



246 NORTH INC., ADJ HOLDINGS INC

Transportation Impact Study

Birch Trails and Aspen Trails – Dorchester

Table of Contents

1.0	Introduction	1
1.1	Purpose	1
1.2	Scope of Analyses	1
1.3	Site Location.....	2
1.4	Proposed Developments.....	3
2.0	Existing Conditions	4
2.1	Existing Road Network.....	4
2.2	Existing Traffic Volumes	7
3.0	Site Traffic Volumes	8
3.1	Trip Generation.....	8
3.2	Trip Distribution	9
3.3	Site Traffic Assignment.....	10
3.4	Total Traffic Volumes	11
4.0	Intersection Operations	12
4.1	Richmond Street and Marion Street.....	12
4.2	Clara Street and Marion Street.....	13
4.3	Clara Street and Eva Street	13
4.4	Minnie Street and Clara Street	14
4.5	Minnie Street and North Street	14
4.6	Catherine Street and Minnie Street.....	15
4.7	Catherine Street and Dorchester Road.....	15
4.8	Catherine Street and Harris Street.....	16
4.9	New Intersections	16
5.0	Summary	18

Figures

Figure 1: Site Locations	2
Figure 2: Birch Trail and Aspen Trails Developments	follows page 4
Figure 3: Existing Lane Configurations and Traffic Controls	6
Figure 4: Existing Traffic Volumes	7
Figure 5: Site Traffic Volumes	10
Figure 6: Total Traffic Volumes	11

Tables

Table 1: Trip Generation	8
Table 2: Trip Distribution	9
Table 3: Richmond Street and Marion Street – Intersection Operations.....	12
Table 4: Clara Street and Marion Street – Intersection Operations.....	13
Table 5: Clara Street and Eva Street – Intersection Operations.....	13
Table 6: Minnie Street and Clara Street – Intersection Operations	14
Table 7: Minnie Street and North Street – Intersection Operations	14
Table 8: Catherine Street and Minnie Street – Intersection Operations.....	15
Table 9: Catherine Street and Dorchester Road – Intersection Operations.....	15
Table 10: Catherine Street and Harris Street – Intersection Operations	16
Table 11: Intersection Operations at Four New Intersections	16

Appendices

A	Conceptual Development Plans
B	Existing Traffic Volume Data
C	Level of Service Definitions
D	Synchro Analysis Worksheets

1.0 Introduction

1.1 Purpose

Dillon Consulting Limited (Dillon) has been retained by 246 North Incorporated and ADJ Holdings Incorporated to undertake a Transportation Impact Study (TIS) for the proposed Birch Trails and Aspen Trails developments adjacent to Clara Street and North Street in Dorchester, Ontario. The Birch Trails development proposes 31 townhouse units, 58 single-family residential lots, 144 apartment units and a stormwater management (SWM) facility. The Aspen Trails development proposes 82 townhouse units.

This report documents the anticipated change to traffic volumes and intersection operations due to the anticipated developments and identifies any required modifications to existing transportation infrastructure.

1.2 Scope of Analyses

The following tasks were completed as part of the Traffic Impact Study:

- Confirmed land use, site accesses, nearby intersections, adjacent roadways, and pedestrian infrastructure for the two developments on both sides of Clara Street
- Determined the number of vehicle trips that will be generated by the two developments based on site-specific residential trip generation rates developed by existing residential land uses within the Study Area
- Distributed and assigned site traffic to the surrounding road network based largely on existing traffic volumes and conditions
- Assessed traffic operations at intersections within the study area based on existing conditions both with and without the forecasted site traffic. This did not consider any other background developments and/or a background growth rate within the total traffic volumes
- Identified any roadway or traffic control modifications that may be required to accommodate the traffic generated by the subject developments.

Traffic analyses have been undertaken for the following intersections:

- Richmond Street and Marion Street
- Catherine Street (Middlesex County Road 49) and Minnie Street
- Catherine Street (Middlesex County Road 49) and Dorchester Road (Middlesex County Road 32)
- Catherine Street (Middlesex County Road 49) and Harris Street
- Minnie Street and Clara Street
- Minnie Street and North Street
- Clara Street and Eva Street
- Clara Street and Marion Street.

1.3 Site Location

The proposed developments are to be located between Clara Street and North Street, and east of North Street. Figure 1 illustrates the location of the two developments within Dorchester, Ontario.



Figure 1: Site Locations

Proposed Developments

Detailed development plans for the proposed Birch Trails and Aspen Trails developments are provided in **Appendix A**.

The subject lands are mostly undeveloped except for one residential lot in both the Birch Trails and Aspen Trails development sites, respectively. It is assumed within the Birch Trails development that there will be 31 townhouse units and 58 single-family residential lots constructed on the north half of the site. The southern half of the site has been assumed to include an apartment complex featuring 144 units as well as a SWM facility. It is also assumed that the Aspen Trails development will feature 82 townhouse units, located between North Street and Village Gate Crescent.

The Birch Trails development would be served by three new internal streets (Street 'A', Street 'B', and Street 'C'). Street 'A' will connect with the proposed North Street and Village Gate Drive intersection to form a new four-legged intersection. Furthermore, Street 'A' extends westerly from North Street, bends 90 degrees to the south and connects with both Streets 'B' and 'C'. Street 'B' will extend east-west between Clara Street and North Street. The western portion of Street 'B' will connect with existing Clara Street and Eva Street intersection forming a new east leg, while the eastern portion will connect with North Street at a new T-intersection. Street 'C' will be located to the north of Street 'B'. Street 'C' is proposed to intersect with Clara Street to form a new T-intersection.

The Aspen Trails development would be served by the westerly extension of Village Gate Drive to North Street. This will form a new four-legged intersection on North Street with Street 'A' and Village Gate Drive.

The conceptual layout of the proposed two developments is shown in Error! Reference source not found..

2.0 Existing Conditions

2.1 Existing Road Network

The following describes the existing road network in the immediate Study Area:

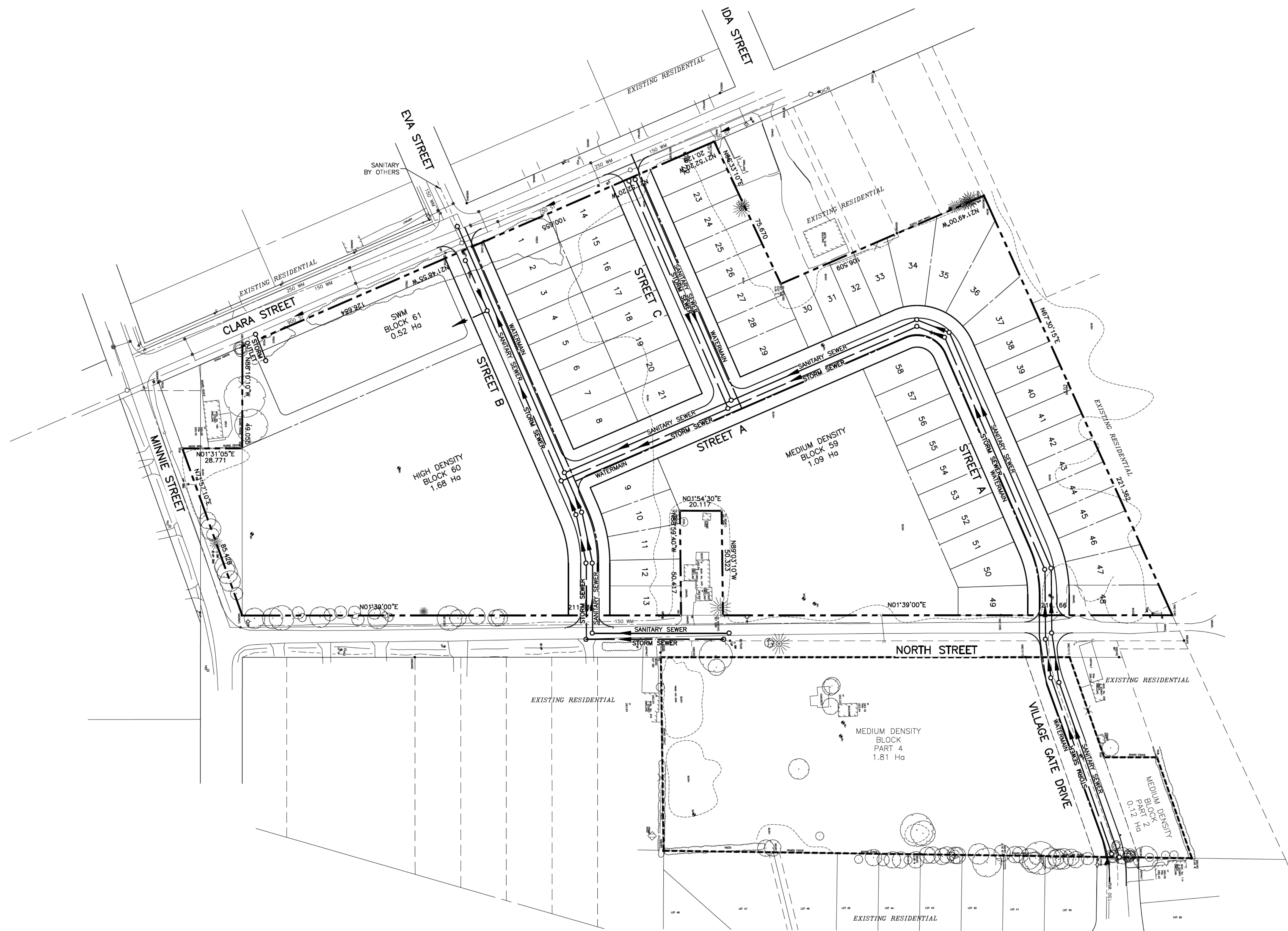
Catherine Street (Middlesex County Road 49) is an arterial road under the jurisdiction of Middlesex County that extends east-west within the Study Area. Within the Study Area, it has a two-lane cross-section with concrete curbs and sidewalks from Minnie Street to Dorchester Road (Middlesex County Road 32). It has unpaved shoulders between Dorchester Road (Middlesex County Road 32) and Harris Street. Within the Study Area, the posted speed limit is 50 km/h.

Dorchester Road (Middlesex County Road 32) is an arterial road under the jurisdiction of Middlesex County. It is an arterial road that connects Dorchester to Highway 401. Dorchester Road has a two-lane cross-section with concrete curbs, sidewalks and turning lanes within the urban areas and unpaved shoulders in the rural areas. The posted speed limit between Catherine Street and 240 m south of Byron Avenue is 50 km/h, then increases to 80 km/h.


Richmond Street is a local road under the jurisdiction of the Municipality of Thames Centre. It is oriented in a north-south direction. It starts at Catherine Street and extends north to Dundas Street. Richmond Street has a two-lane cross-section with mostly unpaved shoulders. It has concrete curbs on both sides of the street starting from Catherine Street and ends about 210 m farther north. Sidewalks are located only on the west side of the street starting from Catherine Street and ending about 190 m north. The posted speed limit on Richmond Street between Catherine Street and Marion Street is 50 km/h. There is no posted speed limit on Richmond Street north of Marion Street; therefore, the statutory speed limit of 80 km/h applies under the *Highway Traffic Act*.

Marion Street is a local road under the jurisdiction of the Municipality of Thames Centre. It is oriented in an east-west direction within the Study Area. Within the Study Area, it has a two-lane cross-section with unpaved shoulders. There are several driveways along the north side of the street providing access to residential lots. Within the Study Area, the posted speed limit is 50 km/h at the intersection of Marion Street and Richmond Street. To the east of Richmond Street, the posted speed limit increases to 60 km/h.

Clara Street is a local street under the jurisdiction of the Municipality of Thames Centre. It is oriented in a north-south direction through the Study Area. Clara Street has a two-lane cross-section beginning at Minnie Street extending north to Marion Street. There are concrete curbs on both sides of the street that extend approximately 330 m north from Minnie Street then become unpaved shoulders until Clara Street reaches Marion Street. There are sidewalks on the west side of the street that extend



File Name: c:\project\wise\working directory\projects 2019\10\15\dm\6327119\1942-02-civ-con.dwg

 DILLON CONSULTING	PROJECT	ASPEN TRAILS & BIRCH TRAILS	PROJECT NO. 19-1942
	DATE FEBRUARY 2020	SCALE 1:2000	TITLE
			FIGURE NO. 3

approximately 155 m north from Minnie Street. There is no posted speed limit on Clara Street and therefore a statutory speed limit of 50 km/h applies under the *Highway Traffic Act*.

Eva Street is a local road under the jurisdiction of the Municipality of Thames Centre. It extends approximately 200 m west of Clara Street before ending in a cul-de-sac. Eva Street has a two-lane cross-section with concrete curbs on both sides of the street, and a sidewalk on the south side only. There is no posted speed limit on Eva Street; therefore, a statutory speed limit of 50 km/h applies under the *Highway Traffic Act*.

Minnie Street is a local road under the jurisdiction of the Municipality of Thames Centre. It is oriented in an east-west direction within the Study Area. It starts at a bend with Harris Street and extends about 800 m west ending at Catherine Street. Minnie Street intersects with the Canadian National Railway at an at-grade rail crossing located 25 m north of Catherine Street. Minnie Street has unpaved shoulders from Harris Street to Clara Street, then transitions to an urban cross-section from Clara Street to Catherine Street, with a sidewalk on the north side of the road. There is no posted speed limit on Minnie Street; therefore, a statutory speed limit of 50 km/h applies under the *Highway Traffic Act*.

North Street is a local road under the jurisdiction of the Municipality of Thames Centre. It is oriented in a north-south direction within the Study Area. North Street starts at Minnie Street and extends approximately 490 m north before terminating. It has a two-lane cross-section with unpaved shoulders along its entire length. There is no posted speed limit on North Street; therefore, a statutory speed limit of 50 km/h applies under the *Highway Traffic Act*.

Harris Street is a local street under the jurisdiction of the Municipality of Thames Centre. It is oriented in a north-south direction within the Study Area. Harris Street starts at Catherine Street and extends approximately 280 m north before transitioning to Minnie Street. It has a two-lane cross-section with unpaved shoulders. Harris Street intersects with the Canadian National Railway at an at-grade rail crossing located 150 m north of Catherine Street. There is no posted speed limit on Harris Street; therefore, a statutory speed limit of 50 km/h applies under the *Highway Traffic Act*.

Figure shows the existing lane configurations and traffic controls in the Study Area.

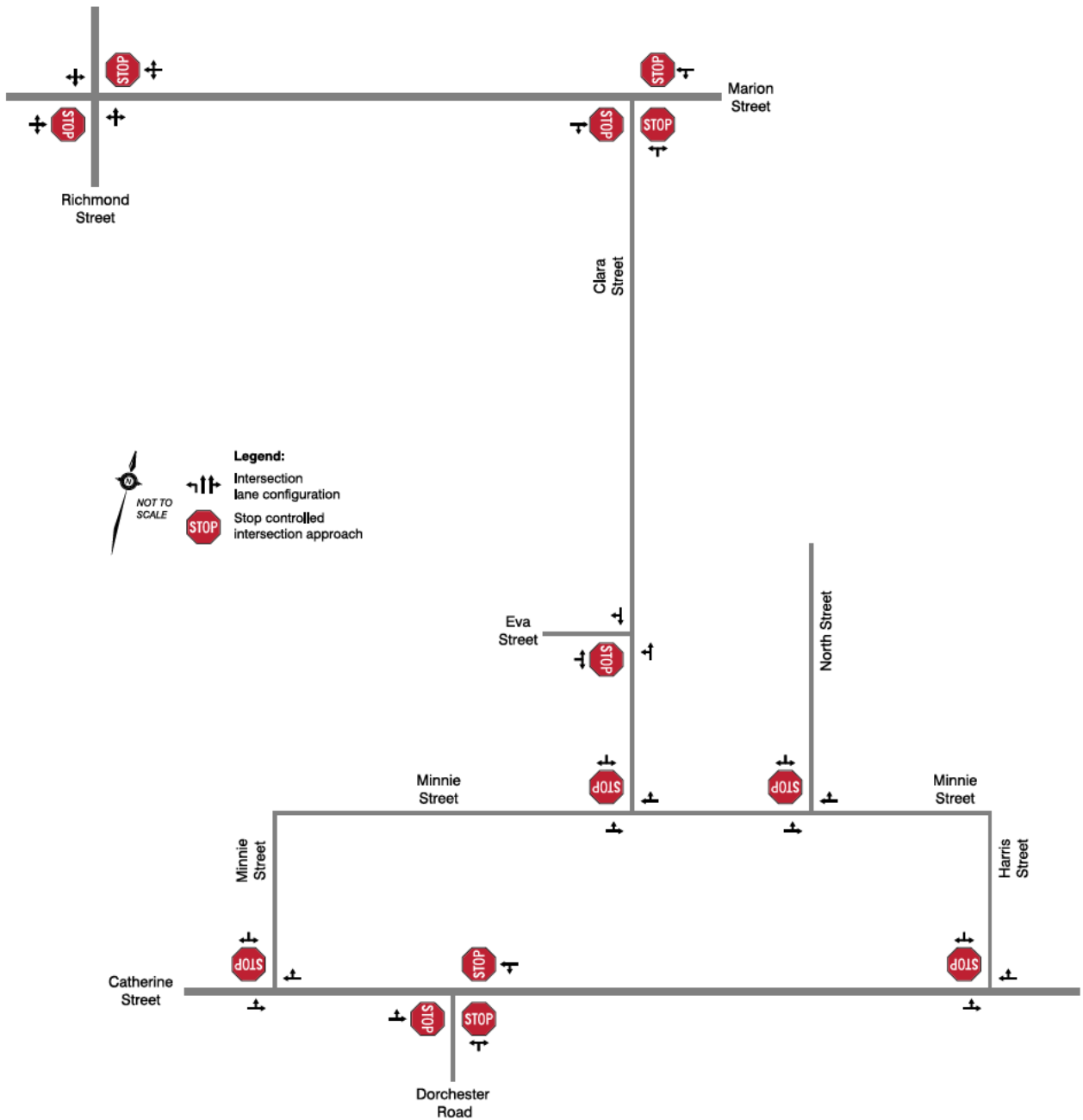


Figure 3: Existing Lane Configurations and Traffic Controls

2.2 Existing Traffic Volumes

Turning movement count (TMC) data was collected on Tuesday, January 14, 2020, at the eight Study Area intersections outlined in Section 1.2. Traffic volumes were surveyed between 6:30 AM and 9:30 AM and between 3:00 PM and 6:00 PM Traffic count data is shown in Appendix B.

Figure shows the existing traffic volumes during the weekday AM and PM peak hours.

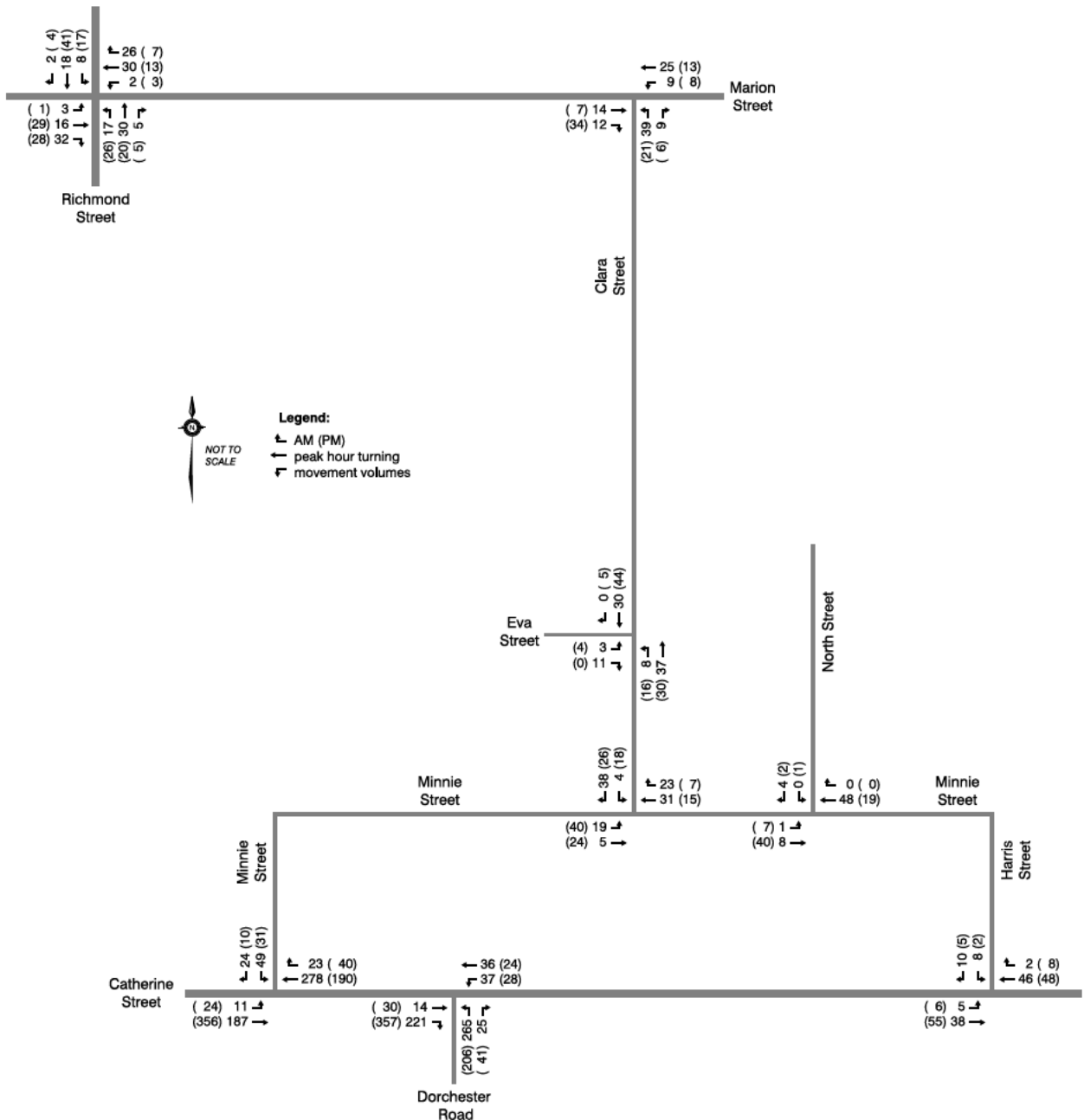


Figure 4: Existing Traffic Volumes

3.0 Site Traffic Volumes

3.1 Trip Generation

The number of vehicle trips generated by the Birch Trails and Aspen Trails developments was estimated using site-specific trip generation rates, which were estimated by looking at vehicle trips generated by the 22 single-family residential units along Eva Street during both the AM and PM peak hours.

A site-specific trip generation rate of 1.00 trip in the AM peak hour and 1.55 trips in the PM peak hour was found. In the AM peak hour, 36% of these generated trips were inbound compared to the remaining 64% outbound. In the PM peak hour, the direction is generally reversed with 62% of the generated trips being inbound compared to 38% outbound. Compared to the single-family trip generation rate documented within the 10th edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, this site-specific trip rate is approximately 26% higher in the AM peak hour and 55% higher in the PM peak hour.

Site-specific trip generation rates for both the townhouses and apartments were also generated by calculating the ratio between the ITE single-family and the multi-family (low-rise and mid-rise) trip generation rates. These ratios were then factored to reduce the trip generation rates for both the townhouse and apartment components of the two developments. No adjustments were made to the inbound and outbound percentages for the three different land uses.

