

## 246 NORTH INC., ADJ HOLDINGS INC

# **Transportation Impact Study**

Birch Trails and Aspen Trails - Dorchester

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## 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.

## **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



#### 1.4 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..



# **Existing Conditions**

#### 2.1 Existing Road Network

2.0

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.

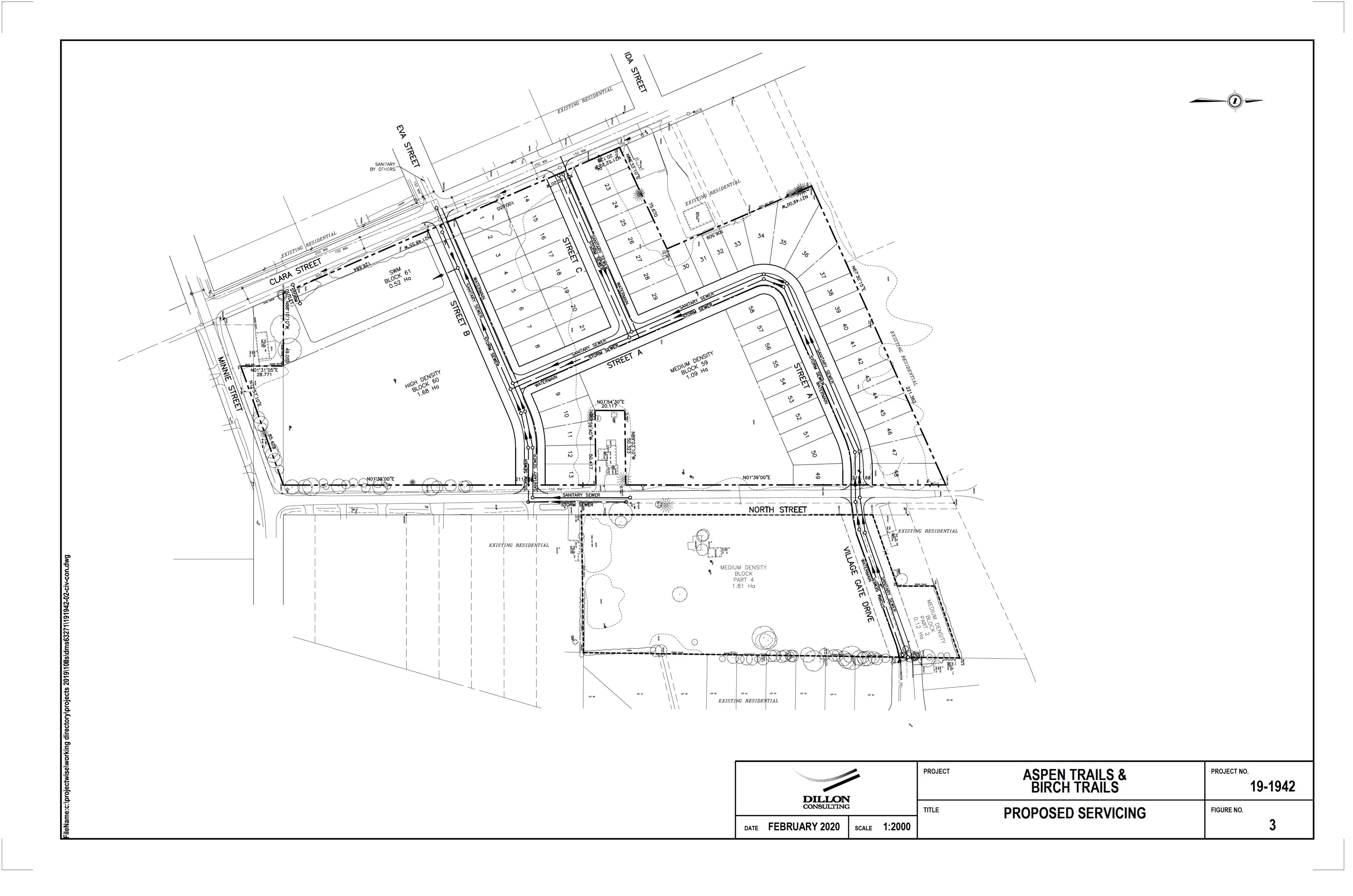
**Dorchester Road (Middlesex County Road 32)** is an arterial road under the jurisdiction of Middlesex County. It is an arterial road that connects Dorchester to Highway 401. Dorchester Road has a two-lane cross-section with concrete curbs, sidewalks and turning lanes within the urban areas and unpaved 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





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.



