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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

Groups Printed- CARS

	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	3	0	5	0	8	10	5	0	1	16	0	0	0	1	1	0	2	12	0	14	39
11:15 AM	6	0	9	1	16	10	4	0	0	14	0	0	0	0	0	0	1	11	0	12	42
11:30 AM	12	1	6	0	19	9	4	0	0	13	0	0	0	1	1	0	5	12	0	17	50
11:45 AM	9	0	15	0	24	12	6	0	0	18	0	0	0	0	0	0	7	10	0	17	59
Total	30	1	35	1	67	41	19	0	1	61	0	0	0	2	2	0	15	45	0	60	190
12:00 PM	7	0	6	0	13	10	1	0	0	11	0	0	0	0	0	0	5	16	0	21	45
12:15 PM	6	0	16	0	22	12	8	0	0	20	0	0	0	0	0	0	3	18	0	21	63
12:30 PM	9	0	13	0	22	12	3	0	0	15	0	0	0	1	1	0	8	15	0	23	61
12:45 PM	11	0	10	0	21	12	5	0	0	17	0	0	0	0	0	0	11	24	0	35	73
Total	33	0	45	0	78	46	17	0	0	63	0	0	0	1	1	0	27	73	0	100	242
Grand Total	63	1	80	1	145	87	36	0	1	124	0	0	0	3	3	0	42	118	0	160	432
Apprch %	43.4	0.7	55.2	0.7		70.2	29	0	0.8		0	0	0	100		0	26.2	73.8	0		
Total %	14.6	0.2	18.5	0.2	33.6	20.1	8.3	0	0.2	28.7	0	0	0	0.7	0.7	0	9.7	27.3	0	37	

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

Groups Printed- TRUCKS

	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Groups Printed- BUSES

	FAIRFIELD AVE. SOUTHBOUND					CONGRESS ST. WESTBOUND					NORTHBOUND					FAIRFIELD AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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 : 1

Groups Printed- CARS - TRUCKS - BUSES

	SOUTHBOUND					SHELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SHELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	3	3	0	51	5	0	56	2	0	53	0	55	29	40	0	0	69	183
11:15 AM	0	0	0	7	7	0	53	6	0	59	8	0	51	1	60	28	55	0	0	83	209
11:30 AM	0	0	0	1	1	0	51	3	0	54	7	0	36	0	43	31	39	0	0	70	168
11:45 AM	0	0	0	0	0	0	44	5	0	49	7	0	43	0	50	41	61	0	0	102	201
Total	0	0	0	11	11	0	199	19	0	218	24	0	183	1	208	129	195	0	0	324	761
12:00 PM	0	0	0	2	2	0	51	2	0	53	5	0	46	0	51	30	45	0	0	75	181
12:15 PM	0	0	0	0	0	0	42	6	0	48	13	0	42	2	57	38	51	0	1	90	195
12:30 PM	0	0	0	3	3	0	72	3	0	75	7	0	38	0	45	36	50	0	1	87	210
12:45 PM	0	0	0	3	3	0	56	2	0	58	6	0	59	0	65	42	49	0	0	91	217
Total	0	0	0	8	8	0	221	13	0	234	31	0	185	2	218	146	195	0	2	343	803
Grand Total	0	0	0	19	19	0	420	32	0	452	55	0	368	3	426	275	390	0	2	667	1564
Apprch %	0	0	0	100		0	92.9	7.1	0		12.9	0	86.4	0.7		41.2	58.5	0	0.3		
Total %	0	0	0	1.2	1.2	0	26.9	2	0	28.9	3.5	0	23.5	0.2	27.2	17.6	24.9	0	0.1	42.6	
CARS	0	0	0	19	19	0	419	32	0	451	54	0	366	3	423	267	388	0	2	657	1550
% CARS	0	0	0	100	100	0	99.8	100	0	99.8	98.2	0	99.5	100	99.3	97.1	99.5	0	100	98.5	99.1
TRUCKS	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	6	2	0	0	8	11
% TRUCKS	0	0	0	0	0	0	0.2	0	0	0.2	1.8	0	0.3	0	0.5	2.2	0.5	0	0	1.2	0.7
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0.7	0	0	0	0.3	0.2

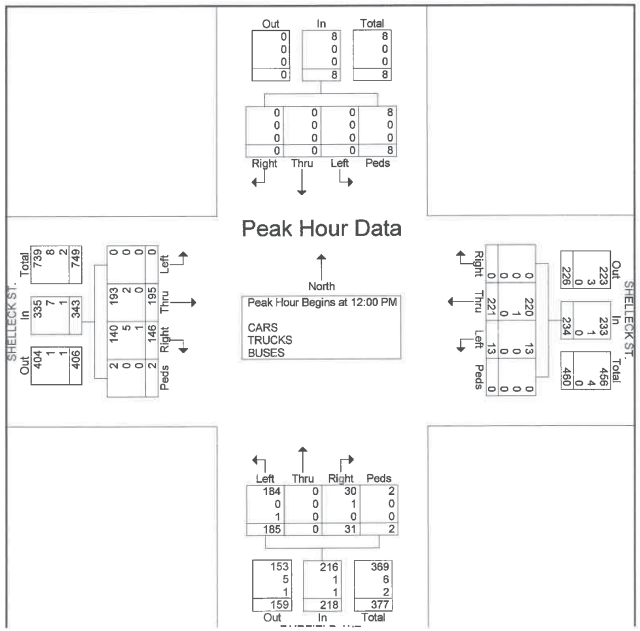
Fairfield Ave. at Selleck St.