Table 1 shows the number of vehicle trips anticipated to be generated by the two development sites based on the number of lots and units assumed in Section 1.4.

Table 1: Trip Generation

Development	# of units/lots	AM Peak Hour					PM Peak Hour				
		Rate	% in/out	Trips in	Trips out	Total trips	Rate	% in/out	Trips in	Trips out	Total trips
Birch Trails Development											
Townhouses	31	0.62	36/64	7	12	19	0.88	62/38	17	10	27
Single Family Lots	58	1.00	36/64	21	37	58	1.55	62/38	56	34	90
Apartments	144	0.49	36/64	25	45	70	0.69	62/38	61	38	99
Birch Trails Total	233			53	94	147			134	82	216
Aspen Trails Development											
Townhouses	82	0.62	36/64	19	32	51	0.88	62/38	44	28	72
Aspen Trails Total	82			19	32	51			44	28	72
COMBINED TOTAL	315			72	126	198			178	110	288

Utilizing the site-specific trip generation rates, the Birch Trails development is anticipated to generate 147 vehicle trips during the AM peak hour and 216 vehicle trips during the PM peak hour. Separately, the Aspen Trails development is anticipated to generate 51 vehicle trips during the AM peak hour and 72 vehicle trips during the PM peak hour.

Overall, both areas of development are anticipated to generate 198 vehicle trips (72 inbound, 126 outbound) during the AM peak hour and 288 vehicle trips (178 inbound, 110 outbound) during the PM peak hour.

3.2 Trip Distribution

The directional distribution of site trips for the proposed developments was estimated from the turning movement count data at the following five intersections:

- Marion Street and Richmond Street
- Marion Street and Clara Street
- Catherine Street and Minnie Street
- Catherine Street and Dorchester Road
- Catherine Street and Harris Street.

Table 2 presents the distribution of vehicle trips generated by the residential developments, based on the existing traffic patterns and volumes.

Table 2: Trip Distribution

To/From	Birch Trails and Aspen Trails Developments	
	In	Out
North via Richmond Street	5%	5%
West via Marion Street	5%	5%
West via Catherine Street	40%	40%
East via Marion Street	5%	5%
East via Catherine Street	5%	5%
South via Dorchester Road	40%	40%

The vast majority of site traffic is forecast to be distributed to the west via Catherine Street or to the south via Dorchester Road. To the west, Catherine Street extends into the City of London, while to the south, Dorchester Road meets Highway 401 at an interchange.

3.3 Site Traffic Assignment

Figure shows how the site generated trips were assigned and distributed through the Study Area.

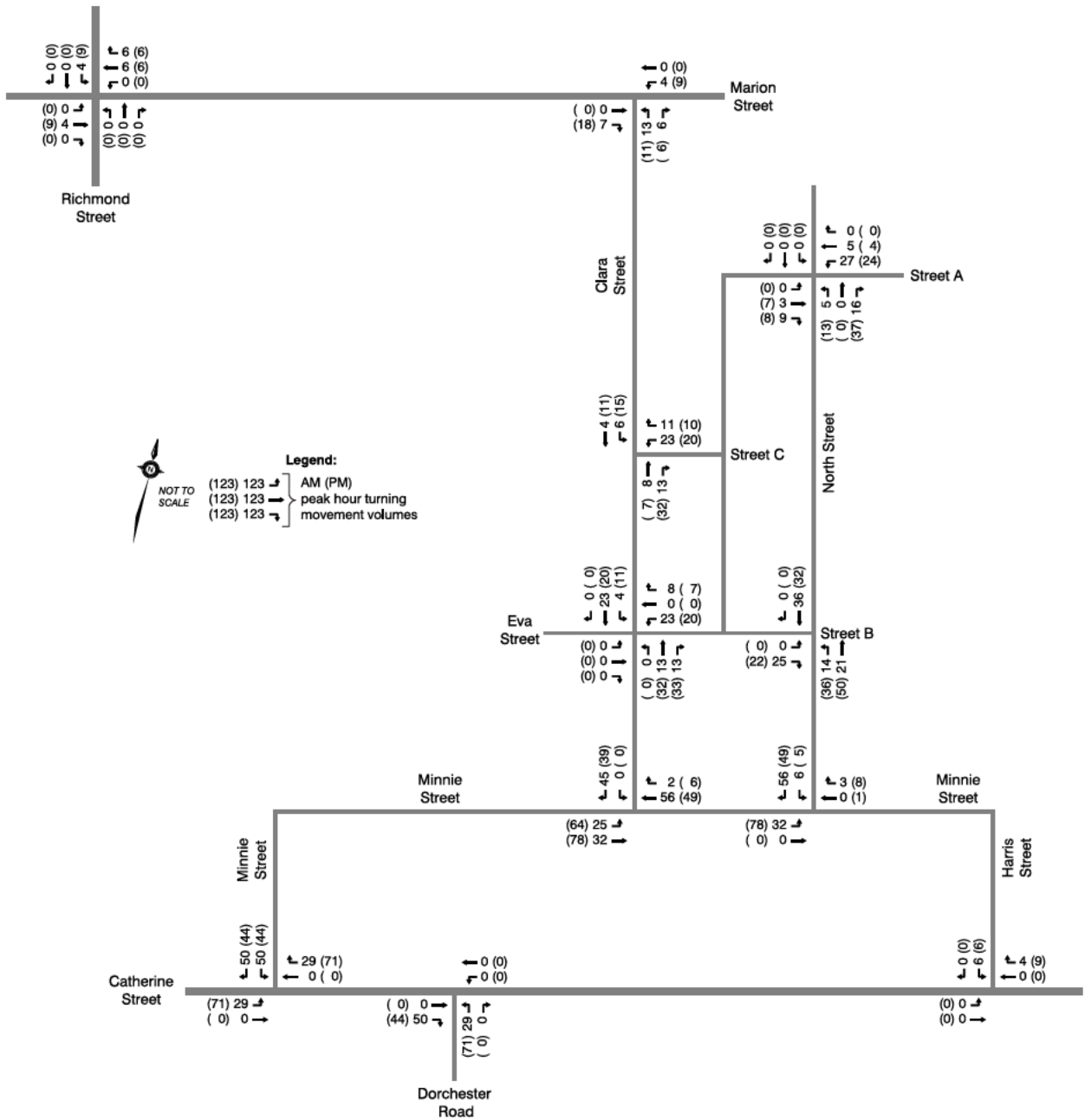


Figure 5: Site Traffic Volumes

3.4 Total Traffic Volumes

Total traffic volumes represent the level of traffic that is anticipated with the development of the sites. With the absence of background traffic growth and background developments, the total volumes were calculated by adding the site traffic volumes to the existing traffic volumes noted in Section 2.2.

Figure shows the total traffic volumes.

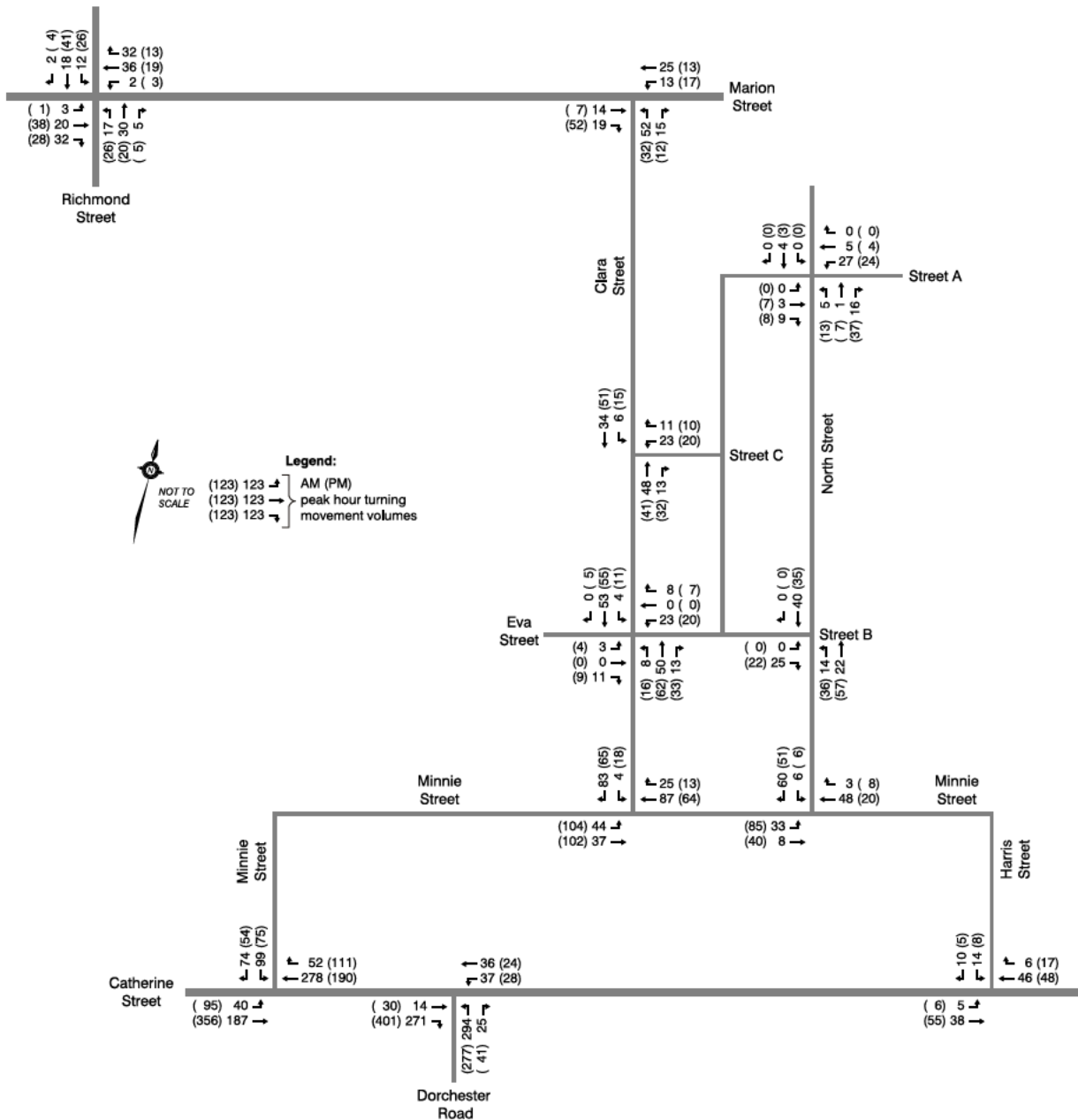


Figure 6: Total Traffic Volumes

4.0

Intersection Operations

Intersection operational analyses were completed using Trafficware's Synchro software (version 10), which is based on the *Highway Capacity Manual* (HCM) methodology. Each intersection was analyzed under two-way STOP control or all-way STOP control.

At the two-way STOP control (TWSC) intersections, the volume-to-capacity (v/c) ratio, average vehicular delay, level of service¹ and 95th percentile queue were noted for each stop-controlled movement. At the all-way STOP control (AWSC) intersections, the volume-to-capacity (v/c) ratio, average vehicular delay, and level of service were noted for each approach and the overall average delay and level of service were noted. Synchro analysis worksheets reports are provided in **Appendix D**.

The results were reviewed to identify any critical movements, defined in this report as follows:

- Any lane/movement with a v/c ratio of 0.85 or higher
- Any movement operating at LOS E or LOS F
- Any turning movement with a 95th percentile queue exceeding the available storage.

Each intersection was assessed based on existing and total traffic volumes. The existing traffic volumes are without the forecast traffic generated by the proposed developments. The total traffic volumes include the existing traffic volumes plus the forecast traffic generated by the two proposed developments.

4.1

Richmond Street and Marion Street

Operations at the Richmond Street and Marion Street intersection under TWSC operations are presented in **Table 3**.

Table 3: Richmond Street and Marion Street – Intersection Operations

Scenario	Movement	AM Peak Hour				PM Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Existing	EB approach	0.06	A	9.2	2	0.08	A	9.8	2
	WB approach	0.07	A	9.5	2	0.03	A	9.8	1
Total	EB approach	0.07	A	9.3	2	0.10	B	10.1	3
	WB approach	0.09	A	9.6	2	0.05	A	9.8	1

¹ Level of Service (LOS), applied to an intersection, is a measure qualifying the amount of delay experienced by motorists, expressed either for specific turning movements or for the intersection as a whole. A more detailed explanation of LOS is provided in **Appendix C**.

At the Richmond Street and Marion Street intersection, the stop-control approaches on Marion Street currently operate at an excellent level of service (LOS A) and are well under capacity during both peak hours. The introduction of site traffic is anticipated to have a negligible impact on intersection operations. 95th percentile queues are not anticipated to exceed a single vehicle.

4.2 Clara Street and Marion Street

Operations at the Clara Street and Marion Street intersection under AWSC operations are presented in **Table 4**.

Table 4: Clara Street and Marion Street – Intersection Operations

Scenario	Movement	AM Peak Hour			PM Peak Hour		
		v/c	LOS	Delay (s/veh)	v/c	LOS	Delay (s/veh)
Existing	EB approach	0.03	A	7.2	0.05	A	6.8
	WB approach	0.05	A	7.4	0.03	A	7.3
	NB approach	0.06	A	7.5	0.04	A	7.4
	Overall	–	A	7.4	–	A	7.1
Total	EB approach	0.04	A	7.2	0.07	A	6.9
	WB approach	0.05	A	7.5	0.04	A	7.4
	NB approach	0.09	A	7.6	0.06	A	7.5
	Overall	–	A	7.5	–	A	7.2

At the Clara Street and Marion Street intersection, all stop-controlled approaches currently operate at an excellent level of service (LOS A) and are well under capacity during both peak hours. The introduction of site traffic is anticipated to have a negligible impact on intersection operations.

4.3 Clara Street and Eva Street

Operations at the Clara Street and Eva Street intersection under TWSC operations are presented in **Table 5**.

Table 5: Clara Street and Eva Street – Intersection Operations

Scenario	Movement	AM Peak Hour				PM Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Existing	EB approach	0.01	A	8.6	0	0.01	A	9.2	0
Total	EB approach	0.02	A	8.8	0	0.02	A	9.0	0
	WB approach	0.02	A	9.5	1	0.04	A	9.9	1

At the Clara Street and Eva Street intersection, the stop-controlled eastbound approach currently operates at an excellent level of service (LOS A), has no queues, and is well under capacity during both

peak hours. The introduction of site traffic and the east leg (Street 'A') is anticipated to have a negligible impact on intersection operations. 95th percentile queues are not anticipated to exceed a single vehicle.

4.4 Minnie Street and Clara Street

Operations at the Minnie Street and Clara Street intersection under TWSC operations are presented in Table 6.

Table 6: Minnie Street and Clara Street – Intersection Operations

Scenario	Movement	AM Peak Hour				PM Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Existing	SB approach	0.05	A	8.8	1	0.05	A	9.0	1
Total	SB approach	0.11	A	9.4	3	0.10	A	9.8	3

At the Minnie Street and Clara Street intersection, the stop-controlled southbound approach currently operates at an excellent level of service (LOS A) and is well under capacity during both peak hours. The introduction of site traffic is anticipated to have a negligible impact on intersection operations. 95th percentile queues are not anticipated to exceed a single vehicle.

4.5 Minnie Street and North Street

Operations at the Minnie Street and North Street intersection under TWSC operations are presented in Table 7.

Table 7: Minnie Street and North Street – Intersection Operations

Scenario	Movement	AM Peak Hour				PM Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Existing	SB approach	0.00	A	8.6	0	0.00	A	8.6	0
Total	SB approach	0.09	A	9.0	2	0.08	A	9.0	2

At the Minnie Street and North Street intersection, the stop-controlled southbound approach currently operates at an excellent level of service (LOS A) and is well under capacity during both peak hours. The introduction of site traffic is anticipated to have a negligible impact on intersection operations. 95th percentile queues are not anticipated to exceed a single vehicle.

4.6 Catherine Street and Minnie Street

Operations at the Catherine Street and Minnie Street intersection under TWSC operations are presented in **Table 8**.

Table 8: Catherine Street and Minnie Street – Intersection Operations

Scenario	Movement	AM Peak Hour				PM Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Existing	SB approach	0.19	B	14.1	6	0.09	B	13.0	2
Total	SB approach	0.49	C	20.3	21	0.32	C	17.4	11

At the Catherine Street and Minnie Street intersection, the stop-controlled southbound approach currently operates at a good level of service (LOS B) and is well under capacity during both peak hours. 95th percentile queues are currently one vehicle or less during both peak hours. With the addition of site traffic, the southbound approach is forecast to continue operating well under capacity, although the level of service is anticipated to change to LOS C in both peak hours. 95th percentile queues are expected to increase to 21 metres (three-vehicle lengths) in the AM peak hour.

4.7 Catherine Street and Dorchester Road

Operations at the Catherine Street and Dorchester Road intersection under AWSC operations are presented in **Table 9**.

Table 9: Catherine Street and Dorchester Road – Intersection Operations

Scenario	Movement	AM Peak Hour			PM Peak Hour		
		v/c	LOS	Delay (s/veh)	v/c	LOS	Delay (s/veh)
Existing	EB approach	0.37	B	10.2	0.45	B	10.5
	WB approach	0.14	A	9.5	0.08	A	8.6
	NB approach	0.51	B	13.3	0.35	B	10.6
	Overall	–	B	11.6	–	B	10.4
Total	EB approach	0.47	B	11.8	0.53	B	12.2
	WB approach	0.15	A	9.8	0.08	A	8.9
	NB approach	0.59	C	15.5	0.47	B	12.6
	Overall	–	B	13.3	–	B	12.1

At the Catherine Street and Dorchester Road intersection, the westbound approach currently operates at an excellent level of service (LOS A), while the eastbound and northbound approaches currently operate at a good level of service (LOS B) during both peak hours. All approaches are operating well under capacity during both peak hours. With the addition of site traffic in the AM peak hour, the level of service for the northbound approach is anticipated to change to LOS C. However, delays increase by no

more than two seconds under total conditions. During the PM peak hour, the level of service for all approaches are not anticipated to change, and delays for all approaches, except the westbound approach, are anticipated to increase by about two seconds under total conditions.

4.8 Catherine Street and Harris Street

Operations at the Catherine Street and Harris Street intersection under TWSC operations are presented in Table 10.

Table 10: Catherine Street and Harris Street – Intersection Operations

Scenario	Movement	AM Peak Hour				PM Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Existing	SB approach	0.02	A	8.8	0	0.01	A	9.0	0
Total	SB approach	0.03	A	8.9	1	0.02	A	9.2	0

At the Catherine Street and Harris Street intersection, the stop-controlled southbound approach currently operates at an excellent level of service (LOS A) and is well under capacity during both peak hours. The introduction of site traffic is anticipated to have a negligible impact on intersection operations. 95th percentile queues are not anticipated to be impacted.

4.9 New Intersections

Intersection operations at the four new intersections connecting to either Clara Street or North Street under total traffic volumes are presented in Table 11.

Table 11: Intersection Operations at Four New Intersections

Scenario	Movement	AM Peak Hour				PM Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Clara Street and Street 'B'									
Total	EB approach	0.02	A	8.8	0	0.02	A	9.0	0
	WB approach	0.04	A	9.5	1	0.04	A	9.9	1
Clara Street and Street 'C'									
Total	WB approach	0.04	A	9.1	1	0.04	A	9.2	1
North Street and Street 'A'/Village Gate Drive									
Total	EB approach	0.01	A	8.6	0	0.02	A	8.9	0
	WB approach	0.04	A	9.0	1	0.03	A	9.2	1
North Street and Street 'B'									
Total	EB approach	0.03	A	8.6	1	0.02	A	8.6	1

At all the new intersections, the stop-controlled approaches are anticipated to operate at an excellent level of service (LOS A) during both peak hours. 95th percentile queues are not anticipated to exceed a single vehicle for all stopped approaches of all new street intersections.

5.0

Summary

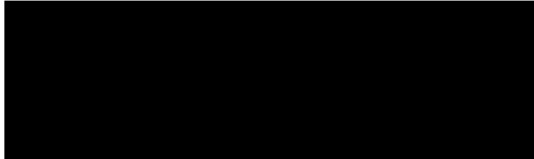
This Transportation Impact Study has been prepared to assess the traffic impacts associated with the Birch Trails and Aspen Trails developments in Dorchester, Ontario. The following summarizes the study findings:

- It is estimated that the Birch Trails development (to the west of North Street) will generate approximately 147 vehicle trips (53 inbound, 94 outbound) during the AM peak hour and 216 vehicle trips (134 inbound, 82 outbound) during the PM peak hour. The Aspen Trails development (to the east of North Street) is estimated to generate approximately 51 vehicle trips (19 inbound, 32 outbound) during the AM peak hour and 72 vehicle trips (44 inbound, 28 outbound) during the PM peak hour
- The following intersections are currently operating at an excellent level of service (LOS A); are well under capacity, and are not anticipated to change significantly with the introduction of site traffic:
 - Richmond Street and Marion Street
 - Clara Street and Marion Street
 - Clara Street and Eva Street
 - Minnie Street and Clara Street
 - Minnie Street and North Street
 - Catherine Street and Harris Street.
- The stop-controlled approach of Minnie Street at Catherine Street currently operates at a good level of service (LOS B) and is expected to reduce to a satisfactory level of service (LOS C) with the added traffic associated with the development
- The all-way stop-controlled intersection at Catherine Street and Dorchester Road currently operates at a good overall level of service (LOS B) and is not expected to significantly change with the added development
- All four of the new intersections proposed along North Street and Clara Street are anticipated to operate at an excellent level of service (LOS A).

In summary, the forecasted traffic generated by both the Birch Trails and Aspen Trails developments is not anticipated to warrant any geometric roadway and/or traffic control modifications at any of the eight Study Area intersections.

DILLON CONSULTING LIMITED
LONDON, ONTARIO

Prepared by:



Tim Kooistra, C.E.T.
Traffic and Transportation Technologist

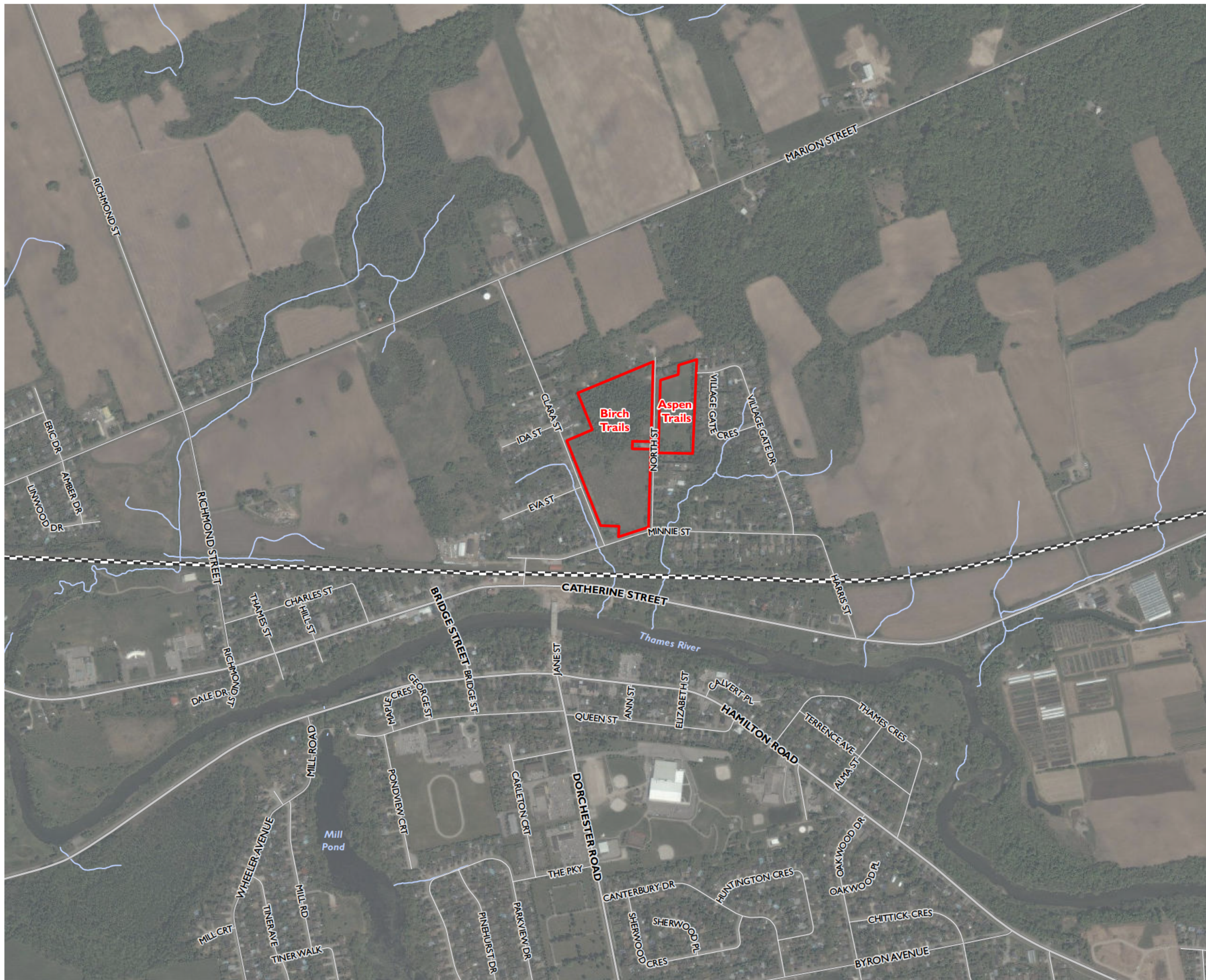
Reviewed by:



Mike Walters, P.Eng.
Transportation Engineer

Appendix A

Conceptual Development Plans



**230 CLARA ST.
DORCHESTER, ON
ENVIRONMENTAL IMPACT STUDY**

**FIGURE I
PROJECT LOCATION**

- Study Area
- Railway
- Watercourse

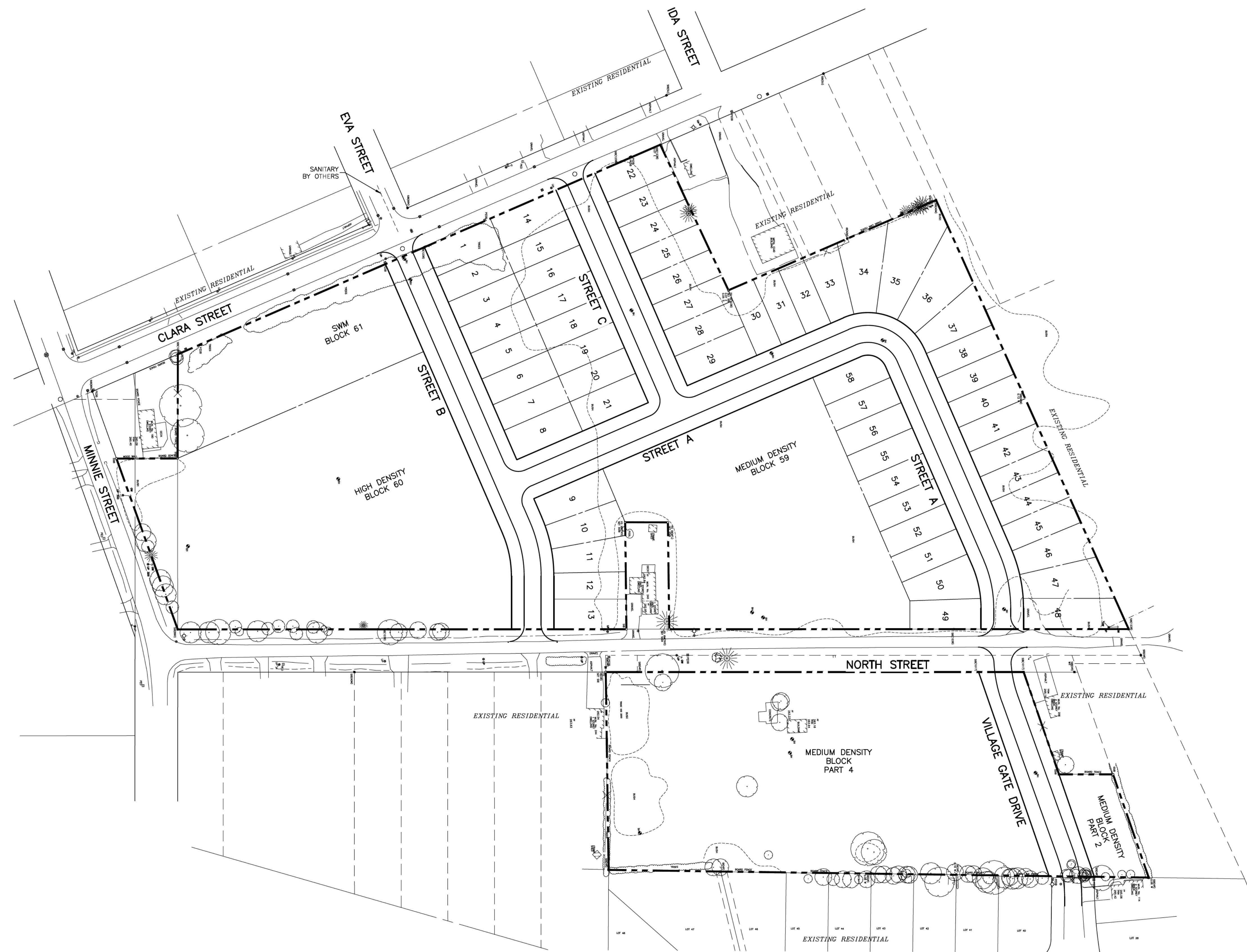


MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF


MAP CREATED BY: GM
MAP CHECKED BY: WM
MAP PROJECTION: NAD 1983 UTM Zone 17N



PROJECT: 189015
STATUS: DRAFT
DATE: 2020-03-06



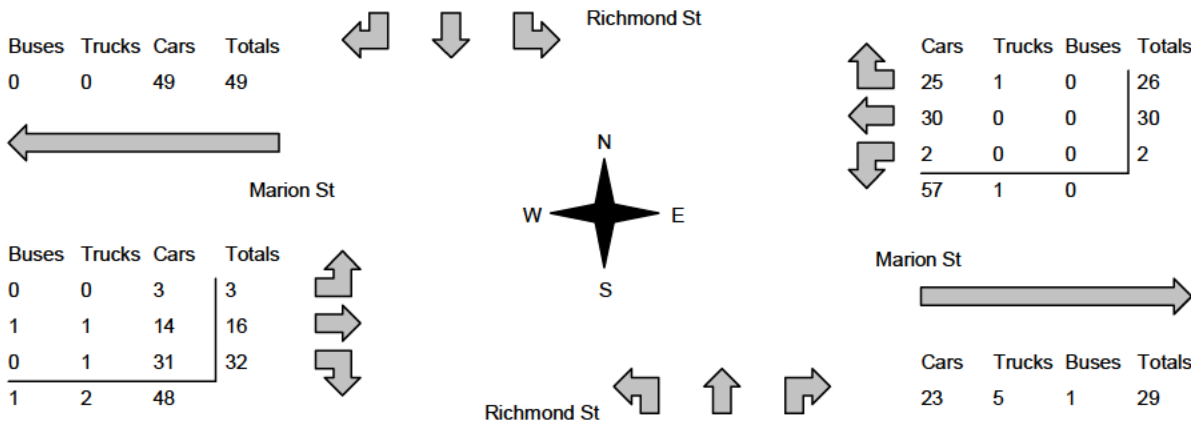
File Name: c:\project\wise\working directory\projects 2019\10\15\dm\6327119 1942-02-civ-con.dwg

 DILLON CONSULTING	PROJECT	ASPEN TRAILS & BIRCH TRAILS	PROJECT NO. 19-1942
	DATE FEBRUARY 2020	TITLE	PROPOSED SITE LAYOUT
			FIGURE NO. 1

Appendix B

Existing Traffic Volume Data

Accu-Traffic Inc.

Morning Peak Diagram	Specified Period From: 6:30:00 To: 9:30:00	One Hour Peak From: 7:30:00 To: 8:30:00																																								
Municipality: Dorchester Site #: 2001100008 Intersection: Richmond St & Marion St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																																									
** Non-Signalized Intersection **	Major Road: Richmond St runs N/S																																									
North Leg Total: 87 North Entering: 28 North Peds: 0 Peds Cross: ∇	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>1</td><td>2</td></tr> <tr><td>Cars</td><td>2</td><td>17</td><td>7</td><td>26</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>2</td><td>18</td><td>8</td><td></td></tr> </table>	Buses	0	0	0	0	Trucks	0	1	1	2	Cars	2	17	7	26	Totals	2	18	8		East Leg Total: 87 East Entering: 58 East Peds: 0 Peds Cross: ∇																				
Buses	0	0	0	0																																						
Trucks	0	1	1	2																																						
Cars	2	17	7	26																																						
Totals	2	18	8																																							
<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td><td>0</td><td>49</td><td>49</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td></td><td></td></tr> <tr><td>Cars</td><td></td><td></td><td></td><td></td></tr> <tr><td>Totals</td><td></td><td></td><td></td><td></td></tr> </table>	Buses	0	0	49	49	Trucks	0	0			Cars					Totals					 <p style="text-align: center;">Richmond St</p> <p style="text-align: center;">Marion St</p> <p style="text-align: center;">Richmond St</p>	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>25</td><td>1</td><td>0</td><td>26</td></tr> <tr><td>Trucks</td><td>30</td><td>0</td><td>0</td><td>30</td></tr> <tr><td>Buses</td><td>2</td><td>0</td><td>0</td><td>2</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>57</td><td>1</td><td>0</td><td></td></tr> </table>	Cars	25	1	0	26	Trucks	30	0	0	30	Buses	2	0	0	2	Totals	57	1	0	
Buses	0	0	49	49																																						
Trucks	0	0																																								
Cars																																										
Totals																																										
Cars	25	1	0	26																																						
Trucks	30	0	0	30																																						
Buses	2	0	0	2																																						
Totals	57	1	0																																							
Peds Cross: ∇ West Peds: 0 West Entering: 51 West Leg Total: 100	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>50</td><td>17</td><td>30</td><td>2</td><td>49</td></tr> <tr><td>Trucks</td><td>2</td><td>0</td><td>0</td><td>3</td><td>3</td></tr> <tr><td>Buses</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>52</td><td>17</td><td>30</td><td>5</td><td></td></tr> </table>	Cars	50	17	30	2	49	Trucks	2	0	0	3	3	Buses	0	0	0	0	0	Totals	52	17	30	5		Peds Cross: ∇ South Peds: 0 South Entering: 52 South Leg Total: 104																
Cars	50	17	30	2	49																																					
Trucks	2	0	0	3	3																																					
Buses	0	0	0	0	0																																					
Totals	52	17	30	5																																						
Comments																																										

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:15:00 To: 17:15:00																												
Municipality: Dorchester Site #: 2001100008 Intersection: Richmond St & Marion St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																													
** Non-Signalized Intersection **		Major Road: Richmond St runs N/S																												
North Leg Total: 90 North Entering: 62 North Peds: 0 Peds Cross: ∇	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>4</td><td>41</td><td>16</td><td>61</td></tr> <tr><td>Totals</td><td>4</td><td>41</td><td>17</td><td></td></tr> </table>	Buses	0	0	1	1	Trucks	0	0	0	0	Cars	4	41	16	61	Totals	4	41	17		<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>28</td></tr> <tr><td>Totals</td><td>28</td></tr> </table>	Buses	0	Trucks	0	Cars	28	Totals	28
Buses	0	0	1	1																										
Trucks	0	0	0	0																										
Cars	4	41	16	61																										
Totals	4	41	17																											
Buses	0																													
Trucks	0																													
Cars	28																													
Totals	28																													
<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>43</td><td>43</td></tr> </table>		Buses	Trucks	Cars	Totals	0	0	43	43	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>7</td><td>0</td><td>0</td><td>7</td></tr> <tr><td>13</td><td>0</td><td>0</td><td>13</td></tr> <tr><td>3</td><td>0</td><td>0</td><td>3</td></tr> <tr><td>23</td><td>0</td><td>0</td><td></td></tr> </table>	Cars	Trucks	Buses	Totals	7	0	0	7	13	0	0	13	3	0	0	3	23	0	0	
Buses	Trucks	Cars	Totals																											
0	0	43	43																											
Cars	Trucks	Buses	Totals																											
7	0	0	7																											
13	0	0	13																											
3	0	0	3																											
23	0	0																												
<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>1</td><td>0</td><td>28</td><td>29</td></tr> <tr><td>0</td><td>0</td><td>28</td><td>28</td></tr> <tr><td>1</td><td>0</td><td>57</td><td></td></tr> </table>		Buses	Trucks	Cars	Totals	0	0	1	1	1	0	28	29	0	0	28	28	1	0	57		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>49</td><td>0</td><td>2</td><td>51</td></tr> </table>	Cars	Trucks	Buses	Totals	49	0	2	51
Buses	Trucks	Cars	Totals																											
0	0	1	1																											
1	0	28	29																											
0	0	28	28																											
1	0	57																												
Cars	Trucks	Buses	Totals																											
49	0	2	51																											
Peds Cross: ∇ West Peds: 0 West Entering: 58 West Leg Total: 101	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>72</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Buses</td><td>0</td></tr> <tr><td>Totals</td><td>72</td></tr> </table>	Cars	72	Trucks	0	Buses	0	Totals	72	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>26</td><td>20</td><td>5</td><td>51</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Buses</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>26</td><td>20</td><td>5</td><td></td></tr> </table>	Cars	26	20	5	51	Trucks	0	0	0	0	Buses	0	0	0	0	Totals	26	20	5	
Cars	72																													
Trucks	0																													
Buses	0																													
Totals	72																													
Cars	26	20	5	51																										
Trucks	0	0	0	0																										
Buses	0	0	0	0																										
Totals	26	20	5																											
Peds Cross: ∇ South Peds: 1 South Entering: 51 South Leg Total: 123																														
Comments																														

Accu-Traffic Inc.

Total Count Diagram

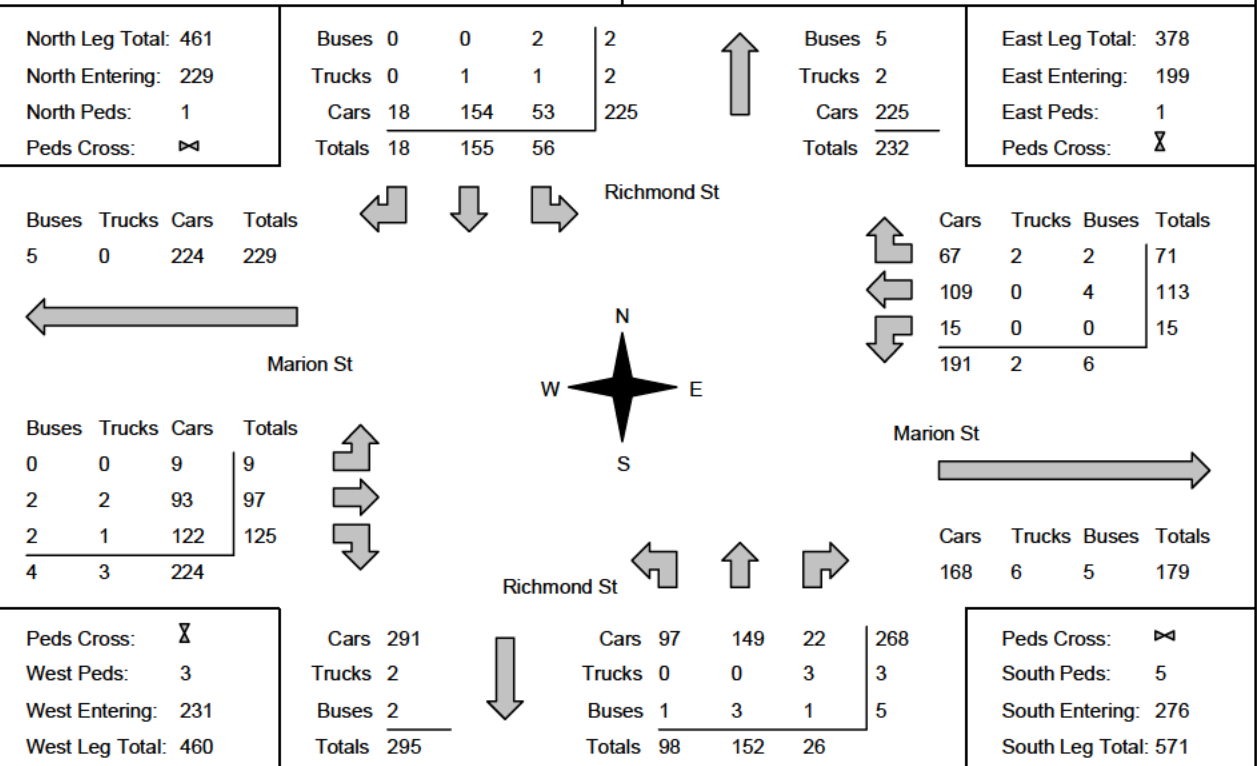
Municipality: Dorchester
Site #: 2001100008
Intersection: Richmond St & Marion St
TFR File #: 1
Count date: 14-Jan-20

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Richmond St runs N/S



Comments

Accu-Traffic Inc.

Traffic Count Summary


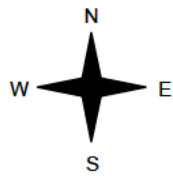








Intersection **Richmond St & Marion St** Count Date **14-Jan-20** Municipality **Dorchester**

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	1	1	1	3	0	18	7:00:00	3	12	0	15	0
8:00:00	7	7	1	15	0	57	8:00:00	14	24	4	42	0
9:00:00	6	33	2	41	1	96	9:00:00	17	34	4	55	0
15:00:00	1	5	2	8	0	32	15:00:00	7	15	2	24	4
16:00:00	11	28	3	42	0	95	16:00:00	13	30	10	53	0
17:00:00	16	40	6	62	0	106	17:00:00	25	16	3	44	0
18:00:00	14	41	3	58	0	101	18:00:00	19	21	3	43	1
Totals:	56	155	18	229	1	505	S Totals:	98	152	26	276	5
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	1	15	8	24	0	36	7:00:00	0	4	8	12	0
8:00:00	1	34	17	52	0	91	8:00:00	1	14	24	39	0
9:00:00	2	18	19	39	0	80	9:00:00	3	13	25	41	0
15:00:00	0	7	5	12	1	22	15:00:00	1	4	5	10	3
16:00:00	3	10	8	21	0	53	16:00:00	1	16	15	32	0
17:00:00	7	16	6	29	0	85	17:00:00	1	24	31	56	0
18:00:00	1	13	8	22	0	63	18:00:00	2	22	17	41	0
Totals:	15	113	71	199	1	430	W Totals:	9	97	125	231	3


Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	15:00	16:00	17:00	18:00	0:00
Crossing Values:	16	36	24	12	20	32	26	0

Accu-Traffic Inc.

Morning Peak Diagram	Specified Period From: 6:30:00 To: 9:30:00	One Hour Peak From: 7:15:00 To: 8:15:00																																	
Municipality: Dorchester Site #: 2001100007 Intersection: Marion St & Clara St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																																		
** Non-Signalized Intersection **	Major Road: Marion St runs W/E																																		
		East Leg Total: 57 East Entering: 34 East Peds: 0 Peds Cross: ∅																																	
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Buses</th> <th>Trucks</th> <th>Cars</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">1</td> <td style="text-align: center;">60</td> <td style="text-align: center;">64</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;">  <p>Marion St</p> </div>	Buses	Trucks	Cars	Totals	3	1	60	64		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Cars</th> <th>Trucks</th> <th>Buses</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">24</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">25</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">9</td> </tr> <tr> <td style="text-align: center;">32</td> <td style="text-align: center;">0</td> <td style="text-align: center;">2</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;">  <p>Marion St</p> </div>	Cars	Trucks	Buses	Totals	24	0	1	25	8	0	1	9	32	0	2										
Buses	Trucks	Cars	Totals																																
3	1	60	64																																
Cars	Trucks	Buses	Totals																																
24	0	1	25																																
8	0	1	9																																
32	0	2																																	
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Buses</th> <th>Trucks</th> <th>Cars</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">2</td> <td style="text-align: center;">12</td> <td style="text-align: center;">14</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">3</td> <td style="text-align: center;">22</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;">   <p>Clara St</p> </div>	Buses	Trucks	Cars	Totals	0	2	12	14	1	1	10	12	1	3	22		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Cars</th> <th>Trucks</th> <th>Buses</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">21</td> <td style="text-align: center;">2</td> <td style="text-align: center;">0</td> <td style="text-align: center;">23</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;">   <p>Clara St</p> </div>	Cars	Trucks	Buses	Totals	21	2	0	23										
Buses	Trucks	Cars	Totals																																
0	2	12	14																																
1	1	10	12																																
1	3	22																																	
Cars	Trucks	Buses	Totals																																
21	2	0	23																																
<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;"> Peds Cross: ∅ West Peds: 0 West Entering: 26 West Leg Total: 90 </td> <td style="width: 50%; text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td><td style="text-align: right;">18</td><td></td></tr> <tr> <td>Trucks</td><td style="text-align: right;">1</td><td></td></tr> <tr> <td>Buses</td><td style="text-align: right;">2</td><td></td></tr> <tr> <td>Totals</td><td style="text-align: right; border-top: 1px solid black;">21</td><td></td></tr> </tbody> </table> </td> </tr> </tbody> </table>	Peds Cross: ∅ West Peds: 0 West Entering: 26 West Leg Total: 90	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td><td style="text-align: right;">18</td><td></td></tr> <tr> <td>Trucks</td><td style="text-align: right;">1</td><td></td></tr> <tr> <td>Buses</td><td style="text-align: right;">2</td><td></td></tr> <tr> <td>Totals</td><td style="text-align: right; border-top: 1px solid black;">21</td><td></td></tr> </tbody> </table>	Cars	18		Trucks	1		Buses	2		Totals	21		<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%; text-align: center;">  </td> <td style="width: 50%; text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td><td style="text-align: right;">36</td><td style="text-align: right;">9</td><td style="text-align: right;">45</td></tr> <tr> <td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="text-align: right;">1</td></tr> <tr> <td>Buses</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="text-align: right;">2</td></tr> <tr> <td>Totals</td><td style="text-align: right; border-top: 1px solid black;">39</td><td style="text-align: right; border-top: 1px solid black;">9</td><td></td></tr> </tbody> </table> </td> </tr> </tbody> </table>		<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td><td style="text-align: right;">36</td><td style="text-align: right;">9</td><td style="text-align: right;">45</td></tr> <tr> <td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="text-align: right;">1</td></tr> <tr> <td>Buses</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="text-align: right;">2</td></tr> <tr> <td>Totals</td><td style="text-align: right; border-top: 1px solid black;">39</td><td style="text-align: right; border-top: 1px solid black;">9</td><td></td></tr> </tbody> </table>	Cars	36	9	45	Trucks	1	0	1	Buses	2	0	2	Totals	39	9		<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;"> Peds Cross: ∅ South Peds: 0 South Entering: 48 South Leg Total: 69 </td> </tr> </tbody> </table>	Peds Cross: ∅ South Peds: 0 South Entering: 48 South Leg Total: 69
Peds Cross: ∅ West Peds: 0 West Entering: 26 West Leg Total: 90	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td><td style="text-align: right;">18</td><td></td></tr> <tr> <td>Trucks</td><td style="text-align: right;">1</td><td></td></tr> <tr> <td>Buses</td><td style="text-align: right;">2</td><td></td></tr> <tr> <td>Totals</td><td style="text-align: right; border-top: 1px solid black;">21</td><td></td></tr> </tbody> </table>	Cars	18		Trucks	1		Buses	2		Totals	21																							
Cars	18																																		
Trucks	1																																		
Buses	2																																		
Totals	21																																		
	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td><td style="text-align: right;">36</td><td style="text-align: right;">9</td><td style="text-align: right;">45</td></tr> <tr> <td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="text-align: right;">1</td></tr> <tr> <td>Buses</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="text-align: right;">2</td></tr> <tr> <td>Totals</td><td style="text-align: right; border-top: 1px solid black;">39</td><td style="text-align: right; border-top: 1px solid black;">9</td><td></td></tr> </tbody> </table>	Cars	36	9	45	Trucks	1	0	1	Buses	2	0	2	Totals	39	9																			
Cars	36	9	45																																
Trucks	1	0	1																																
Buses	2	0	2																																
Totals	39	9																																	
Peds Cross: ∅ South Peds: 0 South Entering: 48 South Leg Total: 69																																			
Comments																																			