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

	SOUTHBOUND					SHELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SHELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	2	2	0	51	2	0	53	5	0	46	0	51	30	45	0	0	75	181
12:15 PM	0	0	0	0	0	0	42	**6**	0	48	**13**	0	42	**2**	57	38	**51**	0	**1**	90	195
12:30 PM	0	0	0	**3**	**3**	0	**72**	3	0	**75**	7	0	38	0	45	36	50	0	1	87	210
12:45 PM	0	0	0	3	3	0	56	2	0	58	6	0	**59**	0	**65**	**42**	49	0	0	**91**	**217**
Total Volume	0	0	0	8	8	0	221	13	0	234	31	0	185	2	218	146	195	0	2	343	803
% App. Total	0	0	0	100		0	94.4	5.6	0		14.2	0	84.9	0.9		42.6	56.9	0	0.6		
PHF	.000	.000	.000	.667	.667	.000	.767	.542	.000	.780	.596	.000	.784	.250	.838	.869	.956	.000	.500	.942	.925
CARS	0	0	0	8	8	0	220	13	0	233	30	0	184	2	216	140	193	0	2	335	792
% CARS	0	0	0	100	100	0	99.5	100	0	99.6	96.8	0	99.5	100	99.1	95.9	99.0	0	100	97.7	98.6
TRUCKS	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5	2	0	0	7	9
% TRUCKS	0	0	0	0	0	0	0.5	0	0	0.4	3.2	0	0	0	0.5	3.4	1.0	0	0	2.0	1.1
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0.5	0.7	0	0	0	0.3	0.2



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 : 4

Groups Printed- CARS

	SOUTHBOUND					SHELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SHELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	3	3	0	51	5	0	56	2	0	53	0	55	28	40	0	0	68	182
11:15 AM	0	0	0	7	7	0	53	6	0	59	8	0	51	1	60	28	55	0	0	83	209
11:30 AM	0	0	0	1	1	0	51	3	0	54	7	0	36	0	43	31	39	0	0	70	168
11:45 AM	0	0	0	0	0	0	44	5	0	49	7	0	42	0	49	40	61	0	0	101	199
Total	0	0	0	11	11	0	199	19	0	218	24	0	182	1	207	127	195	0	0	322	758
12:00 PM	0	0	0	2	2	0	51	2	0	53	5	0	46	0	51	29	45	0	0	74	180
12:15 PM	0	0	0	0	0	0	42	6	0	48	13	0	42	2	57	38	50	0	1	89	194
12:30 PM	0	0	0	3	3	0	72	3	0	75	7	0	38	0	45	34	50	0	1	85	208
12:45 PM	0	0	0	3	3	0	55	2	0	57	5	0	58	0	63	39	48	0	0	87	210
Total	0	0	0	8	8	0	220	13	0	233	30	0	184	2	216	140	193	0	2	335	792
Grand Total	0	0	0	19	19	0	419	32	0	451	54	0	366	3	423	267	388	0	2	657	1550
Apprch %	0	0	0	100		0	92.9	7.1	0		12.8	0	86.5	0.7		40.6	59.1	0	0.3		
Total %	0	0	0	1.2	1.2	0	27	2.1	0	29.1	3.5	0	23.6	0.2	27.3	17.2	25	0	0.1	42.4	

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 : 5

Groups Printed- TRUCKS

	SOUTHBOUND					SHELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SHELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	1	0	0	3	5
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5	2	0	0	7	9
Grand Total	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	6	2	0	0	8	11
Apprch %	0	0	0	0		0	100	0	0		50	0	50	0		75	25	0	0		
Total %	0	0	0	0	0	0	9.1	0	0	9.1	9.1	0	9.1	0	18.2	54.5	18.2	0	0	72.7	

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 : 6

Groups Printed- BUSES

	SOUTHBOUND					SHELLECK ST. WESTBOUND					FAIRFIELD AVE. NORTHBOUND					SHELLECK ST. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
Apprch %	0	0	0	0		0	0	0	0		0	0	100	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	33.3	0	33.3	66.7	0	0	0	66.7	

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

Groups Printed- CARS - TRUCKS - BUSES

	SOUTHFIELD AVE. SOUTHBOUND					WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	4	13	0	0	17	0	0	0	0	0	0	11	1	0	12	0	0	3	0	3	32
11:15 AM	7	9	0	0	16	0	0	0	0	0	0	9	4	0	13	2	0	6	0	8	37
11:30 AM	9	11	0	0	20	0	0	0	1	1	0	6	1	0	7	1	0	5	0	6	34
11:45 AM	8	9	0	0	17	0	0	0	0	0	0	11	4	0	15	4	0	8	0	12	44
Total	28	42	0	0	70	0	0	0	1	1	0	37	10	0	47	7	0	22	0	29	147
12:00 PM	2	6	0	0	8	0	0	0	1	1	0	8	1	0	9	1	0	3	0	4	22
12:15 PM	10	16	0	0	26	0	0	1	0	1	0	13	4	0	17	2	0	3	0	5	49
12:30 PM	14	10	0	0	24	0	0	0	1	1	0	12	1	0	13	1	0	8	0	9	47
12:45 PM	5	12	0	0	17	0	0	0	0	0	0	15	1	0	16	0	0	8	0	8	41
Total	31	44	0	0	75	0	0	1	2	3	0	48	7	0	55	4	0	22	0	26	159
Grand Total	59	86	0	0	145	0	0	1	3	4	0	85	17	0	102	11	0	44	0	55	306
Apprch %	40.7	59.3	0	0		0	0	25	75		0	83.3	16.7	0		20	0	80	0		
Total %	19.3	28.1	0	0	47.4	0	0	0.3	1	1.3	0	27.8	5.6	0	33.3	3.6	0	14.4	0	18	
CARS	59	86	0	0	145	0	0	1	3	4	0	84	17	0	101	11	0	44	0	55	305
% CARS	100	100	0	0	100	0	0	100	100	100	0	98.8	100	0	99	100	0	100	0	100	99.7
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0	1	0	0	0	0	0	0.3
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