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 15:30:00 To: 16:30:00																								
Municipality: Dorchester Site #: 2001100007 Intersection: Marion St & Clara St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **	Major Road: Marion St runs W/E																									
		East Leg Total: 34 East Entering: 21 East Peds: 0 Peds Cross: 8																								
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Buses</th> <th>Trucks</th> <th>Cars</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">32</td> <td style="text-align: center;">34</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>Marion St</p> </div>	Buses	Trucks	Cars	Totals	1	1	32	34		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Cars</th> <th>Trucks</th> <th>Buses</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">12</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> <td style="text-align: center;">13</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> </tr> <tr> <td style="text-align: center;">20</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>Marion St</p> </div>	Cars	Trucks	Buses	Totals	12	1	0	13	8	0	0	8	20	1	0	
Buses	Trucks	Cars	Totals																							
1	1	32	34																							
Cars	Trucks	Buses	Totals																							
12	1	0	13																							
8	0	0	8																							
20	1	0																								
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Buses</th> <th>Trucks</th> <th>Cars</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">7</td> <td style="text-align: center;">7</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">0</td> <td style="text-align: center;">32</td> <td style="text-align: center;">34</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">0</td> <td style="text-align: center;">39</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> </div>	Buses	Trucks	Cars	Totals	0	0	7	7	2	0	32	34	2	0	39		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Cars</th> <th>Trucks</th> <th>Buses</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">12</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">13</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>Clara St</p> </div>	Cars	Trucks	Buses	Totals	12	0	1	13	
Buses	Trucks	Cars	Totals																							
0	0	7	7																							
2	0	32	34																							
2	0	39																								
Cars	Trucks	Buses	Totals																							
12	0	1	13																							
<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;"> Peds Cross: 8 West Peds: 1 West Entering: 41 West Leg Total: 75 </td> <td style="width: 50%; text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars 40</td> <td>Cars 20</td> <td>5</td> <td>25</td> </tr> <tr> <td>Trucks 0</td> <td>Trucks 0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Buses 2</td> <td>Buses 1</td> <td>1</td> <td>2</td> </tr> <tr> <td>Totals 42</td> <td>Totals 21</td> <td>6</td> <td></td> </tr> </tbody> </table> </td> </tr> </tbody> </table>	Peds Cross: 8 West Peds: 1 West Entering: 41 West Leg Total: 75	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars 40</td> <td>Cars 20</td> <td>5</td> <td>25</td> </tr> <tr> <td>Trucks 0</td> <td>Trucks 0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Buses 2</td> <td>Buses 1</td> <td>1</td> <td>2</td> </tr> <tr> <td>Totals 42</td> <td>Totals 21</td> <td>6</td> <td></td> </tr> </tbody> </table>	Cars 40	Cars 20	5	25	Trucks 0	Trucks 0	0	0	Buses 2	Buses 1	1	2	Totals 42	Totals 21	6		<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;"> Peds Cross: 8 South Peds: 1 South Entering: 27 South Leg Total: 69 </td> <td style="width: 50%;"></td> </tr> </tbody> </table>	Peds Cross: 8 South Peds: 1 South Entering: 27 South Leg Total: 69						
Peds Cross: 8 West Peds: 1 West Entering: 41 West Leg Total: 75	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars 40</td> <td>Cars 20</td> <td>5</td> <td>25</td> </tr> <tr> <td>Trucks 0</td> <td>Trucks 0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Buses 2</td> <td>Buses 1</td> <td>1</td> <td>2</td> </tr> <tr> <td>Totals 42</td> <td>Totals 21</td> <td>6</td> <td></td> </tr> </tbody> </table>	Cars 40	Cars 20	5	25	Trucks 0	Trucks 0	0	0	Buses 2	Buses 1	1	2	Totals 42	Totals 21	6										
Cars 40	Cars 20	5	25																							
Trucks 0	Trucks 0	0	0																							
Buses 2	Buses 1	1	2																							
Totals 42	Totals 21	6																								
Peds Cross: 8 South Peds: 1 South Entering: 27 South Leg Total: 69																										
Comments																										

Accu-Traffic Inc.

Total Count Diagram

Municipality: Dorchester
Site #: 2001100007
Intersection: Marion St & Clara St
TFR File #: 1
Count date: 14-Jan-20

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

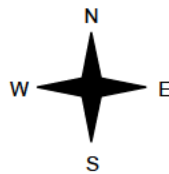
Major Road: Marion St runs W/E

East Leg Total: 204
 East Entering: 110
 East Peds: 2
 Peds Cross: 8

Buses	Trucks	Cars	Totals
6	3	184	193



Buses	Trucks	Cars	Totals
1	5	57	63
6	1	107	114
7	6	164	



Clara St

Cars	Trucks	Buses	Totals
66	2	3	71
36	0	3	39
102	2	6	



Marion St

Cars	Trucks	Buses	Totals
87	5	2	94



Peds Cross: 8
 West Peds: 1
 West Entering: 177
 West Leg Total: 370

Cars	143
Trucks	1
Buses	9
Totals	153



Cars	118	30	148
Trucks	1	0	1
Buses	3	1	4
Totals	122	31	

Peds Cross: 3
 South Peds: 3
 South Entering: 153
 South Leg Total: 306

Comments

Accu-Traffic Inc.

Traffic Count Summary

Intersection **Marion St & Clara St** Count Date **14-Jan-20** Municipality **Dorchester**


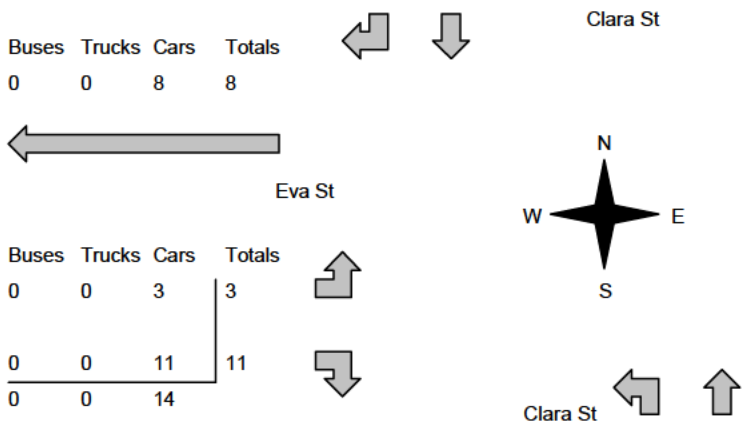





North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	19	7:00:00	18	0	1	19	0
8:00:00	0	0	0	0	0	38	8:00:00	30	0	8	38	0
9:00:00	0	0	0	0	0	30	9:00:00	23	0	7	30	2
15:00:00	0	0	0	0	0	10	15:00:00	9	0	1	10	0
16:00:00	0	0	0	0	0	20	16:00:00	14	0	6	20	0
17:00:00	0	0	0	0	0	22	17:00:00	18	0	4	22	1
18:00:00	0	0	0	0	0	14	18:00:00	10	0	4	14	0
Totals:	0	0	0	0	0	153	S Totals:	122	0	31	153	3

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	1	5	0	6	0	13	7:00:00	0	5	2	7	0
8:00:00	5	22	0	27	0	51	8:00:00	0	13	11	24	0
9:00:00	12	9	0	21	0	42	9:00:00	0	13	8	21	0
15:00:00	2	4	0	6	0	13	15:00:00	0	3	4	7	0
16:00:00	5	7	0	12	0	53	16:00:00	0	12	29	41	0
17:00:00	7	13	0	20	0	61	17:00:00	0	7	34	41	1
18:00:00	7	11	0	18	2	54	18:00:00	0	10	26	36	0
Totals:	39	71	0	110	2	287	W Totals:	0	63	114	177	1

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	15:00		16:00	17:00	18:00	0:00
Crossing Values:	18	30	23	9		14	19	12	0

Accu-Traffic Inc.

Morning Peak Diagram		Specified Period From: 6:30:00 To: 9:30:00	One Hour Peak From: 7:30:00 To: 8:30:00																								
Municipality: Dorchester Site #: 2001100006 Intersection: Clara St & Eva St TFR File #: 1 Count date: 14-Jan-20		Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Clara St runs N/S																									
North Leg Total: 70 North Entering: 30 North Peds: 0 Peds Cross: ∇	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td><td>3</td><td style="border-left: 1px solid black;">3</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cars</td><td>0</td><td>26</td><td style="border-left: 1px solid black;">26</td></tr> <tr><td>Totals</td><td>0</td><td>30</td><td style="border-left: 1px solid black;"></td></tr> </table>	Buses	0	3	3	Trucks	0	1	1	Cars	0	26	26	Totals	0	30			<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>1</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>38</td></tr> <tr><td>Totals</td><td style="border-top: 1px solid black;">40</td></tr> </table>	Buses	1	Trucks	1	Cars	38	Totals	40
Buses	0	3	3																								
Trucks	0	1	1																								
Cars	0	26	26																								
Totals	0	30																									
Buses	1																										
Trucks	1																										
Cars	38																										
Totals	40																										
																											
<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>8</td><td style="border-left: 1px solid black;">8</td></tr> </table>	Buses	Trucks	Cars	Totals	0	0	8	8																			
Buses	Trucks	Cars	Totals																								
0	0	8	8																								
<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>3</td><td style="border-left: 1px solid black;">3</td></tr> <tr><td>0</td><td>0</td><td>11</td><td style="border-left: 1px solid black;">11</td></tr> <tr><td>0</td><td>0</td><td>14</td><td style="border-left: 1px solid black;"></td></tr> </table>	Buses	Trucks	Cars	Totals	0	0	3	3	0	0	11	11	0	0	14												
Buses	Trucks	Cars	Totals																								
0	0	3	3																								
0	0	11	11																								
0	0	14																									
Peds Cross: ∇ West Peds: 1 West Entering: 14 West Leg Total: 22	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>37</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Buses</td><td>3</td></tr> <tr><td>Totals</td><td style="border-top: 1px solid black;">41</td></tr> </table>	Cars	37	Trucks	1	Buses	3	Totals	41		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>8</td><td>35</td><td style="border-left: 1px solid black;">43</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Buses</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>8</td><td>37</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	8	35	43	Trucks	0	1	1	Buses	0	1	1	Totals	8	37	
Cars	37																										
Trucks	1																										
Buses	3																										
Totals	41																										
Cars	8	35	43																								
Trucks	0	1	1																								
Buses	0	1	1																								
Totals	8	37																									
			Peds Cross: ∇ South Peds: 0 South Entering: 45 South Leg Total: 86																								
Comments																											

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 15:30:00 To: 16:30:00																																																				
Municipality: Dorchester Site #: 2001100006 Intersection: Clara St & Eva St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																																																					
** Non-Signalized Intersection **		Major Road: Clara St runs N/S																																																				
North Leg Total: 74 North Entering: 40 North Peds: 0 Peds Cross: ∇	<table style="border-collapse: collapse; margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 2px;">Buses</td><td style="padding: 2px;">0</td><td style="padding: 2px;">2</td><td style="padding: 2px;">2</td><td style="padding: 2px;">↑</td><td style="padding: 2px;">Buses</td><td style="padding: 2px;">2</td> </tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">↑</td><td style="padding: 2px;">Trucks</td><td style="padding: 2px;">0</td> </tr> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">5</td><td style="padding: 2px;">33</td><td style="padding: 2px;">38</td><td style="padding: 2px;">↑</td><td style="padding: 2px;">Cars</td><td style="padding: 2px;">32</td> </tr> <tr> <td style="padding: 2px;">Totals</td><td style="padding: 2px;">5</td><td style="padding: 2px;">35</td><td style="padding: 2px;">40</td><td style="padding: 2px;">↑</td><td style="padding: 2px;">Totals</td><td style="padding: 2px;">34</td> </tr> </table>	Buses	0	2	2	↑	Buses	2	Trucks	0	0	0	↑	Trucks	0	Cars	5	33	38	↑	Cars	32	Totals	5	35	40	↑	Totals	34	<table style="border-collapse: collapse; margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 2px;">Buses</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">21</td><td style="padding: 2px;">21</td><td style="padding: 2px;">←</td> </tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">←</td> </tr> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">9</td><td style="padding: 2px;">9</td><td style="padding: 2px;">←</td> </tr> <tr> <td style="padding: 2px;">Totals</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">13</td><td style="padding: 2px;">13</td><td style="padding: 2px;">←</td> </tr> </table>	Buses	0	0	21	21	←	Trucks	0	0	0	0	←	Cars	0	0	9	9	←	Totals	0	0	13	13	←
Buses	0	2	2	↑	Buses	2																																																
Trucks	0	0	0	↑	Trucks	0																																																
Cars	5	33	38	↑	Cars	32																																																
Totals	5	35	40	↑	Totals	34																																																
Buses	0	0	21	21	←																																																	
Trucks	0	0	0	0	←																																																	
Cars	0	0	9	9	←																																																	
Totals	0	0	13	13	←																																																	
Peds Cross: ∇ West Peds: 9 West Entering: 13 West Leg Total: 34	<table style="border-collapse: collapse; margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">42</td><td style="padding: 2px;">16</td><td style="padding: 2px;">28</td><td style="padding: 2px;">44</td><td style="padding: 2px;">↓</td> </tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">↓</td> </tr> <tr> <td style="padding: 2px;">Buses</td><td style="padding: 2px;">2</td><td style="padding: 2px;">0</td><td style="padding: 2px;">2</td><td style="padding: 2px;">2</td><td style="padding: 2px;">↓</td> </tr> <tr> <td style="padding: 2px;">Totals</td><td style="padding: 2px;">44</td><td style="padding: 2px;">16</td><td style="padding: 2px;">30</td><td style="padding: 2px;">44</td><td style="padding: 2px;">↓</td> </tr> </table>	Cars	42	16	28	44	↓	Trucks	0	0	0	0	↓	Buses	2	0	2	2	↓	Totals	44	16	30	44	↓	Peds Cross: ∇ South Peds: 19 South Entering: 46 South Leg Total: 90																												
Cars	42	16	28	44	↓																																																	
Trucks	0	0	0	0	↓																																																	
Buses	2	0	2	2	↓																																																	
Totals	44	16	30	44	↓																																																	
Comments																																																						

Accu-Traffic Inc.

Total Count Diagram

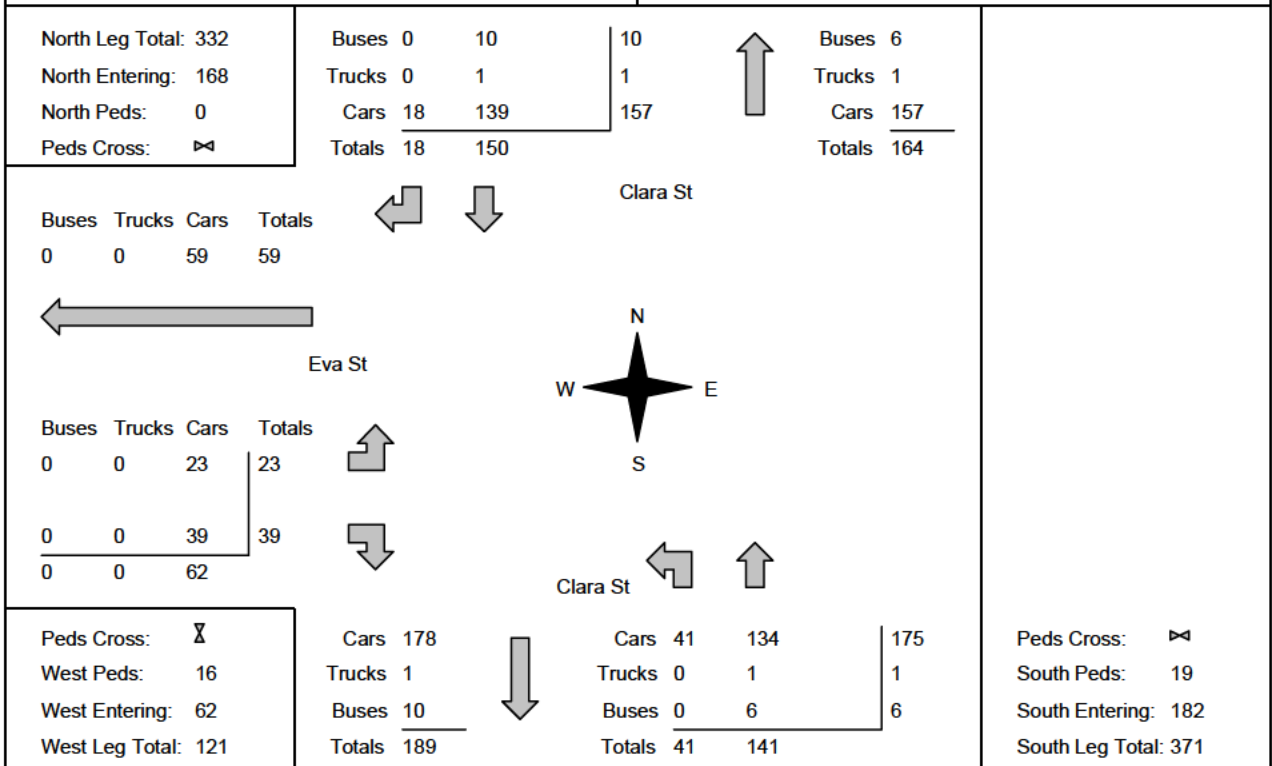
Municipality: Dorchester
Site #: 2001100006
Intersection: Clara St & Eva St
TFR File #: 1
Count date: 14-Jan-20

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Clara St runs N/S



Comments

Accu-Traffic Inc.

Traffic Count Summary




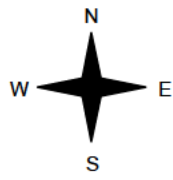





Intersection **Clara St & Eva St** Count Date **14-Jan-20** Municipality **Dorchester**

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	2	0	2	0	18	7:00:00	2	14	0	16	0
8:00:00	0	20	2	22	0	61	8:00:00	5	34	0	39	0
9:00:00	0	27	1	28	0	57	9:00:00	6	23	0	29	0
15:00:00	0	5	1	6	0	15	15:00:00	2	7	0	9	0
16:00:00	0	35	3	38	0	74	16:00:00	7	29	0	36	19
17:00:00	0	35	7	42	0	77	17:00:00	16	19	0	35	0
18:00:00	0	26	4	30	0	48	18:00:00	3	15	0	18	0
Totals:	0	150	18	168	0	350	S Totals:	41	141	0	182	19
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	7	7:00:00	2	0	5	7	0
8:00:00	0	0	0	0	0	13	8:00:00	5	0	8	13	1
9:00:00	0	0	0	0	0	15	9:00:00	4	0	11	15	3
15:00:00	0	0	0	0	0	3	15:00:00	3	0	0	3	0
16:00:00	0	0	0	0	0	7	16:00:00	1	0	6	7	6
17:00:00	0	0	0	0	0	14	17:00:00	5	0	9	14	4
18:00:00	0	0	0	0	0	3	18:00:00	3	0	0	3	2
Totals:	0	0	0	0	0	62	W Totals:	23	0	39	62	16




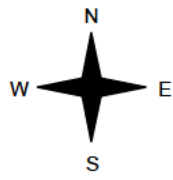


Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	15:00	16:00	17:00	18:00	0:00
Crossing Values:	2	5	4	3	20	5	3	0

Accu-Traffic Inc.

Morning Peak Diagram	Specified Period From: 6:30:00 To: 9:30:00	One Hour Peak From: 7:30:00 To: 8:30:00																																																																		
Municipality: Dorchester Site #: 2001100004 Intersection: Minnie St & Clara St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																																																																			
** Non-Signalized Intersection **		Major Road: Minnie St runs W/E																																																																		
<table style="width: 100%; border-collapse: collapse;"> <tr><td>North Leg Total: 84</td></tr> <tr><td>North Entering: 42</td></tr> <tr><td>North Peds: 5</td></tr> <tr><td>Peds Cross: 8</td></tr> </table>	North Leg Total: 84	North Entering: 42	North Peds: 5	Peds Cross: 8	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>2</td><td>1</td><td>3</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>36</td><td>3</td><td>39</td></tr> <tr><td>Totals</td><td>38</td><td>4</td><td></td></tr> </table>	Buses	2	1	3	Trucks	0	0	0	Cars	36	3	39	Totals	38	4			<table style="width: 100%; border-collapse: collapse;"> <tr><td>Buses</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>41</td></tr> <tr><td>Totals</td><td>42</td></tr> </table>	Buses	1	Trucks	0	Cars	41	Totals	42	<table style="width: 100%; border-collapse: collapse;"> <tr><td>East Leg Total: 63</td></tr> <tr><td>East Entering: 54</td></tr> <tr><td>East Peds: 1</td></tr> <tr><td>Peds Cross: 8</td></tr> </table>	East Leg Total: 63	East Entering: 54	East Peds: 1	Peds Cross: 8																																
North Leg Total: 84																																																																				
North Entering: 42																																																																				
North Peds: 5																																																																				
Peds Cross: 8																																																																				
Buses	2	1	3																																																																	
Trucks	0	0	0																																																																	
Cars	36	3	39																																																																	
Totals	38	4																																																																		
Buses	1																																																																			
Trucks	0																																																																			
Cars	41																																																																			
Totals	42																																																																			
East Leg Total: 63																																																																				
East Entering: 54																																																																				
East Peds: 1																																																																				
Peds Cross: 8																																																																				
<div style="display: flex; justify-content: space-between; align-items: center;"> <table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>2</td><td>0</td><td>67</td><td>69</td></tr> </table> <div style="text-align: center;">   <p>Clara St</p> </div> <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>23</td><td>0</td><td>0</td><td>23</td></tr> <tr><td>31</td><td>0</td><td>0</td><td>31</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>54</td><td>0</td><td>0</td><td></td></tr> </table> </div> <div style="text-align: center; margin: 10px 0;">  <p>N S W E</p> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>1</td><td>0</td><td>18</td><td>19</td></tr> <tr><td>0</td><td>0</td><td>5</td><td>5</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>1</td><td>0</td><td>23</td><td></td></tr> </table> <div style="text-align: center;">   </div> <table style="border-collapse: collapse;"> <tr><td colspan="4">Minnie St</td></tr> <tr><td colspan="4"></td></tr> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>8</td><td>0</td><td>1</td><td>9</td></tr> </table> </div>					Buses	Trucks	Cars	Totals	2	0	67	69	Cars	Trucks	Buses	Totals	23	0	0	23	31	0	0	31	<hr/>				54	0	0		Buses	Trucks	Cars	Totals	1	0	18	19	0	0	5	5	<hr/>				1	0	23		Minnie St								Cars	Trucks	Buses	Totals	8	0	1	9
Buses	Trucks	Cars	Totals																																																																	
2	0	67	69																																																																	
Cars	Trucks	Buses	Totals																																																																	
23	0	0	23																																																																	
31	0	0	31																																																																	
<hr/>																																																																				
54	0	0																																																																		
Buses	Trucks	Cars	Totals																																																																	
1	0	18	19																																																																	
0	0	5	5																																																																	
<hr/>																																																																				
1	0	23																																																																		
Minnie St																																																																				
																																																																				
Cars	Trucks	Buses	Totals																																																																	
8	0	1	9																																																																	
Peds Cross: 8 West Peds: 0 West Entering: 24 West Leg Total: 93																																																																				
Comments																																																																				

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 15:30:00 To: 16:30:00																																																									
Municipality: Dorchester Site #: 2001100004 Intersection: Minnie St & Clara St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																																																										
** Non-Signalized Intersection **		Major Road: Minnie St runs W/E																																																									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">North Leg Total: 91</td> <td style="width: 33%;">Buses 2</td> <td style="width: 33%;">1</td> <td style="width: 33%;">3</td> </tr> <tr> <td>North Entering: 44</td> <td>Trucks 0</td> <td>0</td> <td>0</td> </tr> <tr> <td>North Peds: 10</td> <td>Cars 24</td> <td>17</td> <td>41</td> </tr> <tr> <td>Peds Cross: ∇</td> <td>Totals 26</td> <td>18</td> <td></td> </tr> </table>	North Leg Total: 91	Buses 2	1	3	North Entering: 44	Trucks 0	0	0	North Peds: 10	Cars 24	17	41	Peds Cross: ∇	Totals 26	18			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">East Leg Total: 64</td> <td style="width: 33%;">Buses 2</td> <td style="width: 33%;">2</td> <td style="width: 33%;">7</td> </tr> <tr> <td>East Entering: 22</td> <td>Trucks 0</td> <td>0</td> <td>0</td> </tr> <tr> <td>East Peds: 0</td> <td>Cars 45</td> <td></td> <td>45</td> </tr> <tr> <td>Peds Cross: ∇</td> <td>Totals 47</td> <td></td> <td></td> </tr> </table>	East Leg Total: 64	Buses 2	2	7	East Entering: 22	Trucks 0	0	0	East Peds: 0	Cars 45		45	Peds Cross: ∇	Totals 47																											
North Leg Total: 91	Buses 2	1	3																																																								
North Entering: 44	Trucks 0	0	0																																																								
North Peds: 10	Cars 24	17	41																																																								
Peds Cross: ∇	Totals 26	18																																																									
East Leg Total: 64	Buses 2	2	7																																																								
East Entering: 22	Trucks 0	0	0																																																								
East Peds: 0	Cars 45		45																																																								
Peds Cross: ∇	Totals 47																																																										
<div style="display: flex; justify-content: space-between; align-items: center;"> <table style="width: 20%; border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>4</td><td>0</td><td>37</td><td>41</td></tr> </table> <div style="text-align: center;">   <p>Clara St</p> </div> <table style="width: 20%; border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>6</td><td>0</td><td>1</td><td>7</td></tr> <tr><td>13</td><td>0</td><td>2</td><td>15</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>19</td><td>0</td><td>3</td><td></td></tr> </table> </div> <div style="text-align: center; margin: 10px 0;">  <p>N S W E</p> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <table style="width: 20%; border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>1</td><td>0</td><td>39</td><td>40</td></tr> <tr><td>1</td><td>0</td><td>23</td><td>24</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>2</td><td>0</td><td>62</td><td></td></tr> </table> <div style="text-align: center;">   </div> <table style="width: 20%; border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>40</td><td>0</td><td>2</td><td>42</td></tr> </table> </div>				Buses	Trucks	Cars	Totals	4	0	37	41	Cars	Trucks	Buses	Totals	6	0	1	7	13	0	2	15	<hr/>				19	0	3		Buses	Trucks	Cars	Totals	1	0	39	40	1	0	23	24	<hr/>				2	0	62		Cars	Trucks	Buses	Totals	40	0	2	42
Buses	Trucks	Cars	Totals																																																								
4	0	37	41																																																								
Cars	Trucks	Buses	Totals																																																								
6	0	1	7																																																								
13	0	2	15																																																								
<hr/>																																																											
19	0	3																																																									
Buses	Trucks	Cars	Totals																																																								
1	0	39	40																																																								
1	0	23	24																																																								
<hr/>																																																											
2	0	62																																																									
Cars	Trucks	Buses	Totals																																																								
40	0	2	42																																																								

Accu-Traffic Inc.

Total Count Diagram

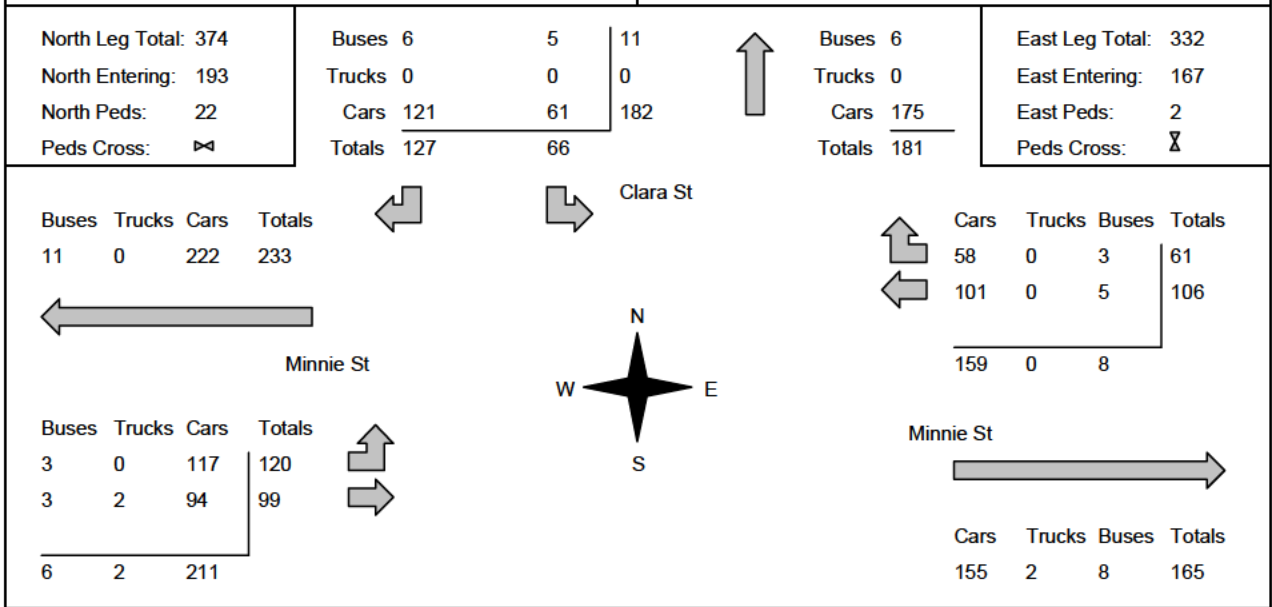
Municipality: Dorchester
Site #: 2001100004
Intersection: Minnie St & Clara St
TFR File #: 1
Count date: 14-Jan-20

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Minnie St runs W/E



Peds Cross: ⌘
 West Peds: 0
 West Entering: 219
 West Leg Total: 452

Comments

Accu-Traffic Inc.

Traffic Count Summary


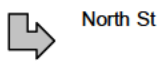


Intersection **Minnie St & Clara St** Count Date **14-Jan-20** Municipality **Dorchester**

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	2	0	6	8	0	8	7:00:00	0	0	0	0	0
8:00:00	5	0	22	27	4	27	8:00:00	0	0	0	0	0
9:00:00	4	0	37	41	2	41	9:00:00	0	0	0	0	0
15:00:00	2	0	3	5	0	5	15:00:00	0	0	0	0	0
16:00:00	14	0	27	41	9	41	16:00:00	0	0	0	0	0
17:00:00	21	0	23	44	3	44	17:00:00	0	0	0	0	0
18:00:00	18	0	9	27	4	27	18:00:00	0	0	0	0	0
Totals:	66	0	127	193	22	193	S Totals:	0	0	0	0	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	6	10	16	0	25	7:00:00	6	3	0	9	0
8:00:00	0	22	22	44	0	66	8:00:00	17	5	0	22	0
9:00:00	0	23	10	33	1	60	9:00:00	16	11	0	27	0
15:00:00	0	6	3	9	0	20	15:00:00	6	5	0	11	0
16:00:00	0	18	7	25	1	77	16:00:00	31	21	0	52	0
17:00:00	0	12	6	18	0	70	17:00:00	29	23	0	52	0
18:00:00	0	19	3	22	0	68	18:00:00	15	31	0	46	0
Totals:	0	106	61	167	2	386	W Totals:	120	99	0	219	0


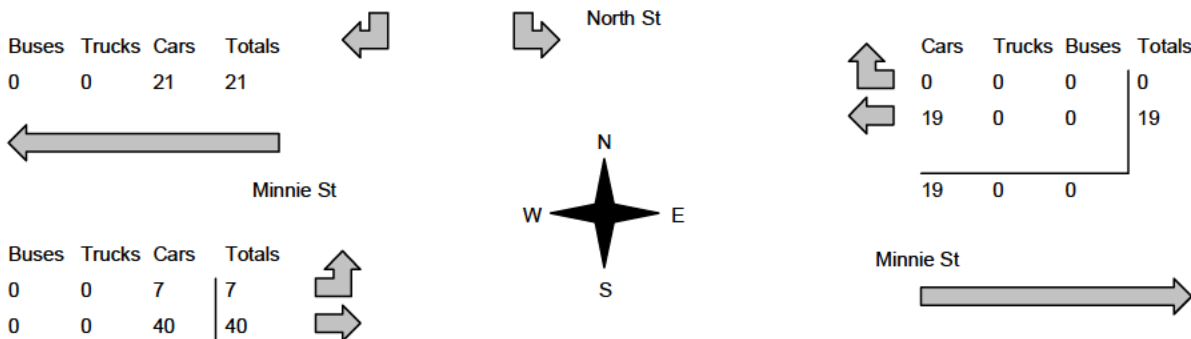
Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	15:00	16:00	17:00	18:00	0:00
Crossing Values:	2	5	5	2	15	21	18	0

Accu-Traffic Inc.

Morning Peak Diagram		Specified Period From: 6:30:00 To: 9:30:00	One Hour Peak From: 7:30:00 To: 8:30:00																										
Municipality: Dorchester Site #: 2001100005 Intersection: Minnie St & North St TFR File #: 1 Count date: 14-Jan-20		Weather conditions: Person counted: Person prepared: Person checked:																											
** Non-Signalized Intersection **		Major Road: Minnie St runs W/E																											
North Leg Total: 5 North Entering: 4 North Peds: 0 Peds Cross: ∇	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>4</td><td>0</td><td>4</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>4</td><td>0</td><td>4</td></tr> </table>	Buses	0	0	0	Trucks	0	0	0	Cars	4	0	4	Totals	4	0	4		<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>1</td></tr> </table>	Buses	0	Trucks	0	Cars	1	Totals	1	East Leg Total: 56 East Entering: 48 East Peds: 0 Peds Cross: ∇	
Buses	0	0	0																										
Trucks	0	0	0																										
Cars	4	0	4																										
Totals	4	0	4																										
Buses	0																												
Trucks	0																												
Cars	1																												
Totals	1																												
<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>52</td><td>52</td></tr> </table>		Buses	Trucks	Cars	Totals	0	0	52	52			<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>48</td><td>0</td><td>0</td><td>48</td></tr> <tr style="border-top: 1px solid black;"><td>48</td><td>0</td><td>0</td><td></td></tr> </table>		Cars	Trucks	Buses	Totals	0	0	0	0	48	0	0	48	48	0	0	
Buses	Trucks	Cars	Totals																										
0	0	52	52																										
Cars	Trucks	Buses	Totals																										
0	0	0	0																										
48	0	0	48																										
48	0	0																											
																													
<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>1</td><td>0</td><td>7</td><td>8</td></tr> <tr style="border-top: 1px solid black;"><td>1</td><td>0</td><td>8</td><td></td></tr> </table>		Buses	Trucks	Cars	Totals	0	0	1	1	1	0	7	8	1	0	8		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>7</td><td>0</td><td>1</td><td>8</td></tr> </table>		Cars	Trucks	Buses	Totals	7	0	1	8		
Buses	Trucks	Cars	Totals																										
0	0	1	1																										
1	0	7	8																										
1	0	8																											
Cars	Trucks	Buses	Totals																										
7	0	1	8																										
Peds Cross: ∇ West Peds: 0 West Entering: 9 West Leg Total: 61																													
Comments																													

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 17:00:00 To: 18:00:00																								
Municipality: Dorchester Site #: 2001100005 Intersection: Minnie St & North St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Minnie St runs W/E																								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">North Leg Total: 10</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">0</td> </tr> <tr> <td>North Entering: 3</td> <td>Trucks 0</td> <td>0</td> </tr> <tr> <td>North Peds: 1</td> <td>Cars 2</td> <td>1</td> </tr> <tr> <td>Peds Cross: ∇</td> <td>Totals 2</td> <td>1</td> </tr> </table>	North Leg Total: 10	Buses 0	0	North Entering: 3	Trucks 0	0	North Peds: 1	Cars 2	1	Peds Cross: ∇	Totals 2	1		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">East Leg Total: 60</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">0</td> </tr> <tr> <td>East Entering: 19</td> <td>Trucks 0</td> <td>0</td> </tr> <tr> <td>East Peds: 1</td> <td>Cars 7</td> <td>7</td> </tr> <tr> <td>Peds Cross: ∇</td> <td>Totals 7</td> <td>7</td> </tr> </table>	East Leg Total: 60	Buses 0	0	East Entering: 19	Trucks 0	0	East Peds: 1	Cars 7	7	Peds Cross: ∇	Totals 7	7
North Leg Total: 10	Buses 0	0																								
North Entering: 3	Trucks 0	0																								
North Peds: 1	Cars 2	1																								
Peds Cross: ∇	Totals 2	1																								
East Leg Total: 60	Buses 0	0																								
East Entering: 19	Trucks 0	0																								
East Peds: 1	Cars 7	7																								
Peds Cross: ∇	Totals 7	7																								
																										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Trucks 0</td> <td style="width: 33%;">Cars 7</td> <td style="width: 33%;">Totals 7</td> </tr> <tr> <td>0</td> <td>0</td> <td>40</td> <td>40</td> </tr> <tr> <td>0</td> <td>0</td> <td>47</td> <td>47</td> </tr> </table>	Buses 0	Trucks 0	Cars 7	Totals 7	0	0	40	40	0	0	47	47	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Cars 0</td> <td style="width: 33%;">Trucks 0</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Totals 0</td> </tr> <tr> <td>19</td> <td>0</td> <td>0</td> <td>19</td> </tr> <tr> <td>19</td> <td>0</td> <td>0</td> <td>19</td> </tr> </table>		Cars 0	Trucks 0	Buses 0	Totals 0	19	0	0	19	19	0	0	19
Buses 0	Trucks 0	Cars 7	Totals 7																							
0	0	40	40																							
0	0	47	47																							
Cars 0	Trucks 0	Buses 0	Totals 0																							
19	0	0	19																							
19	0	0	19																							
Peds Cross: ∇ West Peds: 0 West Entering: 47 West Leg Total: 68																										
Comments																										

Accu-Traffic Inc.

Total Count Diagram

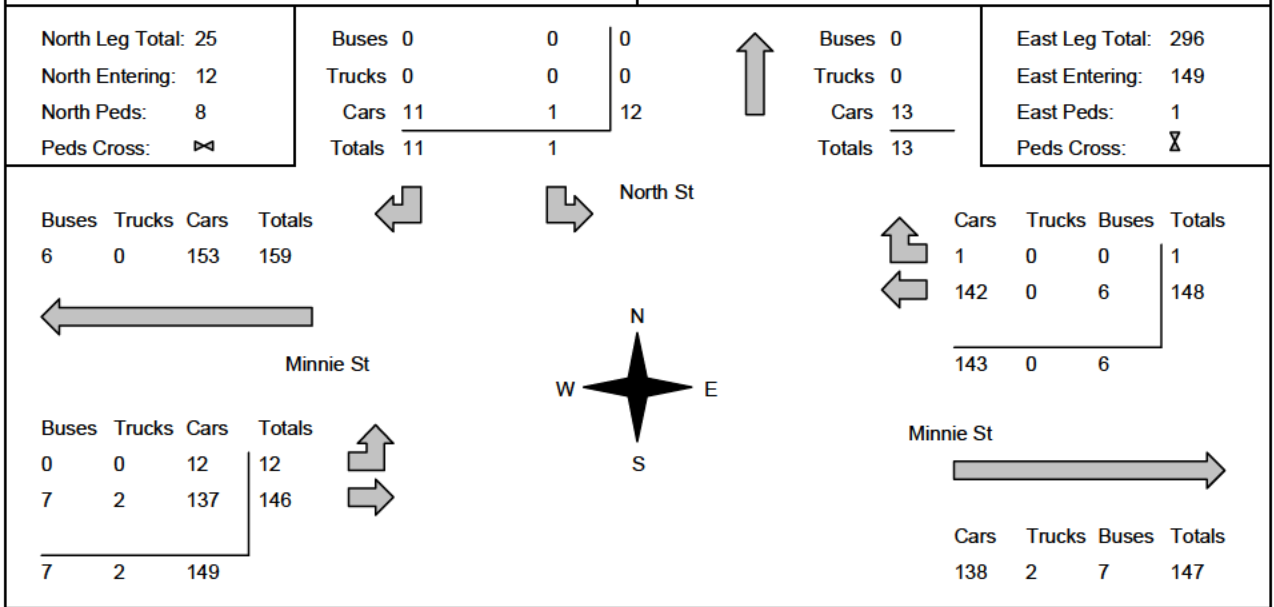
Municipality: Dorchester
Site #: 2001100005
Intersection: Minnie St & North St
TFR File #: 1
Count date: 14-Jan-20

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Minnie St runs W/E



Peds Cross: ∇
 West Peds: 0
 West Entering: 158
 West Leg Total: 317

Comments

Accu-Traffic Inc.

Traffic Count Summary







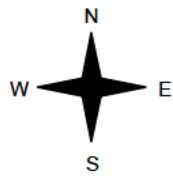








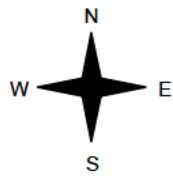








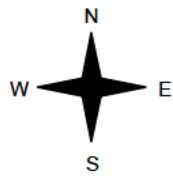



Intersection **Minnie St & North St** Count Date **14-Jan-20** Municipality **Dorchester**

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	2	2	0	2	7:00:00	0	0	0	0	0
8:00:00	0	0	2	2	0	2	8:00:00	0	0	0	0	0
9:00:00	0	0	3	3	0	3	9:00:00	0	0	0	0	0
15:00:00	0	0	1	1	0	1	15:00:00	0	0	0	0	0
16:00:00	0	0	0	0	7	0	16:00:00	0	0	0	0	0
17:00:00	0	0	1	1	0	1	17:00:00	0	0	0	0	0
18:00:00	1	0	2	3	1	3	18:00:00	0	0	0	0	0
Totals:	1	0	11	12	8	12	S Totals:	0	0	0	0	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	14	0	14	0	19	7:00:00	0	5	0	5	0
8:00:00	0	41	0	41	0	51	8:00:00	0	10	0	10	0
9:00:00	0	27	0	27	0	40	9:00:00	2	11	0	13	0
15:00:00	0	8	0	8	0	14	15:00:00	0	6	0	6	0
16:00:00	0	23	1	24	0	58	16:00:00	1	33	0	34	0
17:00:00	0	16	0	16	0	59	17:00:00	2	41	0	43	0
18:00:00	0	19	0	19	1	66	18:00:00	7	40	0	47	0
Totals:	0	148	1	149	1	307	W Totals:	12	146	0	158	0






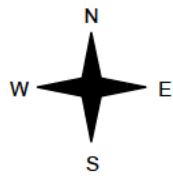











Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	15:00		16:00	17:00	18:00	0:00
Crossing Values:	0	0	0	0		0	0	2	0

Accu-Traffic Inc.