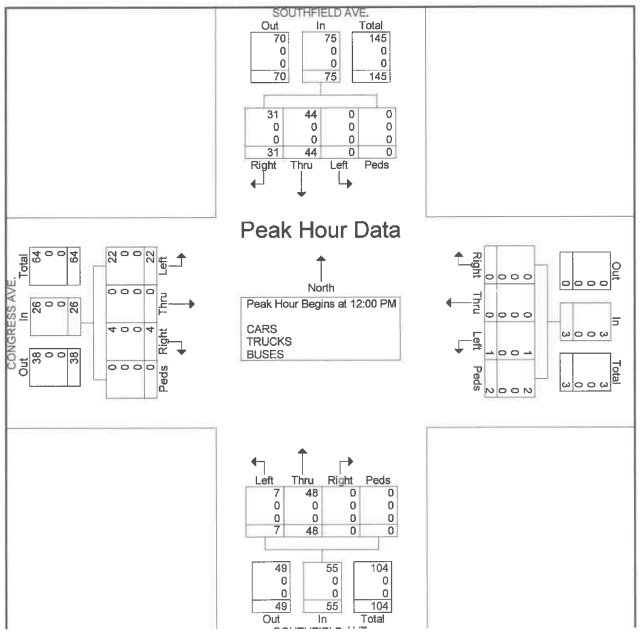
Southfield Ave. at Congress St.

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 : 3

	SOUTHFIELD AVE. SOUTHBOUND					WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	2	6	0	0	8	0	0	0	**1**	**1**	0	8	1	0	9	1	0	3	0	4	22
12:15 PM	10	**16**	0	0	**26**	0	0	**1**	0	1	0	13	**4**	0	**17**	**2**	0	3	0	5	**49**
12:30 PM	**14**	10	0	0	24	0	0	0	1	1	0	12	1	0	13	1	0	**8**	0	**9**	47
12:45 PM	5	12	0	0	17	0	0	0	0	0	0	**15**	1	0	16	0	0	8	0	8	41
Total Volume	31	44	0	0	75	0	0	1	2	3	0	48	7	0	55	4	0	22	0	26	159
% App. Total	41.3	58.7	0	0		0	0	33.3	66.7		0	87.3	12.7	0		15.4	0	84.6	0		
PHF	.554	.688	.000	.000	.721	.000	.000	.250	.500	.750	.000	.800	.438	.000	.809	.500	.000	.688	.000	.722	.811
CARS	31	44	0	0	75	0	0	1	2	3	0	48	7	0	55	4	0	22	0	26	159
% CARS	100	100	0	0	100	0	0	100	100	100	0	100	100	0	100	100	0	100	0	100	100
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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

Groups Printed- CARS

	SOUTHFIELD AVE. SOUTHBOUND					WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	4	13	0	0	17	0	0	0	0	0	0	11	1	0	12	0	0	3	0	3	32
11:15 AM	7	9	0	0	16	0	0	0	0	0	0	9	4	0	13	2	0	6	0	8	37
11:30 AM	9	11	0	0	20	0	0	0	1	1	0	5	1	0	6	1	0	5	0	6	33
11:45 AM	8	9	0	0	17	0	0	0	0	0	0	11	4	0	15	4	0	8	0	12	44
Total	28	42	0	0	70	0	0	0	1	1	0	36	10	0	46	7	0	22	0	29	146
12:00 PM	2	6	0	0	8	0	0	0	1	1	0	8	1	0	9	1	0	3	0	4	22
12:15 PM	10	16	0	0	26	0	0	1	0	1	0	13	4	0	17	2	0	3	0	5	49
12:30 PM	14	10	0	0	24	0	0	0	1	1	0	12	1	0	13	1	0	8	0	9	47
12:45 PM	5	12	0	0	17	0	0	0	0	0	0	15	1	0	16	0	0	8	0	8	41
Total	31	44	0	0	75	0	0	1	2	3	0	48	7	0	55	4	0	22	0	26	159
Grand Total	59	86	0	0	145	0	0	1	3	4	0	84	17	0	101	11	0	44	0	55	305
Apprch %	40.7	59.3	0	0		0	0	25	75		0	83.2	16.8	0		20	0	80	0		
Total %	19.3	28.2	0	0	47.5	0	0	0.3	1	1.3	0	27.5	5.6	0	33.1	3.6	0	14.4	0	18	

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 : 5

Groups Printed- TRUCKS

	SOUTHFIELD AVE. SOUTHBOUND					WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