Morning Peak Diagram		Specified Period From: 6:30:00 To: 9:30:00	One Hour Peak From: 8:00:00 To: 9:00:00																																																																									
Municipality: Dorchester Site #: 2001100001 Intersection: Catherine St & Minnie St TFR File #: 1 Count date: 14-Jan-20		Weather conditions: Person counted: Person prepared: Person checked:																																																																										
** Non-Signalized Intersection **		Major Road: Catherine St runs W/E																																																																										
North Leg Total: 107 North Entering: 73 North Peds: 3 Peds Cross: ∇	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>1</td><td>1</td><td>2</td></tr> <tr><td>Trucks</td><td>3</td><td>1</td><td>4</td></tr> <tr><td>Cars</td><td>20</td><td>47</td><td>67</td></tr> <tr><td>Totals</td><td>24</td><td>49</td><td></td></tr> </table>	Buses	1	1	2	Trucks	3	1	4	Cars	20	47	67	Totals	24	49			<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Cars</td><td>31</td></tr> <tr><td>Totals</td><td>34</td></tr> </table>	Buses	0	Trucks	3	Cars	31	Totals	34	East Leg Total: 537 East Entering: 301 East Peds: 0 Peds Cross: ∇																																																
Buses	1	1	2																																																																									
Trucks	3	1	4																																																																									
Cars	20	47	67																																																																									
Totals	24	49																																																																										
Buses	0																																																																											
Trucks	3																																																																											
Cars	31																																																																											
Totals	34																																																																											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;"> <table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>17</td><td>7</td><td>278</td><td>302</td></tr> </table> </td> <td style="width: 25%; text-align: center;">   </td> <td style="width: 25%; text-align: center;"> Minnie St </td> <td style="width: 25%; text-align: center;">   </td> </tr> <tr> <td colspan="2" style="text-align: center;">  Catherine St </td> <td style="text-align: center;">  </td> <td style="text-align: center;"> <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>22</td><td>1</td><td>0</td><td>23</td></tr> <tr><td>258</td><td>4</td><td>16</td><td>278</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>280</td><td>5</td><td>16</td><td></td></tr> </table> </td> </tr> <tr> <td colspan="2"> <table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>2</td><td>9</td><td>11</td></tr> <tr><td>8</td><td>2</td><td>177</td><td>187</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>8</td><td>4</td><td>186</td><td></td></tr> </table> </td> <td colspan="2" style="text-align: center;">   </td> <td style="text-align: center;"> Catherine St  </td> </tr> <tr> <td colspan="2"></td> <td colspan="2" style="text-align: center;"> <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>224</td><td>3</td><td>9</td><td>236</td></tr> </table> </td> </tr> </table>		<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>17</td><td>7</td><td>278</td><td>302</td></tr> </table>	Buses	Trucks	Cars	Totals	17	7	278	302	 	Minnie St	 	 Catherine St			<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>22</td><td>1</td><td>0</td><td>23</td></tr> <tr><td>258</td><td>4</td><td>16</td><td>278</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>280</td><td>5</td><td>16</td><td></td></tr> </table>	Cars	Trucks	Buses	Totals	22	1	0	23	258	4	16	278	<hr/>				280	5	16		<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>2</td><td>9</td><td>11</td></tr> <tr><td>8</td><td>2</td><td>177</td><td>187</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>8</td><td>4</td><td>186</td><td></td></tr> </table>		Buses	Trucks	Cars	Totals	0	2	9	11	8	2	177	187	<hr/>				8	4	186		 		Catherine St 			<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>224</td><td>3</td><td>9</td><td>236</td></tr> </table>		Cars	Trucks	Buses	Totals	224	3	9	236	Peds Cross: ∇ West Peds: 0 West Entering: 198 West Leg Total: 500	
<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>17</td><td>7</td><td>278</td><td>302</td></tr> </table>	Buses	Trucks	Cars	Totals	17	7	278	302	 	Minnie St	 																																																																	
Buses	Trucks	Cars	Totals																																																																									
17	7	278	302																																																																									
 Catherine St			<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>22</td><td>1</td><td>0</td><td>23</td></tr> <tr><td>258</td><td>4</td><td>16</td><td>278</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>280</td><td>5</td><td>16</td><td></td></tr> </table>	Cars	Trucks	Buses	Totals	22	1	0	23	258	4	16	278	<hr/>				280	5	16																																																						
Cars	Trucks	Buses	Totals																																																																									
22	1	0	23																																																																									
258	4	16	278																																																																									
<hr/>																																																																												
280	5	16																																																																										
<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>2</td><td>9</td><td>11</td></tr> <tr><td>8</td><td>2</td><td>177</td><td>187</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>8</td><td>4</td><td>186</td><td></td></tr> </table>		Buses	Trucks	Cars	Totals	0	2	9	11	8	2	177	187	<hr/>				8	4	186		 		Catherine St 																																																				
Buses	Trucks	Cars	Totals																																																																									
0	2	9	11																																																																									
8	2	177	187																																																																									
<hr/>																																																																												
8	4	186																																																																										
		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Buses</td><td>Totals</td></tr> <tr><td>224</td><td>3</td><td>9</td><td>236</td></tr> </table>		Cars	Trucks	Buses	Totals	224	3	9	236																																																																	
Cars	Trucks	Buses	Totals																																																																									
224	3	9	236																																																																									
Comments																																																																												

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:15:00 To: 17:15:00																																																																				
Municipality: Dorchester Site #: 2001100001 Intersection: Catherine St & Minnie St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																																																																					
** Non-Signalized Intersection **		Major Road: Catherine St runs W/E																																																																				
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">North Leg Total: 105</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">0</td> <td style="width: 33%;">0</td> </tr> <tr> <td>North Entering: 41</td> <td>Trucks 0</td> <td>0</td> <td>0</td> </tr> <tr> <td>North Peds: 0</td> <td>Cars 10</td> <td>31</td> <td>41</td> </tr> <tr> <td>Peds Cross: ∇</td> <td>Totals 10</td> <td>31</td> <td>41</td> </tr> </table>	North Leg Total: 105	Buses 0	0	0	North Entering: 41	Trucks 0	0	0	North Peds: 0	Cars 10	31	41	Peds Cross: ∇	Totals 10	31	41		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">East Leg Total: 613</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">0</td> <td style="width: 33%;">0</td> </tr> <tr> <td>East Entering: 226</td> <td>Trucks 2</td> <td>0</td> <td>0</td> </tr> <tr> <td>East Peds: 3</td> <td>Cars 62</td> <td>0</td> <td>0</td> </tr> <tr> <td>Peds Cross: ∇</td> <td>Totals 64</td> <td>0</td> <td>0</td> </tr> </table>	East Leg Total: 613	Buses 0	0	0	East Entering: 226	Trucks 2	0	0	East Peds: 3	Cars 62	0	0	Peds Cross: ∇	Totals 64	0	0																																				
North Leg Total: 105	Buses 0	0	0																																																																			
North Entering: 41	Trucks 0	0	0																																																																			
North Peds: 0	Cars 10	31	41																																																																			
Peds Cross: ∇	Totals 10	31	41																																																																			
East Leg Total: 613	Buses 0	0	0																																																																			
East Entering: 226	Trucks 2	0	0																																																																			
East Peds: 3	Cars 62	0	0																																																																			
Peds Cross: ∇	Totals 64	0	0																																																																			
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Trucks 1</td> <td style="width: 33%;">Cars 195</td> <td style="width: 33%;">Totals 196</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td colspan="4" style="text-align: center;">Catherine St</td> </tr> <tr> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Trucks 2</td> <td style="width: 33%;">Cars 354</td> <td style="width: 33%;">Totals 356</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td colspan="4" style="text-align: center;">Catherine St</td> </tr> <tr> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Trucks 3</td> <td style="width: 33%;">Cars 377</td> <td style="width: 33%;">Totals 380</td> </tr> </table>	Buses 0	Trucks 1	Cars 195	Totals 196					Catherine St				Buses 0	Trucks 2	Cars 354	Totals 356					Catherine St				Buses 0	Trucks 3	Cars 377	Totals 380		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Cars 39</td> <td style="width: 33%;">Trucks 1</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Totals 40</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td colspan="4" style="text-align: center;">Minnie St</td> </tr> <tr> <td style="width: 33%;">Cars 185</td> <td style="width: 33%;">Trucks 1</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Totals 186</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td colspan="4" style="text-align: center;">Catherine St</td> </tr> <tr> <td style="width: 33%;">Cars 224</td> <td style="width: 33%;">Trucks 2</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Totals 226</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td colspan="4" style="text-align: center;">Catherine St</td> </tr> <tr> <td style="width: 33%;">Cars 385</td> <td style="width: 33%;">Trucks 2</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Totals 387</td> </tr> </table>	Cars 39	Trucks 1	Buses 0	Totals 40					Minnie St				Cars 185	Trucks 1	Buses 0	Totals 186					Catherine St				Cars 224	Trucks 2	Buses 0	Totals 226					Catherine St				Cars 385	Trucks 2	Buses 0	Totals 387
Buses 0	Trucks 1	Cars 195	Totals 196																																																																			
																																																																						
Catherine St																																																																						
Buses 0	Trucks 2	Cars 354	Totals 356																																																																			
																																																																						
Catherine St																																																																						
Buses 0	Trucks 3	Cars 377	Totals 380																																																																			
Cars 39	Trucks 1	Buses 0	Totals 40																																																																			
																																																																						
Minnie St																																																																						
Cars 185	Trucks 1	Buses 0	Totals 186																																																																			
																																																																						
Catherine St																																																																						
Cars 224	Trucks 2	Buses 0	Totals 226																																																																			
																																																																						
Catherine St																																																																						
Cars 385	Trucks 2	Buses 0	Totals 387																																																																			
Peds Cross: ∇ West Peds: 0 West Entering: 380 West Leg Total: 576																																																																						
Comments																																																																						

Accu-Traffic Inc.

Total Count Diagram

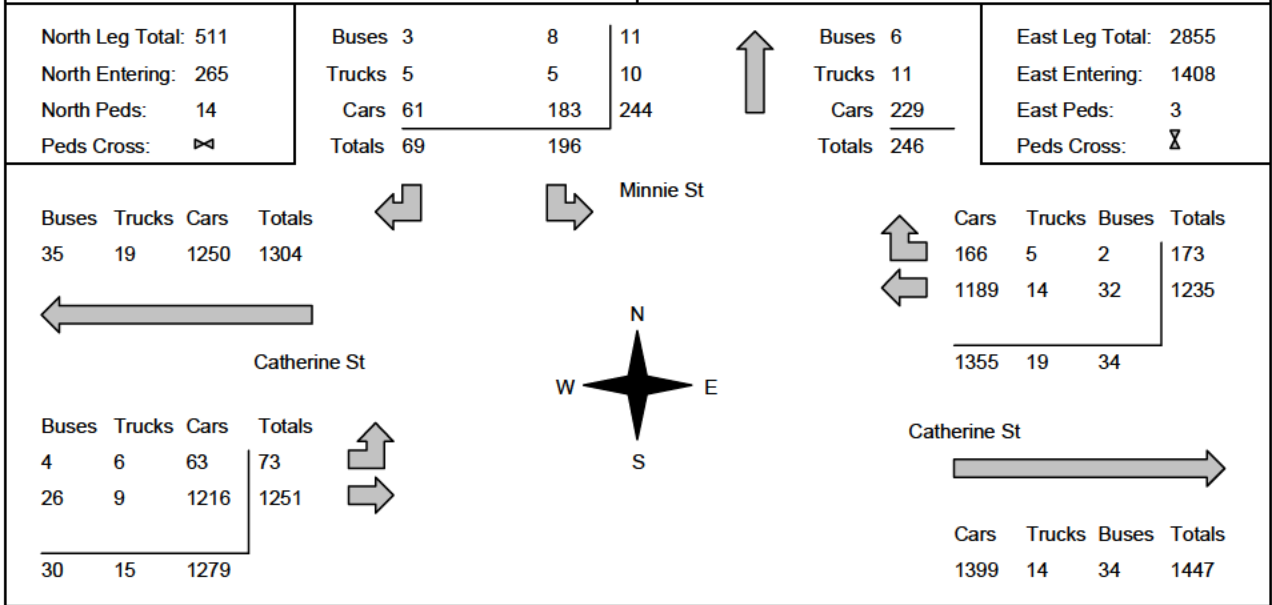
Municipality: Dorchester
Site #: 2001100001
Intersection: Catherine St & Minnie St
TFR File #: 1
Count date: 14-Jan-20

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Catherine St runs W/E



Comments

Accu-Traffic Inc.

Traffic Count Summary

Intersection **Catherine St & Minnie St** Count Date **14-Jan-20** Municipality **Dorchester**


North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	8	0	4	12	0	12	7:00:00	0	0	0	0	0
8:00:00	40	0	8	48	0	48	8:00:00	0	0	0	0	0
9:00:00	49	0	24	73	3	73	9:00:00	0	0	0	0	0
15:00:00	6	0	6	12	1	12	15:00:00	0	0	0	0	0
16:00:00	33	0	13	46	10	46	16:00:00	0	0	0	0	0
17:00:00	34	0	8	42	0	42	17:00:00	0	0	0	0	0
18:00:00	26	0	6	32	0	32	18:00:00	0	0	0	0	0
Totals:	196	0	69	265	14	265	S Totals:	0	0	0	0	0

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	66	6	72	0	107	7:00:00	1	34	0	35	0
8:00:00	0	227	19	246	0	353	8:00:00	5	102	0	107	0
9:00:00	0	278	23	301	0	499	9:00:00	11	187	0	198	0
15:00:00	0	90	8	98	0	169	15:00:00	5	66	0	71	2
16:00:00	0	211	39	250	0	526	16:00:00	15	261	0	276	0
17:00:00	0	191	40	231	2	568	17:00:00	21	316	0	337	0
18:00:00	0	172	38	210	1	510	18:00:00	15	285	0	300	2
Totals:	0	1235	173	1408	3	2732	W Totals:	73	1251	0	1324	4

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	15:00		16:00	17:00	18:00	0:00
Crossing Values:	8	40	49	8		33	36	29	0

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:30:00 To: 17:30:00																																			
Municipality: Dorchester Site #: 2001100002 Intersection: Catherine St & Dorchester Rd TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																																				
** Non-Signalized Intersection **	Major Road: Catherine St runs W/E																																				
		East Leg Total: 123 East Entering: 52 East Peds: 0 Peds Cross: 8																																			
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Buses</th> <th>Trucks</th> <th>Cars</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">230</td> <td style="text-align: center;">231</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>Catherine St</p> </div>	Buses	Trucks	Cars	Totals	0	1	230	231		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Cars</th> <th>Trucks</th> <th>Buses</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">24</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">24</td> </tr> <tr> <td style="text-align: center;">28</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">28</td> </tr> <tr> <td style="text-align: center;">52</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>Catherine St</p> </div>	Cars	Trucks	Buses	Totals	24	0	0	24	28	0	0	28	52	0	0												
Buses	Trucks	Cars	Totals																																		
0	1	230	231																																		
Cars	Trucks	Buses	Totals																																		
24	0	0	24																																		
28	0	0	28																																		
52	0	0																																			
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Buses</th> <th>Trucks</th> <th>Cars</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">30</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">356</td> <td style="text-align: center;">357</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">386</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> </div>	Buses	Trucks	Cars	Totals	0	0	30	30	0	1	356	357	0	1	386		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Cars</th> <th>Trucks</th> <th>Buses</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">71</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">71</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>Dorchester Rd</p> </div>	Cars	Trucks	Buses	Totals	71	0	0	71												
Buses	Trucks	Cars	Totals																																		
0	0	30	30																																		
0	1	356	357																																		
0	1	386																																			
Cars	Trucks	Buses	Totals																																		
71	0	0	71																																		
<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;"> Peds Cross: 8 West Peds: 0 West Entering: 387 West Leg Total: 618 </td> <td style="width: 50%; text-align: right;"> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td> <td style="text-align: right;">384</td> <td></td> <td></td> </tr> <tr> <td>Trucks</td> <td style="text-align: right;">1</td> <td></td> <td></td> </tr> <tr> <td>Buses</td> <td style="text-align: right;">0</td> <td></td> <td></td> </tr> <tr> <td>Totals</td> <td style="text-align: right;">385</td> <td></td> <td></td> </tr> </tbody> </table> </td> </tr> </tbody> </table>	Peds Cross: 8 West Peds: 0 West Entering: 387 West Leg Total: 618	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td> <td style="text-align: right;">384</td> <td></td> <td></td> </tr> <tr> <td>Trucks</td> <td style="text-align: right;">1</td> <td></td> <td></td> </tr> <tr> <td>Buses</td> <td style="text-align: right;">0</td> <td></td> <td></td> </tr> <tr> <td>Totals</td> <td style="text-align: right;">385</td> <td></td> <td></td> </tr> </tbody> </table>	Cars	384			Trucks	1			Buses	0			Totals	385			<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%; text-align: right;"> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td> <td style="text-align: right;">206</td> <td style="text-align: right;">41</td> <td style="text-align: right;">247</td> </tr> <tr> <td>Trucks</td> <td style="text-align: right;">1</td> <td style="text-align: right;">0</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Buses</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Totals</td> <td style="text-align: right;">207</td> <td style="text-align: right;">41</td> <td></td> </tr> </tbody> </table> </td> <td style="width: 50%;"> Peds Cross: 1 South Peds: 1 South Entering: 248 South Leg Total: 633 </td> </tr> </tbody> </table>	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td> <td style="text-align: right;">206</td> <td style="text-align: right;">41</td> <td style="text-align: right;">247</td> </tr> <tr> <td>Trucks</td> <td style="text-align: right;">1</td> <td style="text-align: right;">0</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Buses</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Totals</td> <td style="text-align: right;">207</td> <td style="text-align: right;">41</td> <td></td> </tr> </tbody> </table>	Cars	206	41	247	Trucks	1	0	1	Buses	0	0	0	Totals	207	41		Peds Cross: 1 South Peds: 1 South Entering: 248 South Leg Total: 633
Peds Cross: 8 West Peds: 0 West Entering: 387 West Leg Total: 618	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td> <td style="text-align: right;">384</td> <td></td> <td></td> </tr> <tr> <td>Trucks</td> <td style="text-align: right;">1</td> <td></td> <td></td> </tr> <tr> <td>Buses</td> <td style="text-align: right;">0</td> <td></td> <td></td> </tr> <tr> <td>Totals</td> <td style="text-align: right;">385</td> <td></td> <td></td> </tr> </tbody> </table>	Cars	384			Trucks	1			Buses	0			Totals	385																						
Cars	384																																				
Trucks	1																																				
Buses	0																																				
Totals	385																																				
<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Cars</td> <td style="text-align: right;">206</td> <td style="text-align: right;">41</td> <td style="text-align: right;">247</td> </tr> <tr> <td>Trucks</td> <td style="text-align: right;">1</td> <td style="text-align: right;">0</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Buses</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Totals</td> <td style="text-align: right;">207</td> <td style="text-align: right;">41</td> <td></td> </tr> </tbody> </table>	Cars	206	41	247	Trucks	1	0	1	Buses	0	0	0	Totals	207	41		Peds Cross: 1 South Peds: 1 South Entering: 248 South Leg Total: 633																				
Cars	206	41	247																																		
Trucks	1	0	1																																		
Buses	0	0	0																																		
Totals	207	41																																			
Comments																																					

Accu-Traffic Inc.

Total Count Diagram

Municipality: Dorchester
Site #: 2001100002
Intersection: Catherine St & Dorchester Rd
TFR File #: 1
Count date: 14-Jan-20

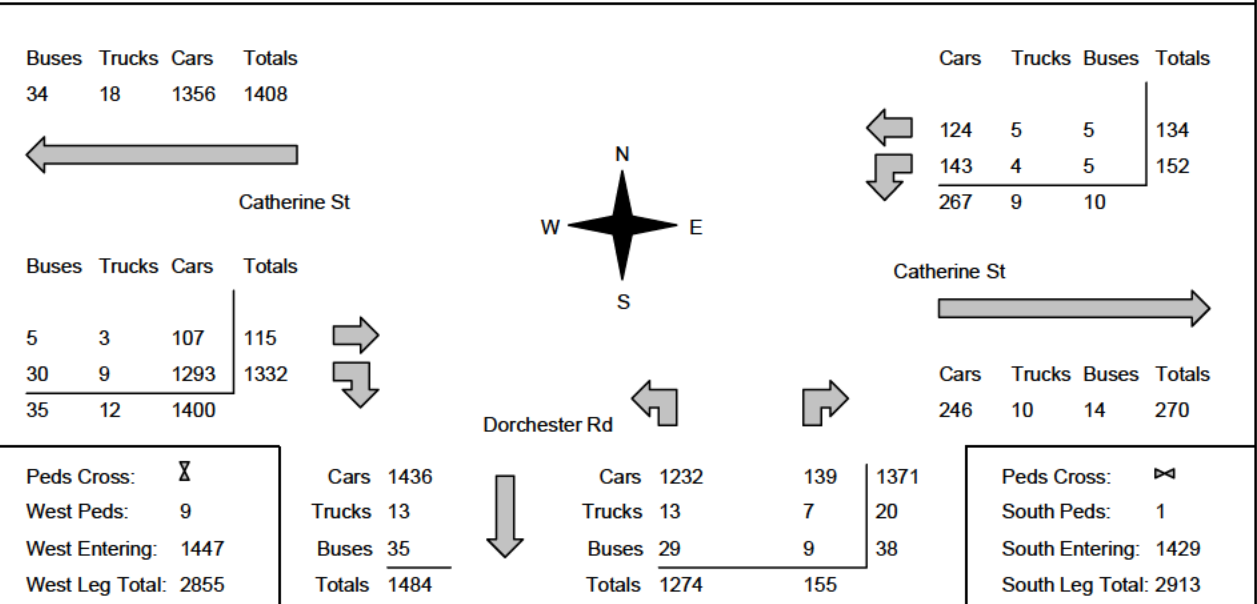
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Catherine St runs W/E

East Leg Total: 556
 East Entering: 286
 East Peds: 10
 Peds Cross: 8



Comments

Accu-Traffic Inc.

Traffic Count Summary

Intersection **Catherine St & Dorchester Rd** Count Date **14-Jan-20** Municipality **Dorchester**






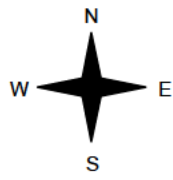







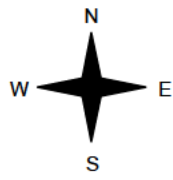







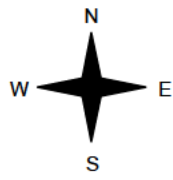



North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	71	7:00:00	67	0	4	71	0
8:00:00	0	0	0	0	0	252	8:00:00	227	0	25	252	0
9:00:00	0	0	0	0	0	290	9:00:00	265	0	25	290	0
15:00:00	0	0	0	0	0	97	15:00:00	93	0	4	97	0
16:00:00	0	0	0	0	0	254	16:00:00	220	0	34	254	0
17:00:00	0	0	0	0	0	240	17:00:00	210	0	30	240	0
18:00:00	0	0	0	0	0	225	18:00:00	192	0	33	225	1
Totals:	0	0	0	0	0	1429	S Totals:	1274	0	155	1429	1

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	7	6	0	13	0	57	7:00:00	0	3	41	44	0
8:00:00	26	18	0	44	0	183	8:00:00	0	11	128	139	2
9:00:00	37	36	0	73	1	308	9:00:00	0	14	221	235	1
15:00:00	10	5	0	15	0	89	15:00:00	0	6	68	74	0
16:00:00	25	30	0	55	9	347	16:00:00	0	33	259	292	5
17:00:00	24	22	0	46	0	395	17:00:00	0	28	321	349	0
18:00:00	23	17	0	40	0	354	18:00:00	0	20	294	314	1
Totals:	152	134	0	286	10	1733	W Totals:	0	115	1332	1447	9




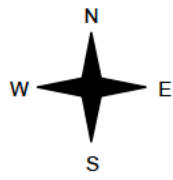







Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	15:00	16:00	17:00	18:00	0:00
Crossing Values:	67	229	267	93	234	210	193	0

Accu-Traffic Inc.

Morning Peak Diagram		Specified Period From: 6:30:00 To: 9:30:00	One Hour Peak From: 7:30:00 To: 8:30:00																																																																	
Municipality: Dorchester Site #: 2001100003 Intersection: Catherine St & Harris St TFR File #: 1 Count date: 14-Jan-20		Weather conditions: Person counted: Person prepared: Person checked:																																																																		
** Non-Signalized Intersection **		Major Road: Catherine St runs W/E																																																																		
North Leg Total: 25 North Entering: 18 North Peds: 0 Peds Cross: ∇	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>2</td><td>0</td><td>2</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>8</td><td>8</td><td>16</td></tr> <tr><td>Totals</td><td>10</td><td>8</td><td></td></tr> </table>	Buses	2	0	2	Trucks	0	0	0	Cars	8	8	16	Totals	10	8			<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>1</td><td></td><td></td></tr> <tr><td>Trucks</td><td>0</td><td></td><td></td></tr> <tr><td>Cars</td><td>6</td><td></td><td></td></tr> <tr><td>Totals</td><td>7</td><td></td><td></td></tr> </table>	Buses	1			Trucks	0			Cars	6			Totals	7			East Leg Total: 94 East Entering: 48 East Peds: 0 Peds Cross: ∇																																
Buses	2	0	2																																																																	
Trucks	0	0	0																																																																	
Cars	8	8	16																																																																	
Totals	10	8																																																																		
Buses	1																																																																			
Trucks	0																																																																			
Cars	6																																																																			
Totals	7																																																																			
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;"> <table style="border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>4</td><td>4</td><td>48</td><td>56</td></tr> </table> </td> <td style="width: 25%; text-align: center;">   </td> <td style="width: 25%; text-align: center;"> Harris St </td> <td style="width: 25%; text-align: center;">   </td> </tr> <tr> <td colspan="2" style="text-align: center;"> Catherine St </td> <td style="text-align: center;">  </td> <td style="text-align: center;"> Catherine St </td> </tr> <tr> <td colspan="2"> <table style="border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>1</td><td>0</td><td>4</td><td>5</td></tr> <tr><td>2</td><td>2</td><td>34</td><td>38</td></tr> <tr><td>3</td><td>2</td><td>38</td><td></td></tr> </table> </td> <td style="text-align: center;">   </td> <td style="text-align: center;"> Catherine St </td> <td style="text-align: center;">  </td> </tr> <tr> <td colspan="2"></td> <td style="text-align: center;"> <table style="border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>2</td><td>0</td><td>0</td><td>2</td></tr> <tr><td>40</td><td>4</td><td>2</td><td>46</td></tr> <tr><td>42</td><td>4</td><td>2</td><td></td></tr> </table> </td> <td style="text-align: center;"> <table style="border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>42</td><td>2</td><td>2</td><td>46</td></tr> </table> </td> </tr> </table>		<table style="border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>4</td><td>4</td><td>48</td><td>56</td></tr> </table>	Buses	Trucks	Cars	Totals	4	4	48	56	 	Harris St	 	Catherine St			Catherine St	<table style="border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>1</td><td>0</td><td>4</td><td>5</td></tr> <tr><td>2</td><td>2</td><td>34</td><td>38</td></tr> <tr><td>3</td><td>2</td><td>38</td><td></td></tr> </table>		Buses	Trucks	Cars	Totals	1	0	4	5	2	2	34	38	3	2	38		 	Catherine St				<table style="border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>2</td><td>0</td><td>0</td><td>2</td></tr> <tr><td>40</td><td>4</td><td>2</td><td>46</td></tr> <tr><td>42</td><td>4</td><td>2</td><td></td></tr> </table>	Cars	Trucks	Buses	Totals	2	0	0	2	40	4	2	46	42	4	2		<table style="border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>42</td><td>2</td><td>2</td><td>46</td></tr> </table>	Cars	Trucks	Buses	Totals	42	2	2	46	Peds Cross: ∇ West Peds: 0 West Entering: 43 West Leg Total: 99	
<table style="border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>4</td><td>4</td><td>48</td><td>56</td></tr> </table>	Buses	Trucks	Cars	Totals	4	4	48	56	 	Harris St	 																																																									
Buses	Trucks	Cars	Totals																																																																	
4	4	48	56																																																																	
Catherine St			Catherine St																																																																	
<table style="border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>1</td><td>0</td><td>4</td><td>5</td></tr> <tr><td>2</td><td>2</td><td>34</td><td>38</td></tr> <tr><td>3</td><td>2</td><td>38</td><td></td></tr> </table>		Buses	Trucks	Cars	Totals	1	0	4	5	2	2	34	38	3	2	38		 	Catherine St																																																	
Buses	Trucks	Cars	Totals																																																																	
1	0	4	5																																																																	
2	2	34	38																																																																	
3	2	38																																																																		
		<table style="border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>2</td><td>0</td><td>0</td><td>2</td></tr> <tr><td>40</td><td>4</td><td>2</td><td>46</td></tr> <tr><td>42</td><td>4</td><td>2</td><td></td></tr> </table>	Cars	Trucks	Buses	Totals	2	0	0	2	40	4	2	46	42	4	2		<table style="border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>42</td><td>2</td><td>2</td><td>46</td></tr> </table>	Cars	Trucks	Buses	Totals	42	2	2	46																																									
Cars	Trucks	Buses	Totals																																																																	
2	0	0	2																																																																	
40	4	2	46																																																																	
42	4	2																																																																		
Cars	Trucks	Buses	Totals																																																																	
42	2	2	46																																																																	
Comments																																																																				

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 15:00:00 To: 16:00:00																																																				
Municipality: Dorchester Site #: 2001100003 Intersection: Catherine St & Harris St TFR File #: 1 Count date: 14-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:																																																					
** Non-Signalized Intersection **		Major Road: Catherine St runs W/E																																																				
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">North Leg Total: 21</td> <td style="width: 33%;">Buses 1</td> <td style="width: 33%;">0</td> <td style="width: 33%;">1</td> </tr> <tr> <td>North Entering: 7</td> <td>Trucks 0</td> <td>0</td> <td>0</td> </tr> <tr> <td>North Peds: 1</td> <td>Cars 4</td> <td>2</td> <td>6</td> </tr> <tr> <td>Peds Cross: 2</td> <td>Totals 5</td> <td>2</td> <td></td> </tr> </table>	North Leg Total: 21	Buses 1	0	1	North Entering: 7	Trucks 0	0	0	North Peds: 1	Cars 4	2	6	Peds Cross: 2	Totals 5	2			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">East Leg Total: 113</td> <td style="width: 33%;">Buses 3</td> <td style="width: 33%;">0</td> <td style="width: 33%;">0</td> </tr> <tr> <td>East Entering: 56</td> <td>Trucks 0</td> <td></td> <td></td> </tr> <tr> <td>East Peds: 0</td> <td>Cars 11</td> <td></td> <td></td> </tr> <tr> <td>Peds Cross: 8</td> <td>Totals 14</td> <td></td> <td></td> </tr> </table>	East Leg Total: 113	Buses 3	0	0	East Entering: 56	Trucks 0			East Peds: 0	Cars 11			Peds Cross: 8	Totals 14																						
North Leg Total: 21	Buses 1	0	1																																																			
North Entering: 7	Trucks 0	0	0																																																			
North Peds: 1	Cars 4	2	6																																																			
Peds Cross: 2	Totals 5	2																																																				
East Leg Total: 113	Buses 3	0	0																																																			
East Entering: 56	Trucks 0																																																					
East Peds: 0	Cars 11																																																					
Peds Cross: 8	Totals 14																																																					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Buses 3</td> <td style="width: 33%;">Trucks 0</td> <td style="width: 33%;">Cars 50</td> <td style="width: 33%;">Totals 53</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td colspan="4" style="text-align: center;">Catherine St</td> </tr> <tr> <td>Buses 3</td> <td>Trucks 0</td> <td>Cars 3</td> <td>Totals 6</td> </tr> <tr> <td>2</td> <td>0</td> <td>53</td> <td>55</td> </tr> <tr> <td>5</td> <td>0</td> <td>56</td> <td></td> </tr> </table>	Buses 3	Trucks 0	Cars 50	Totals 53					Catherine St				Buses 3	Trucks 0	Cars 3	Totals 6	2	0	53	55	5	0	56			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Cars 8</td> <td style="width: 33%;">Trucks 0</td> <td style="width: 33%;">Buses 0</td> <td style="width: 33%;">Totals 8</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td colspan="4" style="text-align: center;">Catherine St</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td>Cars 46</td> <td>Trucks 0</td> <td>Buses 2</td> <td>Totals 48</td> </tr> <tr> <td>54</td> <td>0</td> <td>2</td> <td></td> </tr> <tr> <td>Cars 55</td> <td>Trucks 0</td> <td>Buses 2</td> <td>Totals 57</td> </tr> </table>	Cars 8	Trucks 0	Buses 0	Totals 8					Catherine St								Cars 46	Trucks 0	Buses 2	Totals 48	54	0	2		Cars 55	Trucks 0	Buses 2	Totals 57
Buses 3	Trucks 0	Cars 50	Totals 53																																																			
																																																						
Catherine St																																																						
Buses 3	Trucks 0	Cars 3	Totals 6																																																			
2	0	53	55																																																			
5	0	56																																																				
Cars 8	Trucks 0	Buses 0	Totals 8																																																			
																																																						
Catherine St																																																						
																																																						
Cars 46	Trucks 0	Buses 2	Totals 48																																																			
54	0	2																																																				
Cars 55	Trucks 0	Buses 2	Totals 57																																																			
Peds Cross: 8 West Peds: 0 West Entering: 61 West Leg Total: 114																																																						
Comments																																																						

Accu-Traffic Inc.

Total Count Diagram

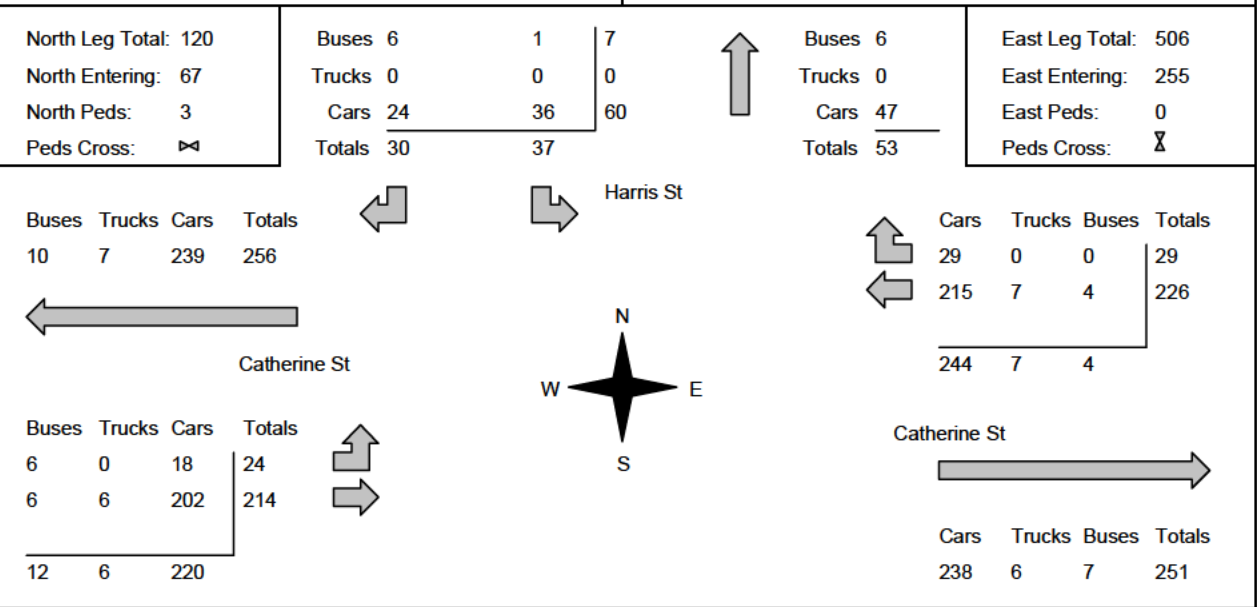
Municipality: Dorchester
Site #: 2001100003
Intersection: Catherine St & Harris St
TFR File #: 1
Count date: 14-Jan-20

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Catherine St runs W/E



Comments

Accu-Traffic Inc.

Traffic Count Summary

Intersection **Catherine St & Harris St** Count Date **14-Jan-20** Municipality **Dorchester**

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	3	0	0	3	0	3	7:00:00	0	0	0	0	0
8:00:00	10	0	10	20	1	20	8:00:00	0	0	0	0	0
9:00:00	6	0	9	15	0	15	9:00:00	0	0	0	0	0
15:00:00	1	0	0	1	0	1	15:00:00	0	0	0	0	0
16:00:00	2	0	5	7	1	7	16:00:00	0	0	0	0	0
17:00:00	10	0	4	14	1	14	17:00:00	0	0	0	0	0
18:00:00	5	0	2	7	0	7	18:00:00	0	0	0	0	0
Totals:	37	0	30	67	3	67	S Totals:	0	0	0	0	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	11	2	13	0	20	7:00:00	0	7	0	7	0
8:00:00	0	27	4	31	0	67	8:00:00	4	32	0	36	0
9:00:00	0	54	1	55	0	89	9:00:00	4	30	0	34	0
15:00:00	0	18	0	18	0	27	15:00:00	2	7	0	9	0
16:00:00	0	48	8	56	0	117	16:00:00	6	55	0	61	0
17:00:00	0	37	7	44	0	93	17:00:00	6	43	0	49	1
18:00:00	0	31	7	38	0	80	18:00:00	2	40	0	42	0
Totals:	0	226	29	255	0	493	W Totals:	24	214	0	238	1

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	15:00	16:00	17:00	18:00	0:00
Crossing Values:	3	10	6	1	2	11	5	0

Appendix C

Level of Service Definitions

LEVEL OF SERVICE¹

Level of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. This concept was introduced in the 1965 *Highway Capacity Manual* as a criteria for interrupted flow conditions. The 2000 *Highway Capacity Manual* changed the basis for measuring Level of Service at intersections to control delay².

Six Levels of Service are defined with LOS A representing the best operating conditions, and LOS F the worst (briefly described below). It should be noted that there is often significant variability in the amount of delay experienced by individual drivers.

- LOS A:** This Level of Service describes the highest quality of traffic flow and is referred to as free flow. The approach appears open, turning movements are easily made and drivers have freedom of operation. Control delay is less than 10 seconds/vehicle.
- LOS B:** This Level of Service is referred to as a stable flow. Drivers feel somewhat restricted and occasionally may have to wait to complete the minor movement. Control delay is 10-15 seconds/vehicle for unsignalized intersections and 10-20 seconds/vehicle for signalized intersections.
- LOS C:** At this level, the operation is stable. Drivers feel more restricted and may have to wait, with queues developing for short periods. Control delay is 15-25 seconds/vehicle at unsignalized intersections and 20-35 seconds/vehicle at signalized intersections.
- LOS D:** At this level, traffic is approaching unstable flow. The motorist experiences increasing restriction and instability of flow. There are substantial delays to approaching vehicles during short peaks within the peak period, but there are enough gaps to lower demand to permit occasional clearance of developing queues and prevent excessive back-ups. Control delay is 25-35 seconds/vehicle at unsignalized intersections and 35-55 seconds/vehicle at signalized intersections.
- LOS E:** At this level capacity occurs. Long queues of vehicles exist and delays to vehicles may extend. Control delay is 35-50 seconds/vehicle at unsignalized intersections and 55-80 seconds/vehicle at signalized intersections.
- LOS F:** At this Level of Service, the intersection has failed. Capacity of the intersection has been exceeded. Control delay exceeds 50 seconds/vehicle at unsignalized intersections and exceeds 80 seconds/vehicle at signalized intersections.

¹

Transportation Research Board: Highway Capacity Manual 1965, 2000

²

















Control delay is defined as the component of delay that results when a control signal causes a lane group to reduce speed or to stop; it is measured by comparison with the uncontrolled condition.

Appendix D

Synchro Analysis Worksheets

HCM Unsignalized Intersection Capacity Analysis
100: Richmond Street & Marion Street

AM Peak Hour
Existing Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	16	32	2	30	26	17	30	5	8	18	2
Future Volume (Veh/h)	3	16	32	2	30	26	17	30	5	8	18	2
Sign Control		Stop			Stop			Free			Free	
Grade		-2%			-2%			0%			-3%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	3	18	35	2	33	29	19	33	5	9	20	2
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	158	115	21	156	114	36	22			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	158	115	21	156	114	36	22			38		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	98	97	100	96	97	99			99		
cM capacity (veh/h)	754	744	1054	762	767	1034	1607			1510		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	56	64	57	31								
Volume Left	3	2	19	9								
Volume Right	35	29	5	2								
cSH	912	868	1607	1510								
Volume to Capacity	0.06	0.07	0.01	0.01								
Queue Length 95th (m)	1.6	1.9	0.3	0.1								
Control Delay (s)	9.2	9.5	2.5	2.2								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.2	9.5	2.5	2.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.4									
Intersection Capacity Utilization			14.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
101: Clara Street & Marion Street

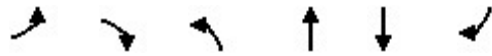
AM Peak Hour
Existing Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	14	12	9	25	39	9
Future Volume (vph)	14	12	9	25	39	9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	16	14	10	29	45	10
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total (vph)	30	39	55			
Volume Left (vph)	0	10	45			
Volume Right (vph)	14	0	10			
Hadj (s)	-0.03	0.15	0.15			
Departure Headway (s)	4.0	4.2	4.2			
Degree Utilization, x	0.03	0.05	0.06			
Capacity (veh/h)	872	840	833			
Control Delay (s)	7.2	7.4	7.5			
Approach Delay (s)	7.2	7.4	7.5			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.4			
Level of Service			A			
Intersection Capacity Utilization			18.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
200: Clara Street & Eva Street

AM Peak Hour
Existing Traffic



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	11	8	37	30	0
Future Volume (Veh/h)	3	11	8	37	30	0
Sign Control	Stop			Free	Free	
Grade	-1%			1%	-2%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	12	9	42	34	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	94	34	34			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	94	34	34			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	906	1045	1591			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	15	51	34			
Volume Left	3	9	0			
Volume Right	12	0	0			
cSH	1014	1591	1700			
Volume to Capacity	0.01	0.01	0.02			
Queue Length 95th (m)	0.4	0.1	0.0			
Control Delay (s)	8.6	1.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.6	1.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	2.0					
Intersection Capacity Utilization	18.8%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
300: Minnie Street & Clara Street

AM Peak Hour
Existing Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (veh/h)	19	5	31	23	4	38
Future Volume (Veh/h)	19	5	31	23	4	38
Sign Control		Free	Free		Stop	
Grade		-1%	-2%		-1%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	22	6	35	26	5	43
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	61				98	48
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61				98	48
tC, single (s)	4.1				6.6	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.7	3.3
p0 queue free %	99				99	96
cM capacity (veh/h)	1523				836	1012
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	28	61	48			
Volume Left	22	0	5			
Volume Right	0	26	43			
cSH	1523	1700	991			
Volume to Capacity	0.01	0.04	0.05			
Queue Length 95th (m)	0.4	0.0	1.2			
Control Delay (s)	5.8	0.0	8.8			
Lane LOS	A		A			
Approach Delay (s)	5.8	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization		18.0%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
301: Minnie Street & North Street

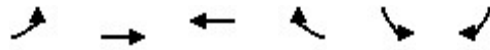
AM Peak Hour
Existing Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	1	8	48	0	0	4
Future Volume (Veh/h)	1	8	48	0	0	4
Sign Control		Free	Free		Stop	
Grade		1%	-1%		-2%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	10	60	0	0	5
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	60				72	60
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60				72	60
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1556				937	1011
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	11	60	5			
Volume Left	1	0	0			
Volume Right	0	0	5			
cSH	1556	1700	1011			
Volume to Capacity	0.00	0.04	0.00			
Queue Length 95th (m)	0.0	0.0	0.1			
Control Delay (s)	0.7	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	0.7	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
400: Catherine Street & Minnie Street

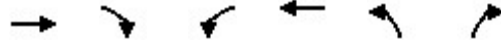
AM Peak Hour
Existing Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	187	278	23	49	24
Future Volume (Veh/h)	11	187	278	23	49	24
Sign Control		Free	Free		Stop	
Grade		0%	1%		0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	14	237	352	29	62	30
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	381				632	366
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	381				632	366
tC, single (s)	4.3				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				86	95
cM capacity (veh/h)	1095				436	649
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	14	237	381	92		
Volume Left	14	0	0	62		
Volume Right	0	0	29	30		
cSH	1095	1700	1700	488		
Volume to Capacity	0.01	0.14	0.22	0.19		
Queue Length 95th (m)	0.3	0.0	0.0	5.5		
Control Delay (s)	8.3	0.0	0.0	14.1		
Lane LOS	A			B		
Approach Delay (s)	0.5		0.0	14.1		
Approach LOS				B		
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			26.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
401: Dorchester Road & Catherine Street

AM Peak Hour
Existing Traffic



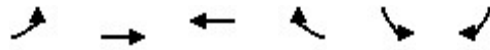
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	14	221	37	36	265	25
Future Volume (vph)	14	221	37	36	265	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	18	276	46	45	331	31

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	294	91	362
Volume Left (vph)	0	46	331
Volume Right (vph)	276	0	31
Hadj (s)	-0.48	0.28	0.25
Departure Headway (s)	4.5	5.6	5.1
Degree Utilization, x	0.37	0.14	0.51
Capacity (veh/h)	741	594	668
Control Delay (s)	10.2	9.5	13.3
Approach Delay (s)	10.2	9.5	13.3
Approach LOS	B	A	B

Intersection Summary			
Delay		11.6	
Level of Service		B	
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
402: Catherine Street & Harris Street

















AM Peak Hour
Existing Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	38	46	2	8	10
Future Volume (Veh/h)	5	38	46	2	8	10
Sign Control		Free	Free		Stop	
Grade		1%	-1%		-4%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	40	49	2	9	11
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	51				100	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	51				100	50
tC, single (s)	4.3				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1447				901	1024
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	45	51	20			
Volume Left	5	0	9			
Volume Right	0	2	11			
cSH	1447	1700	965			
Volume to Capacity	0.00	0.03	0.02			
Queue Length 95th (m)	0.1	0.0	0.5			
Control Delay (s)	0.9	0.0	8.8			
Lane LOS	A		A			
Approach Delay (s)	0.9	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization		16.2%		ICU Level of Service		A
Analysis Period (min)			15			

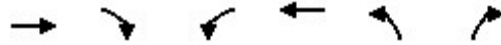
HCM Unsignalized Intersection Capacity Analysis
 100: Richmond Street & Marion Street

PM Peak Hour
 Existing Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	29	28	3	13	7	26	20	5	17	41	4
Future Volume (Veh/h)	1	29	28	3	13	7	26	20	5	17	41	4
Sign Control		Stop			Stop			Free			Free	
Grade		-2%			-2%			0%			-3%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	33	32	3	15	8	30	23	6	19	47	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	189	176	50	222	176	26	52			29		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	189	176	50	222	176	26	52			29		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	95	97	100	98	99	98			99		
cM capacity (veh/h)	739	693	1025	673	699	1056	1567			1565		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	66	26	59	71								
Volume Left	1	3	30	19								
Volume Right	32	8	6	5								
cSH	823	776	1567	1565								
Volume to Capacity	0.08	0.03	0.02	0.01								
Queue Length 95th (m)	2.1	0.8	0.5	0.3								
Control Delay (s)	9.8	9.8	3.8	2.0								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.8	9.8	3.8	2.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			15.1%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 101: Clara Street & Marion Street

PM Peak Hour
 Existing Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	7	34	8	13	21	6
Future Volume (vph)	7	34	8	13	21	6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	9	41	10	16	26	7
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total (vph)	50	26	33			
Volume Left (vph)	0	10	26			
Volume Right (vph)	41	0	7			
Hadj (s)	-0.42	0.15	0.14			
Departure Headway (s)	3.6	4.2	4.2			
Degree Utilization, x	0.05	0.03	0.04			
Capacity (veh/h)	989	851	833			
Control Delay (s)	6.8	7.3	7.4			
Approach Delay (s)	6.8	7.3	7.4			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.1			
Level of Service			A			
Intersection Capacity Utilization			17.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
200: Clara Street & Eva Street