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

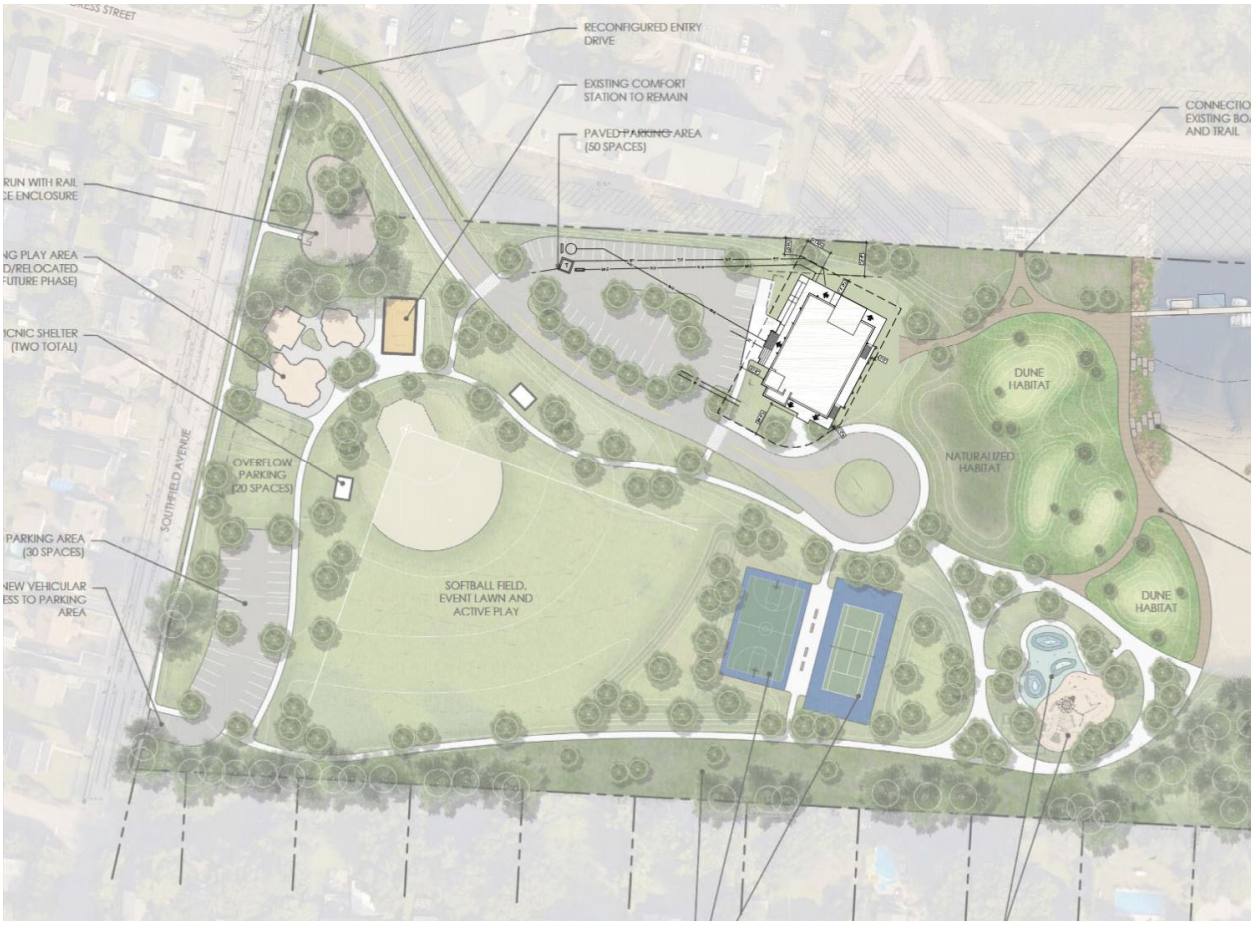
TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

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

Groups Printed- BUSES

	SOUTHFIELD AVE. SOUTHBOUND					WESTBOUND					SOUTHFIELD AVE. NORTHBOUND					CONGRESS AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

SOUNDWATERS HARBOR CENTER



1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

1 SOUND SCIENCE WET LAB

AQUACULTURE STUDIES
MARINE BIOLOGY
WATER QUALITY SCIENCE
AQUATIC ANIMAL CARE

2 HARBOR CORPS SHOP

BOAT BUILDING
WOODWORK
METALWORK
FIBERGLASS
SMALL ENGINE REPAIR

FULLER D'ANGELO P.C. ARCHITECTS PLANNERS
SoundWaters

SOUNDWATERS
HARBOR CENTER
BOCCUZZI PARK
STAMFORD, CT.

2 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

1 YOUNG MARINERS CLASSROOMS

MARITIME WORK SKILLS
MARITIME EDUCATION STUDIES
MARITIME HISTORY
NAVIGATION
MARINE RESEARCH
SAILING INSTRUCTION

2 MEETING

COLLABORATION
RESEARCH
SMALL GROUP LEARNING
PRESENTATION
DISTANCE LEARNING

3 STUDENT LOUNGE

STUDY SPACE
RELAX LEARNING
PRESENTATION

4 REMOTE TEACHING STUDIO

DISTANCE LEARNING
PRESENTATION

FULLER D'ANGELO P.C. ARCHITECTS PLANNERS
SoundWaters

SOUNDWATERS
HARBOR CENTER
BOCCUZZI PARK
STAMFORD, CT.