PM Peak Hour
Existing Traffic



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	0	16	30	44	5
Future Volume (Veh/h)	4	0	16	30	44	5
Sign Control	Stop			Free	Free	
Grade	-1%			1%	-2%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	5	0	19	36	52	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	129	55	58			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	129	55	58			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	99			
cM capacity (veh/h)	860	1018	1559			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	5	55	58			
Volume Left	5	19	0			
Volume Right	0	0	6			
cSH	860	1559	1700			
Volume to Capacity	0.01	0.01	0.03			
Queue Length 95th (m)	0.1	0.3	0.0			
Control Delay (s)	9.2	2.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	2.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			19.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
300: Minnie Street & Clara Street

PM Peak Hour
Existing Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Volume (veh/h)	40	24	15	7	18	26
Future Volume (Veh/h)	40	24	15	7	18	26
Sign Control		Free	Free		Stop	
Grade		-1%	-2%		-1%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	42	25	16	7	19	27
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	23			128	20	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	23			128	20	
tC, single (s)	4.1			6.4	6.3	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.4	
p0 queue free %	97			98	97	
cM capacity (veh/h)	1592			836	1044	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	67	23	46			
Volume Left	42	0	19			
Volume Right	0	7	27			
cSH	1592	1700	947			
Volume to Capacity	0.03	0.01	0.05			
Queue Length 95th (m)	0.6	0.0	1.2			
Control Delay (s)	4.7	0.0	9.0			
Lane LOS	A		A			
Approach Delay (s)	4.7	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			20.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
301: Minnie Street & North Street

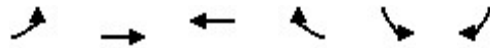
PM Peak Hour
Existing Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	7	40	19	0	1	2
Future Volume (Veh/h)	7	40	19	0	1	2
Sign Control		Free	Free		Stop	
Grade		1%	-1%		-2%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	10	56	26	0	1	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	26				102	26
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	26				102	26
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1601				896	1056
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	66	26	4			
Volume Left	10	0	1			
Volume Right	0	0	3			
cSH	1601	1700	1011			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (m)	0.2	0.0	0.1			
Control Delay (s)	1.1	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	1.1	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			18.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
400: Catherine Street & Minnie Street

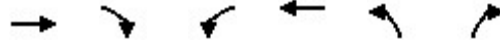
PM Peak Hour
Existing Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	356	190	40	31	10
Future Volume (Veh/h)	24	356	190	40	31	10
Sign Control		Free	Free		Stop	
Grade		0%	1%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	25	371	198	42	32	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	240			640	219	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	240			640	219	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	98			93	99	
cM capacity (veh/h)	1315			434	826	
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	25	371	240	42		
Volume Left	25	0	0	32		
Volume Right	0	0	42	10		
cSH	1315	1700	1700	490		
Volume to Capacity	0.02	0.22	0.14	0.09		
Queue Length 95th (m)	0.5	0.0	0.0	2.2		
Control Delay (s)	7.8	0.0	0.0	13.0		
Lane LOS	A			B		
Approach Delay (s)	0.5	0.0		13.0		
Approach LOS				B		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			29.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
401: Dorchester Road & Catherine Street

PM Peak Hour
Existing Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	30	357	28	24	206	41
Future Volume (vph)	30	357	28	24	206	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	31	368	29	25	212	42
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total (vph)	399	54	254			
Volume Left (vph)	0	29	212			
Volume Right (vph)	368	0	42			
Hadj (s)	-0.55	0.11	0.07			
Departure Headway (s)	4.1	5.1	5.0			
Degree Utilization, x	0.45	0.08	0.35			
Capacity (veh/h)	836	647	682			
Control Delay (s)	10.5	8.6	10.6			
Approach Delay (s)	10.5	8.6	10.6			
Approach LOS	B	A	B			
Intersection Summary						
Delay			10.4			
Level of Service			B			
Intersection Capacity Utilization			46.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
402: Catherine Street & Harris Street

















PM Peak Hour
Existing Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	55	48	8	2	5
Future Volume (Veh/h)	6	55	48	8	2	5
Sign Control		Free	Free		Stop	
Grade		1%	-1%		-4%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	8	70	61	10	3	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	71			152	66	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71			152	66	
tC, single (s)	4.6			6.4	6.4	
tC, 2 stage (s)						
tF (s)	2.7			3.5	3.5	
p0 queue free %	99			100	99	
cM capacity (veh/h)	1273			839	950	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	78	71	9			
Volume Left	8	0	3			
Volume Right	0	10	6			
cSH	1273	1700	910			
Volume to Capacity	0.01	0.04	0.01			
Queue Length 95th (m)	0.2	0.0	0.2			
Control Delay (s)	0.9	0.0	9.0			
Lane LOS	A		A			
Approach Delay (s)	0.9	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			17.9%	ICU Level of Service	A	
Analysis Period (min)			15			

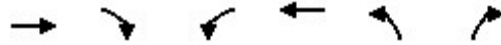
HCM Unsignalized Intersection Capacity Analysis
100: Richmond Street & Marion Street

AM Peak Hour
Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	20	32	2	36	32	17	30	5	12	18	2
Future Volume (Veh/h)	3	20	32	2	36	32	17	30	5	12	18	2
Sign Control		Stop			Stop			Free			Free	
Grade		-2%			-2%			0%			-3%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	3	22	35	2	40	35	19	33	5	13	20	2
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	176	123	21	166	122	36	22			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	176	123	21	166	122	36	22			38		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	97	97	100	95	97	99			99		
cM capacity (veh/h)	723	734	1054	746	757	1034	1607			1510		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	60	77	57	35								
Volume Left	3	2	19	13								
Volume Right	35	35	5	2								
cSH	891	862	1607	1510								
Volume to Capacity	0.07	0.09	0.01	0.01								
Queue Length 95th (m)	1.7	2.3	0.3	0.2								
Control Delay (s)	9.3	9.6	2.5	2.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.3	9.6	2.5	2.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.7									
Intersection Capacity Utilization			14.7%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
101: Clara Street & Marion Street

















AM Peak Hour
Total Future Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	14	19	13	25	52	15
Future Volume (vph)	14	19	13	25	52	15
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	16	22	15	29	60	17
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total (vph)	38	44	77			
Volume Left (vph)	0	15	60			
Volume Right (vph)	22	0	17			
Hadj (s)	-0.09	0.18	0.12			
Departure Headway (s)	4.0	4.3	4.2			
Degree Utilization, x	0.04	0.05	0.09			
Capacity (veh/h)	870	820	832			
Control Delay (s)	7.2	7.5	7.6			
Approach Delay (s)	7.2	7.5	7.6			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.5			
Level of Service			A			
Intersection Capacity Utilization			19.2%	ICU Level of Service	A	
Analysis Period (min)			15			

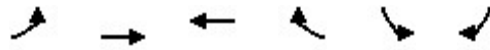
HCM Unsignalized Intersection Capacity Analysis
200: Clara Street & Eva Street/Street B

AM Peak Hour
Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	11	23	0	8	8	50	13	4	53	0
Future Volume (Veh/h)	3	0	11	23	0	8	8	50	13	4	53	0
Sign Control		Stop			Stop			Free			Free	
Grade		-1%			0%			1%			-2%	
Peak Hour Factor	0.89	0.92	0.89	0.92	0.92	0.92	0.89	0.89	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	3	0	12	25	0	9	9	56	14	4	60	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	158	156	60	161	149	63	60			70		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	158	156	60	161	149	63	60			70		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	97	100	99	99			100		
cM capacity (veh/h)	800	730	1011	790	736	1002	1556			1531		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	15	34	79	64								
Volume Left	3	25	9	4								
Volume Right	12	9	14	0								
cSH	960	837	1556	1531								
Volume to Capacity	0.02	0.04	0.01	0.00								
Queue Length 95th (m)	0.4	1.0	0.1	0.1								
Control Delay (s)	8.8	9.5	0.9	0.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.8	9.5	0.9	0.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			17.4%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
300: Minnie Street & Clara Street

AM Peak Hour
Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	37	87	25	4	83
Future Volume (Veh/h)	44	37	87	25	4	83
Sign Control		Free	Free		Stop	
Grade		-1%	-2%		-1%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	50	42	99	28	5	94
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	127				255	113
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	127				255	113
tC, single (s)	4.1				6.6	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.7	3.3
p0 queue free %	97				99	90
cM capacity (veh/h)	1441				663	932
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	92	127	99			
Volume Left	50	0	5			
Volume Right	0	28	94			
cSH	1441	1700	913			
Volume to Capacity	0.03	0.07	0.11			
Queue Length 95th (m)	0.9	0.0	2.9			
Control Delay (s)	4.2	0.0	9.4			
Lane LOS	A		A			
Approach Delay (s)	4.2	0.0	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			23.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 301: Minnie Street & North Street

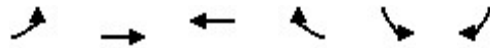
AM Peak Hour
 Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (veh/h)	33	8	48	3	6	60
Future Volume (Veh/h)	33	8	48	3	6	60
Sign Control		Free	Free		Stop	
Grade		1%	-1%		-2%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	41	10	60	4	8	75
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	64				154	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64				154	62
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				99	93
cM capacity (veh/h)	1551				820	1009
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	51	64	83			
Volume Left	41	0	8			
Volume Right	0	4	75			
cSH	1551	1700	987			
Volume to Capacity	0.03	0.04	0.08			
Queue Length 95th (m)	0.7	0.0	2.2			
Control Delay (s)	6.0	0.0	9.0			
Lane LOS	A		A			
Approach Delay (s)	6.0	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			19.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
400: Catherine Street & Minnie Street

AM Peak Hour
Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	187	278	52	99	74
Future Volume (Veh/h)	40	187	278	52	99	74
Sign Control		Free	Free		Stop	
Grade		0%	1%		0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	51	237	352	66	125	94
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	418				724	385
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	418				724	385
tC, single (s)	4.3				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	95				66	85
cM capacity (veh/h)	1060				371	633
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	51	237	418	219		
Volume Left	51	0	0	125		
Volume Right	0	0	66	94		
cSH	1060	1700	1700	451		
Volume to Capacity	0.05	0.14	0.25	0.49		
Queue Length 95th (m)	1.2	0.0	0.0	20.8		
Control Delay (s)	8.6	0.0	0.0	20.3		
Lane LOS	A			C		
Approach Delay (s)	1.5		0.0	20.3		
Approach LOS				C		
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			41.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
401: Dorchester Road & Catherine Street

AM Peak Hour
Total Future Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	14	271	37	36	294	25
Future Volume (vph)	14	271	37	36	294	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	18	339	46	45	368	31
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total (vph)	357	91	399			
Volume Left (vph)	0	46	368			
Volume Right (vph)	339	0	31			
Hadj (s)	-0.49	0.28	0.26			
Departure Headway (s)	4.7	5.8	5.3			
Degree Utilization, x	0.47	0.15	0.59			
Capacity (veh/h)	724	562	649			
Control Delay (s)	11.8	9.8	15.5			
Approach Delay (s)	11.8	9.8	15.5			
Approach LOS	B	A	C			
Intersection Summary						
Delay			13.3			
Level of Service			B			
Intersection Capacity Utilization			49.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
402: Catherine Street & Harris Street

















AM Peak Hour
Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	38	46	6	14	10
Future Volume (Veh/h)	5	38	46	6	14	10
Sign Control		Free	Free		Stop	
Grade		1%	-1%		-4%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	40	49	6	15	11
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	55				102	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	55				102	52
tC, single (s)	4.3				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.3
p0 queue free %	100				98	99
cM capacity (veh/h)	1442				898	1021
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	45	55	26			
Volume Left	5	0	15			
Volume Right	0	6	11			
cSH	1442	1700	947			
Volume to Capacity	0.00	0.03	0.03			
Queue Length 95th (m)	0.1	0.0	0.7			
Control Delay (s)	0.9	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	0.9	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization		16.2%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
500: North Street & Street A/Village Gate Drive

AM Peak Hour
Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	9	27	5	0	5	1	16	0	4	0
Future Volume (Veh/h)	0	3	9	27	5	0	5	1	16	0	4	0
Sign Control		Stop			Stop			Free			Free	
Grade		-2%			1%			2%			-2%	
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
Hourly flow rate (vph)	0	3	10	29	5	0	5	1	17	0	4	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	26	32	4	35	24	10	4			18		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	26	32	4	35	24	10	4			18		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	97	99	100	100			100		
cM capacity (veh/h)	978	858	1080	957	867	1072	1618			1599		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	34	23	4								
Volume Left	0	29	5	0								
Volume Right	10	0	17	0								
cSH	1019	943	1618	1599								
Volume to Capacity	0.01	0.04	0.00	0.00								
Queue Length 95th (m)	0.3	0.9	0.1	0.0								
Control Delay (s)	8.6	9.0	1.6	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.0	1.6	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.1									
Intersection Capacity Utilization			21.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
501: Clara Street & Street C

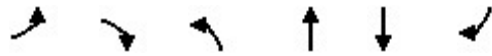
AM Peak Hour
Total Future Traffic



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	11	48	13	6	34
Future Volume (Veh/h)	23	11	48	13	6	34
Sign Control	Stop		Free		Free	
Grade	-5%		2%		-2%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	12	52	14	7	37
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	110	59			66	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110	59			66	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	883	1007			1536	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	37	66	44			
Volume Left	25	0	7			
Volume Right	12	14	0			
cSH	920	1700	1536			
Volume to Capacity	0.04	0.04	0.00			
Queue Length 95th (m)	1.0	0.0	0.1			
Control Delay (s)	9.1	0.0	1.2			
Lane LOS	A		A			
Approach Delay (s)	9.1	0.0	1.2			
Approach LOS	A					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			16.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
502: North Street & Street B

















AM Peak Hour
Total Future Traffic



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	25	14	22	40	0
Future Volume (Veh/h)	0	25	14	22	40	0
Sign Control	Stop			Free	Free	
Grade	0%			2%	-2%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	15	24	43	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	97	43	43			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	97	43	43			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	99			
cM capacity (veh/h)	894	1027	1566			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	27	39	43			
Volume Left	0	15	0			
Volume Right	27	0	0			
cSH	1027	1566	1700			
Volume to Capacity	0.03	0.01	0.03			
Queue Length 95th (m)	0.6	0.2	0.0			
Control Delay (s)	8.6	2.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.6	2.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	3.2					
Intersection Capacity Utilization	18.6%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 100: Richmond Street & Marion Street

PM Peak Hour
 Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	38	28	3	19	13	26	20	5	26	41	4
Future Volume (Veh/h)	1	38	28	3	19	13	26	20	5	26	41	4
Sign Control		Stop			Stop			Free			Free	
Grade		-2%			-2%			0%			-3%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	43	32	3	22	15	30	23	6	30	47	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	222	198	50	249	198	26	52			29		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	222	198	50	249	198	26	52			29		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	94	97	100	97	99	98			98		
cM capacity (veh/h)	690	669	1025	634	675	1056	1567			1565		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	76	40	59	82								
Volume Left	1	3	30	30								
Volume Right	32	15	6	5								
cSH	784	776	1567	1565								
Volume to Capacity	0.10	0.05	0.02	0.02								
Queue Length 95th (m)	2.6	1.3	0.5	0.5								
Control Delay (s)	10.1	9.9	3.8	2.8								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.1	9.9	3.8	2.8								
Approach LOS	B	A										
Intersection Summary												
Average Delay			6.3									
Intersection Capacity Utilization			15.0%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
101: Clara Street & Marion Street

















PM Peak Hour
Total Future Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	7	52	17	13	32	12
Future Volume (vph)	7	52	17	13	32	12
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	9	63	21	16	39	15
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total (vph)	72	37	54			
Volume Left (vph)	0	21	39			
Volume Right (vph)	63	0	15			
Hadj (s)	-0.45	0.16	0.10			
Departure Headway (s)	3.6	4.2	4.2			
Degree Utilization, x	0.07	0.04	0.06			
Capacity (veh/h)	975	830	823			
Control Delay (s)	6.9	7.4	7.5			
Approach Delay (s)	6.9	7.4	7.5			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.2			
Level of Service			A			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
200: Clara Street & Eva Street/Street B

PM Peak Hour
Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	9	20	0	7	16	62	33	11	55	5
Future Volume (Veh/h)	4	0	9	20	0	7	16	62	33	11	55	5
Sign Control		Stop			Stop			Free			Free	
Grade		-1%			0%			1%			-2%	
Peak Hour Factor	0.89	0.92	0.89	0.92	0.92	0.92	0.89	0.89	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	4	0	10	22	0	8	18	70	36	12	62	6
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	221	231	65	223	216	88	68			106		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	221	231	65	223	216	88	68			106		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	97	100	99	99			99		
cM capacity (veh/h)	722	656	1005	715	668	970	1546			1485		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	14	30	124	80								
Volume Left	4	22	18	12								
Volume Right	10	8	36	6								
cSH	904	769	1546	1485								
Volume to Capacity	0.02	0.04	0.01	0.01								
Queue Length 95th (m)	0.4	1.0	0.3	0.2								
Control Delay (s)	9.0	9.9	1.1	1.2								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.0	9.9	1.1	1.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			18.1%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
300: Minnie Street & Clara Street

PM Peak Hour
Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	102	64	13	18	65
Future Volume (Veh/h)	104	102	64	13	18	65
Sign Control		Free	Free		Stop	
Grade		-1%	-2%		-1%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	108	106	67	14	19	68
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	81				396	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81				396	74
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	93				97	93
cM capacity (veh/h)	1517				560	974
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	214	81	87			
Volume Left	108	0	19			
Volume Right	0	14	68			
cSH	1517	1700	839			
Volume to Capacity	0.07	0.05	0.10			
Queue Length 95th (m)	1.8	0.0	2.8			
Control Delay (s)	4.1	0.0	9.8			
Lane LOS	A		A			
Approach Delay (s)	4.1	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization		29.5%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
301: Minnie Street & North Street

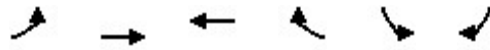
PM Peak Hour
Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	
Traffic Volume (veh/h)	85	40	20	8	6	51
Future Volume (Veh/h)	85	40	20	8	6	51
Sign Control		Free	Free		Stop	
Grade		1%	-1%		-2%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	118	56	28	11	8	71
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	39			326	34	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	39			326	34	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	93			99	93	
cM capacity (veh/h)	1584			623	1046	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	174	39	79			
Volume Left	118	0	8			
Volume Right	0	11	71			
cSH	1584	1700	978			
Volume to Capacity	0.07	0.02	0.08			
Queue Length 95th (m)	1.9	0.0	2.1			
Control Delay (s)	5.2	0.0	9.0			
Lane LOS	A		A			
Approach Delay (s)	5.2	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			23.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
400: Catherine Street & Minnie Street

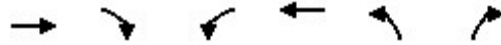
PM Peak Hour
Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	356	190	111	75	54
Future Volume (Veh/h)	95	356	190	111	75	54
Sign Control		Free	Free		Stop	
Grade		0%	1%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	99	371	198	116	78	56
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	314				825	256
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	314				825	256
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				75	93
cM capacity (veh/h)	1235				317	788
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	99	371	314	134		
Volume Left	99	0	0	78		
Volume Right	0	0	116	56		
cSH	1235	1700	1700	423		
Volume to Capacity	0.08	0.22	0.18	0.32		
Queue Length 95th (m)	2.1	0.0	0.0	10.7		
Control Delay (s)	8.2	0.0	0.0	17.4		
Lane LOS	A			C		
Approach Delay (s)	1.7		0.0	17.4		
Approach LOS				C		
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			39.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 401: Dorchester Road & Catherine Street

PM Peak Hour
 Total Future Traffic



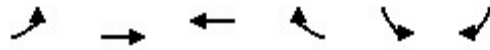
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	30	401	28	24	277	41
Future Volume (vph)	30	401	28	24	277	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	31	413	29	25	286	42

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	444	54	328
Volume Left (vph)	0	29	286
Volume Right (vph)	413	0	42
Hadj (s)	-0.56	0.11	0.10
Departure Headway (s)	4.3	5.5	5.1
Degree Utilization, x	0.53	0.08	0.47
Capacity (veh/h)	793	598	655
Control Delay (s)	12.2	8.9	12.6
Approach Delay (s)	12.2	8.9	12.6
Approach LOS	B	A	B

Intersection Summary			
Delay		12.1	
Level of Service		B	
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
402: Catherine Street & Harris Street

















PM Peak Hour
Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	55	48	17	8	5
Future Volume (Veh/h)	6	55	48	17	8	5
Sign Control		Free	Free		Stop	
Grade		1%	-1%		-4%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	8	70	61	22	10	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	83				158	72
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	83				158	72
tC, single (s)	4.6				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.7				3.5	3.5
p0 queue free %	99				99	99
cM capacity (veh/h)	1259				833	942
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	78	83	16			
Volume Left	8	0	10			
Volume Right	0	22	6			
cSH	1259	1700	871			
Volume to Capacity	0.01	0.05	0.02			
Queue Length 95th (m)	0.2	0.0	0.4			
Control Delay (s)	0.9	0.0	9.2			
Lane LOS	A		A			
Approach Delay (s)	0.9	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		17.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
500: North Street & Street A/Village Gate Drive

PM Peak Hour
Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	7	8	24	4	0	13	7	37	0	3	0
Future Volume (Veh/h)	0	7	8	24	4	0	13	7	37	0	3	0
Sign Control		Stop			Stop			Free			Free	
Grade		-2%			1%			2%			-2%	
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
Hourly flow rate (vph)	0	8	9	26	4	0	14	8	40	0	3	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	61	79	3	72	59	28	3			48		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	61	79	3	72	59	28	3			48		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	99	97	100	100	99			100		
cM capacity (veh/h)	930	808	1087	903	829	1053	1632			1572		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	30	62	3								
Volume Left	0	26	14	0								
Volume Right	9	0	40	0								
cSH	935	893	1632	1572								
Volume to Capacity	0.02	0.03	0.01	0.00								
Queue Length 95th (m)	0.4	0.8	0.2	0.0								
Control Delay (s)	8.9	9.2	1.7	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.9	9.2	1.7	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.7									
Intersection Capacity Utilization			24.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
501: Clara Street & Street C

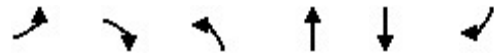
PM Peak Hour
Total Future Traffic



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	10	41	32	15	51
Future Volume (Veh/h)	20	10	41	32	15	51
Sign Control	Stop		Free		Free	
Grade	-5%		2%		-2%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	11	45	35	16	55
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	150	62			80	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	150	62			80	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			99	
cM capacity (veh/h)	839	1008			1531	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	33	80	71			
Volume Left	22	0	16			
Volume Right	11	35	0			
cSH	888	1700	1531			
Volume to Capacity	0.04	0.05	0.01			
Queue Length 95th (m)	0.9	0.0	0.3			
Control Delay (s)	9.2	0.0	1.7			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	1.7			
Approach LOS	A					
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			20.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
502: North Street & Street B

PM Peak Hour
Total Future Traffic



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	22	36	57	35	0
Future Volume (Veh/h)	0	22	36	57	35	0
Sign Control	Stop			Free	Free	
Grade	0%			2%	-2%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	24	39	62	38	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	178	38	38			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	178	38	38			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	98			
cM capacity (veh/h)	792	1034	1572			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	24	101	38			
Volume Left	0	39	0			
Volume Right	24	0	0			
cSH	1034	1572	1700			
Volume to Capacity	0.02	0.02	0.02			
Queue Length 95th (m)	0.6	0.6	0.0			
Control Delay (s)	8.6	3.0	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.6	3.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			21.7%	ICU Level of Service	A	
Analysis Period (min)			15			