Land Use	P.M. Peak Hour			SAT Peak Hour		
	In	Out	Total	In	Out	Total
Sound Waters Center Trip Generation						
LUC 495 – 12,000 sq ft Recreational Community Center	28	31	59	7	6	13

Date Saved: 11/14/2022

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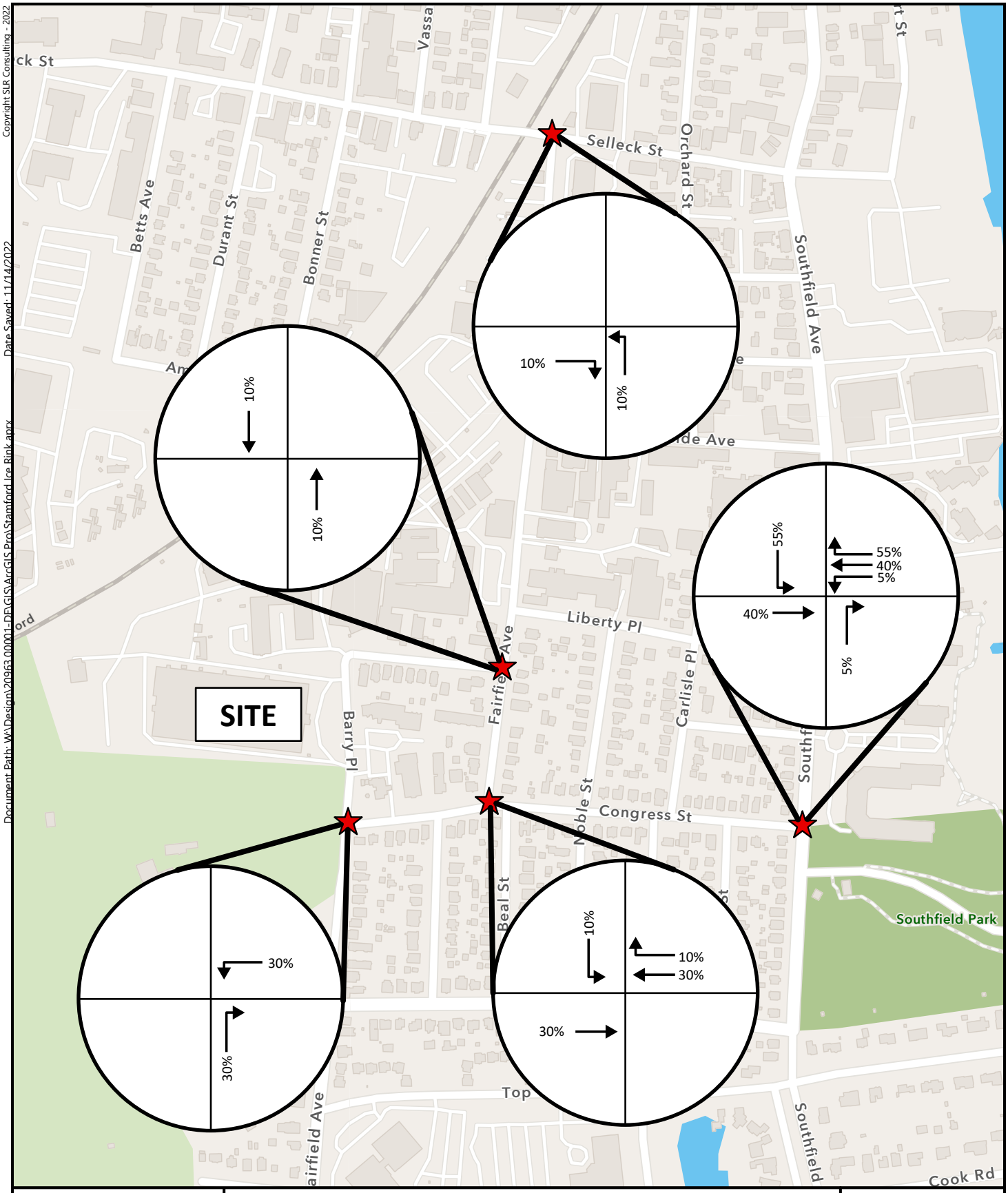

SLR
195 CHURCH STREET
7TH FLOOR
NEW HAVEN, CT 06511
203.344.7887

SOUND WATERS CENTER DISTRIBUTION

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

N

0 150 300 450
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DATE 11/14/2022
141.20963.01
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FIG. X

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 FOR SIGNALIZED INTERSECTIONS
MOTORIZED VEHICLE MODE

LOS By Volume-to-Capacity Ratio[1]		CONTROL DELAY (s/veh)
v/c ≤ 1.0	v/c > 1.0	
A	F	≤ 10
B	F	> 10 AND ≤ 20
C	F	> 20 AND ≤ 35
D	F	> 35 AND ≤ 55
E	F	> 55 AND ≤ 80
F	F	> 80

[1] 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:

Level of Service A 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.

Level of Service C 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.

Level of Service E 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.

Level of Service F 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: Highway Capacity Manual 6, 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 CRITERIA FOR AWSC INTERSECTIONS	
LOS[1]	**CONTROL DELAY (s/veh)**
A	**≤ 10**
B	**> 10 AND ≤ 15**
C	**> 15 AND ≤ 25**
D	**> 25 AND ≤ 35**
E	**> 35 AND ≤ 50**
F	**> 50**

[1] 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: Highway Capacity Manual Version 6.0, 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 CRITERIA FOR AWSC INTERSECTIONS	
LOS[1]	**CONTROL DELAY (s/veh)**
A	**≤ 10**
B	**> 10 AND ≤ 15**
C	**> 15 AND ≤ 25**
D	**> 25 AND ≤ 35**
E	**> 35 AND ≤ 50**
F	**> 50**

Note: LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole.
LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay

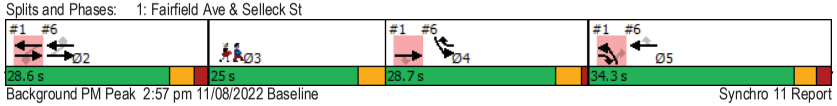
Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	330	225	13	291	343	43		
Future Volume (vph)	330	225	13	291	343	43		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Frt		0.850				0.850		
Flt Protected				0.998	0.950			
Satd. Flow (prot)	1863	1583	0	3356	1770	1583		
Flt Permitted				0.933	0.950			
Satd. Flow (perm)	1863	1583	0	3137	1770	1583		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	1870			
Travel 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)	359	245	14	316	373	47		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	359	245	0	330	373	47		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane 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			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00		
Turning Speed (mph)		9	15		15	9		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
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		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							44	
Act Effct Green (s)	21.5	52.5		21.5	21.2	21.2		
Actuated g/C Ratio	0.32	0.78		0.32	0.32	0.32		
v/c Ratio	0.60	0.20		0.33	0.67	0.09		
Control Delay	29.6	5.8		22.9	29.5	20.9		
Queue Delay	1.3	0.4		0.0	0.0	0.0		
Total Delay	30.9	6.2		22.9	29.5	20.9		
LOS	C	A		C	C	C		
Approach Delay	20.9			22.9	28.6			
Approach LOS	C			C	C			
Queue Length 50th (ft)	159	49		69	169	17		
Queue Length 95th (ft)	#301	81		118	269	42		
Internal Link Dist (ft)	150			167	1790			
Turn Bay Length (ft)						100		
Base Capacity (vph)	722	1241		1215	865	773		
Starvation Cap Reductn	186	599		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.67	0.38		0.27	0.43	0.06		

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.6			
Actuated Cycle Length: 67.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 45.7%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Fairfield Ave & Selleck St



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	2	0	192	124	23
Future Vol, veh/h	31	2	0	192	124	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	2	0	209	135	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	357	148	160	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	641	899	1419	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	641	899	1419	-	-	-
Mov Cap-2 Maneuver	641	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1419	-	652	-	-
HCM Lane V/C Ratio	-	-	0.055	-	-
HCM Control Delay (s)	0	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	5	46	171	2	14
Future Vol, veh/h	57	5	46	171	2	14
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	62	5	50	186	2	15
Number of Lanes	1	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	8	7.9	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	92%	100%	0%
Vol Thru, %	21%	0%	0%	100%
Vol Right, %	79%	8%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	62	2	14
LT Vol	0	57	2	0
Through Vol	46	0	0	14
RT Vol	171	5	0	0
Lane Flow Rate	236	67	2	15
Geometry Grp	5	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	8	8.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0	0.1

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	147	47	33	45	69	50
Future Vol, veh/h	147	47	33	45	69	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	160	51	36	49	75	54
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.1	7.6	8.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	76%	0%	58%
Vol Thru, %	24%	42%	0%
Vol Right, %	0%	58%	42%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	194	78	119
LT Vol	147	0	69
Through Vol	47	33	0
RT Vol	0	45	50
Lane Flow Rate	211	85	129
Geometry Grp	1	1	1
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	805
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	A	A	A
HCM 95th-tile Q	1.1	0.3	0.6

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	11	14	2	12	17	11	11	2	15	69	58
Future Vol, veh/h	54	11	14	2	12	17	11	11	2	15	69	58
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	59	12	15	2	13	18	12	12	2	16	75	63
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.3	7.5	7.8
HCM LOS	A	A	A	A

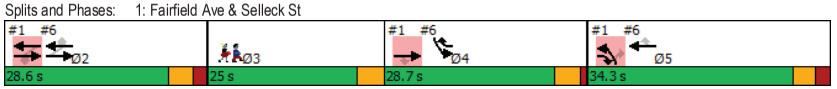
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	68%	6%	11%
Vol Thru, %	46%	14%	39%	49%
Vol Right, %	8%	18%	55%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	79	31	142
LT Vol	11	54	2	15
Through Vol	11	11	12	69
RT Vol	2	14	17	58
Lane Flow Rate	26	86	34	154
Geometry Grp	1	1	1	1
Degree of Util (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	900
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	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	196	143	13	223	188	30		
Future Volume (vph)	196	143	13	223	188	30		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Frt		0.850				0.850		
Flt Protected				0.997	0.950			
Satd. Flow (prot)	1863	1583	0	3352	1770	1583		
Flt Permitted				0.934	0.950			
Satd. Flow (perm)	1863	1583	0	3140	1770	1583		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	1870			
Travel 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	14	242	204	33		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	213	155	0	256	204	33		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane 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			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00		
Turning Speed (mph)		9	15		15	9		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
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		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							44	
Act Effct Green (s)	17.8	39.1		17.8	12.0	12.0		
Actuated g/C Ratio	0.33	0.72		0.33	0.22	0.22		
v/c Ratio	0.35	0.14		0.25	0.52	0.09		
Control Delay	21.2	7.2		18.8	26.8	21.6		
Queue Delay	0.1	0.1		0.0	0.0	0.0		
Total Delay	21.2	7.3		18.8	26.8	21.6		
LOS	C	A		B	C	C		
Approach Delay	15.4			18.8	26.1			
Approach LOS	B			B	C			
Queue Length 50th (ft)	70	29		42	72	11		
Queue Length 95th (ft)	138	55		77	138	32		
Internal Link Dist (ft)	150			167	1790			
Turn Bay Length (ft)						100		
Base Capacity (vph)	869	1245		1464	1040	931		
Starvation Cap Reductn	108	452		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.28	0.20		0.17	0.20	0.04		

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.6			
Actuated Cycle Length: 54			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 19.4		Intersection LOS: B	
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Fairfield Ave & Selleck St



HCM 6th TWSC
2: Fairfield Ave & Melrose Pl 11/15/2022

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1	2	131	91	15
Future Vol, veh/h	22	1	2	131	91	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1	2	142	99	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	253	107	115	0	-	0
Stage 1	107	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	736	947	1474	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	735	947	1474	-	-	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	881	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	742	-	-
HCM Lane V/C Ratio	0.001	-	0.034	-	-
HCM Control Delay (s)	7.4	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th AWSC
3: Barry Pl & Fairfield Ave 11/15/2022

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	3	9	87	5	9
Future Vol, veh/h	45	3	9	87	5	9
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	49	3	10	95	5	10
Number of Lanes	1	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	7.6	7.1	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	94%	100%	0%
Vol Thru, %	9%	0%	0%	100%
Vol Right, %	91%	6%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	48	5	9
LT Vol	0	45	5	0
Through Vol	9	0	0	9
RT Vol	87	3	0	0
Lane Flow Rate	104	52	5	10
Geometry Grp	5	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
Cap	993	833	690	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	7.6	8	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0	0

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	29	19	48	47	34
Future Vol, veh/h	74	29	19	48	47	34
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	80	32	21	52	51	37
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8	7.1	7.7
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	72%	0%	58%
Vol Thru, %	28%	28%	0%
Vol Right, %	0%	72%	42%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	103	67	81
LT Vol	74	0	47
Through Vol	29	19	0
RT Vol	0	48	34
Lane Flow Rate	112	73	88
Geometry Grp	1	1	1
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	858
Service Time	2.344	1.819	2.199
HCM Lane V/C Ratio	0.135	0.077	0.103
HCM Control Delay	8	7.1	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	3	4	0	3	3	7	7	0	4	45	31
Future Vol, veh/h	22	3	4	0	3	3	7	7	0	4	45	31
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	24	3	4	0	3	3	8	8	0	4	49	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	6.9	7.3	7.2
HCM LOS	A	A	A	A

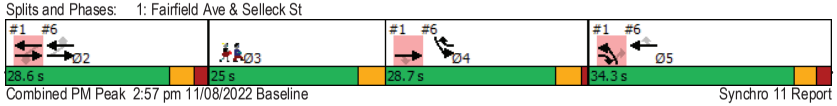
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	76%	0%	5%
Vol Thru, %	50%	10%	50%	56%
Vol Right, %	0%	14%	50%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	29	6	80
LT Vol	7	22	0	4
Through Vol	7	3	3	45
RT Vol	0	4	3	31
Lane Flow Rate	15	32	7	87
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.037	0.007	0.092
Departure Headway (Hd)	4.166	4.186	3.836	3.79
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	853	928	945
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	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	330	233	20	291	348	47		
Future Volume (vph)	330	233	20	291	348	47		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Frt		0.850				0.850		
Flt Protected				0.997	0.950			
Satd. Flow (prot)	1863	1583	0	3352	1770	1583		
Flt Permitted				0.916	0.950			
Satd. Flow (perm)	1863	1583	0	3080	1770	1583		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	1870			
Travel 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)	359	253	22	316	378	51		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	359	253	0	338	378	51		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane 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			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00		
Turning Speed (mph)		9	15		15	9		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
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		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							44	
Act Effct Green (s)	21.5	53.1		21.5	21.9	21.9		
Actuated g/C Ratio	0.32	0.78		0.32	0.32	0.32		
v/c Ratio	0.61	0.20		0.35	0.66	0.10		
Control Delay	30.1	5.8		23.4	29.2	20.7		
Queue Delay	1.3	0.4		0.0	0.0	0.0		
Total Delay	31.4	6.2		23.4	29.2	20.7		
LOS	C	A		C	C	C		
Approach Delay	21.0			23.4	28.2			
Approach LOS	C			C	C			
Queue Length 50th (ft)	162	51		73	172	19		
Queue Length 95th (ft)	#301	84		122	274	45		
Internal Link Dist (ft)	150			167	1790			
Turn Bay Length (ft)						100		
Base Capacity (vph)	714	1243		1180	855	765		
Starvation Cap Reductn	184	601		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.68	0.39		0.29	0.44	0.07		

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.6			
Actuated Cycle Length: 67.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Fairfield Ave & Selleck St



Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	3	1	192	124	38
Future Vol, veh/h	40	3	1	192	124	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	3	1	209	135	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	367	156	176	0	-	0
Stage 1	156	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	633	890	1400	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	632	890	1400	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1400	-	645	-	-
HCM Lane V/C Ratio	0.001	-	0.072	-	-
HCM Control Delay (s)	7.6	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	9	54	171	5	18
Future Vol, veh/h	57	9	54	171	5	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	10	59	186	5	20
Number of Lanes	1	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	8	8.1	7.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	86%	100%	0%
Vol Thru, %	24%	0%	0%	100%
Vol Right, %	76%	14%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	66	5	18
LT Vol	0	57	5	0
Through Vol	54	0	0	18
RT Vol	171	9	0	0
Lane Flow Rate	245	72	5	20
Geometry Grp	5	2	7	7
Degree of Util (X)	0.253	0.089	0.008	0.026
Departure Headway (Hd)	3.723	4.483	5.289	4.788
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	956	788	671	741
Service Time	1.783	2.573	3.065	2.563
HCM Lane V/C Ratio	0.256	0.091	0.007	0.027
HCM Control Delay	8.1	8	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.3	0	0.1

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	147	50	37	46	70	50
Future Vol, veh/h	147	50	37	46	70	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	160	54	40	50	76	54
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.1	7.6	8.4
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	75%	0%	58%
Vol Thru, %	25%	45%	0%
Vol Right, %	0%	55%	42%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	197	83	120
LT Vol	147	0	70
Through Vol	50	37	0
RT Vol	0	46	50
Lane Flow Rate	214	90	130
Geometry Grp	1	1	1
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	866	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	A	A	A
HCM 95th-tile Q	1.1	0.3	0.6

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	11	15	2	12	17	12	11	2	15	69	62
Future Vol, veh/h	57	11	15	2	12	17	12	11	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	12	16	2	13	18	13	12	2	16	75	67
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.3	7.6	7.9
HCM LOS	A	A	A	A

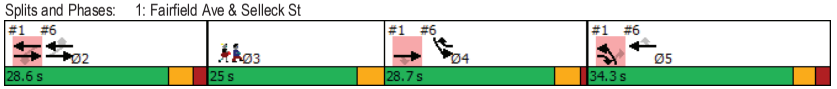
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	69%	6%	10%
Vol Thru, %	44%	13%	39%	47%
Vol Right, %	8%	18%	55%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	83	31	146
LT Vol	12	57	2	15
Through Vol	11	11	12	69
RT Vol	2	15	17	62
Lane Flow Rate	27	90	34	159
Geometry Grp	1	1	1	1
Degree of Util (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	900
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	7.6	7.9	7.3	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.1	0.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	196	162	29	223	203	43		
Future Volume (vph)	196	162	29	223	203	43		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Frt		0.850				0.850		
Flt Protected				0.994	0.950			
Satd. Flow (prot)	1863	1583	0	3342	1770	1583		
Flt Permitted				0.901	0.950			
Satd. Flow (perm)	1863	1583	0	3029	1770	1583		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	1870			
Travel 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	32	242	221	47		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	213	176	0	274	221	47		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane 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			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00		
Turning Speed (mph)		9	15		15	9		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
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		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							44	
Act Effct Green (s)	17.3	39.5		17.3	12.7	12.7		
Actuated g/C Ratio	0.32	0.73		0.32	0.23	0.23		
v/c Ratio	0.36	0.15		0.28	0.53	0.13		
Control Delay	21.8	7.1		19.6	26.6	21.4		
Queue Delay	0.1	0.1		0.0	0.0	0.0		
Total Delay	21.9	7.2		19.6	26.6	21.4		
LOS	C	A		B	C	C		
Approach Delay	15.2			19.6	25.7			
Approach LOS	B			B	C			
Queue Length 50th (ft)	71	33		46	79	15		
Queue Length 95th (ft)	141	62		85	149	41		
Internal Link Dist (ft)	150			167	1790			
Turn Bay Length (ft)						100		
Base Capacity (vph)	878	1250		1428	1052	941		
Starvation Cap Reductn	108	458		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.28	0.22		0.19	0.21	0.05		

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.6			
Actuated Cycle Length: 54.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Fairfield Ave & Selleck St



HCM 6th TWSC
2: Fairfield Ave & Melrose Pl 11/15/2022

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	4	5	131	91	50
Future Vol, veh/h	50	4	5	131	91	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	4	5	142	99	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	278	126	153	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	712	924	1428	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	709	924	1428	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	721	-	-
HCM Lane V/C Ratio	0.004	-	0.081	-	-
HCM Control Delay (s)	7.5	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th AWSC
3: Barry Pl & Congress St 11/15/2022

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	12	25	87	12	21
Future Vol, veh/h	45	12	25	87	12	21
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	49	13	27	95	13	23
Number of Lanes	1	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	7.6	7.3	7.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	79%	100%	0%
Vol Thru, %	22%	0%	0%	100%
Vol Right, %	78%	21%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	57	12	21
LT Vol	0	45	12	0
Through Vol	25	0	0	21
RT Vol	87	12	0	0
Lane Flow Rate	122	62	13	23
Geometry Grp	5	2	7	7
Degree of Util (X)	0.125	0.073	0.019	0.03
Departure Headway (Hd)	3.703	4.233	5.207	4.706
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	961	839	685	758
Service Time	1.753	2.296	2.954	2.453
HCM Lane V/C Ratio	0.127	0.074	0.019	0.03
HCM Control Delay	7.3	7.6	8.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	36	28	51	50	34
Future Vol, veh/h	74	36	28	51	50	34
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	80	39	30	55	54	37
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.1	7.3	7.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	0%	60%
Vol Thru, %	33%	35%	0%
Vol Right, %	0%	65%	40%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	110	79	84
LT Vol	74	0	50
Through Vol	36	28	0
RT Vol	0	51	34
Lane Flow Rate	120	86	91
Geometry Grp	1	1	1
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	8.1	7.3	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.3	0.4

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	3	7	0	3	3	10	7	0	4	45	40
Future Vol, veh/h	29	3	7	0	3	3	10	7	0	4	45	40
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	32	3	8	0	3	3	11	8	0	4	49	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	6.9	7.3	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	74%	0%	4%
Vol Thru, %	41%	8%	50%	51%
Vol Right, %	0%	18%	50%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	39	6	89
LT Vol	10	29	0	4
Through Vol	7	3	3	45
RT Vol	0	7	3	40
Lane Flow Rate	18	42	7	97
Geometry Grp	1	1	1	1
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	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0	0.3