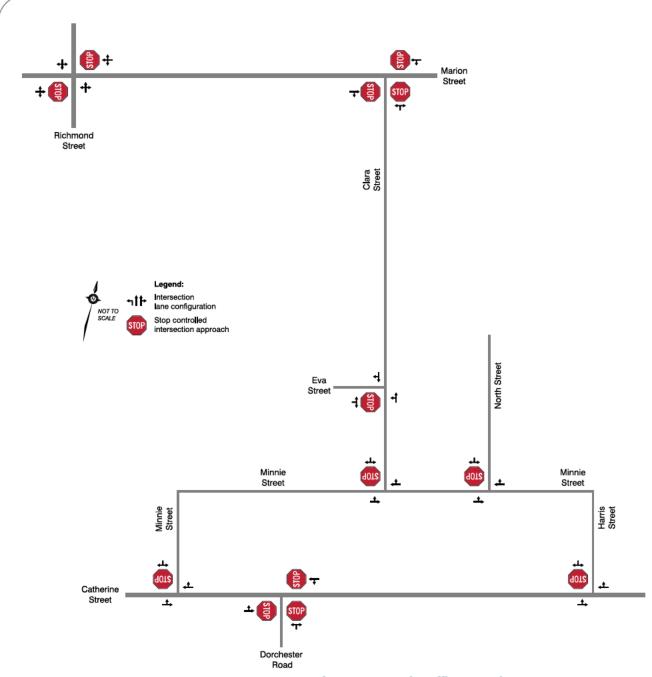


Figure 3: Existing Lane Configurations and Traffic Controls



2.2

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.

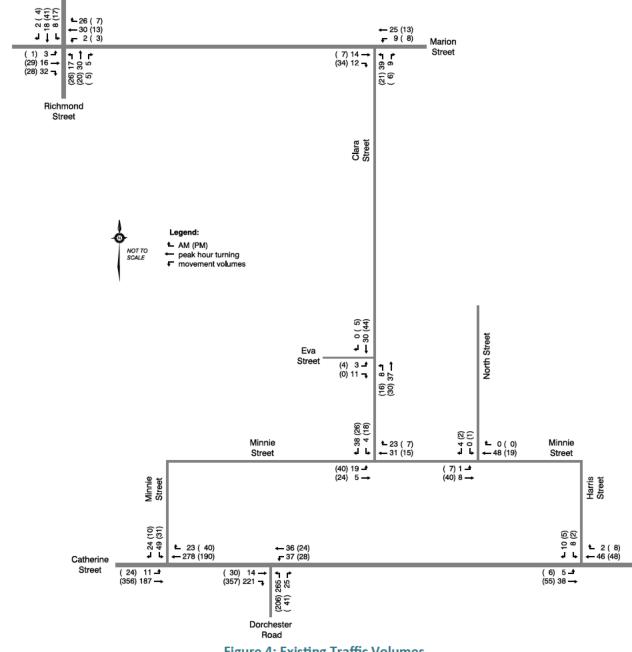


Figure 4: Existing Traffic Volumes



## **Site Traffic Volumes**

#### 3.1 Trip Generation

3.0

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 10<sup>th</sup> 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

	# of	AM Peak Hour					PM Peak Hour					
Development	units/lots	Rate	% in/out	Trips in	Trips out	Total trips	Rate	% in/out	Trips in	Trips out	Total trips	
Birch Trails Develop	ment								_			
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 Develo	pment											
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** 

Birch Trails and Aspen Trails  Developments			
In	Out		
5%	5%		
5%	5%		
40%	40%		
5%	5%		
5%	5%		
40%	40%		
	Develo In  5% 5% 40% 5% 5%		

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.



## Site Traffic Assignment

3.3

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

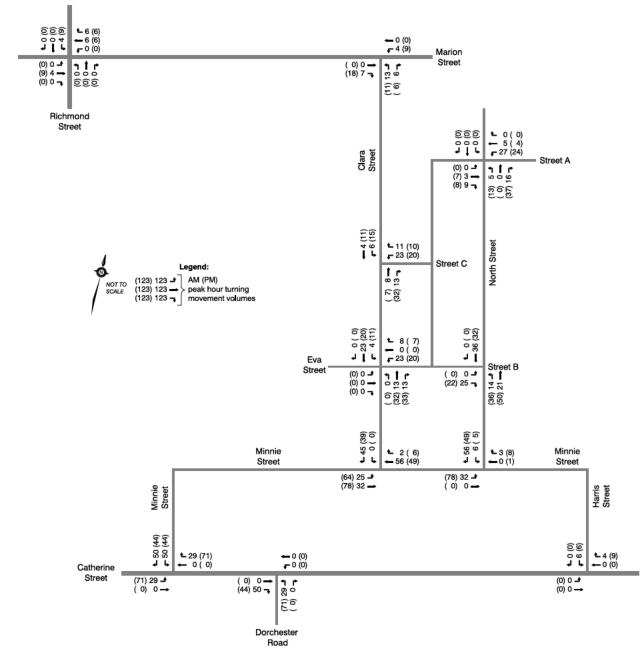


Figure 5: Site Traffic Volumes

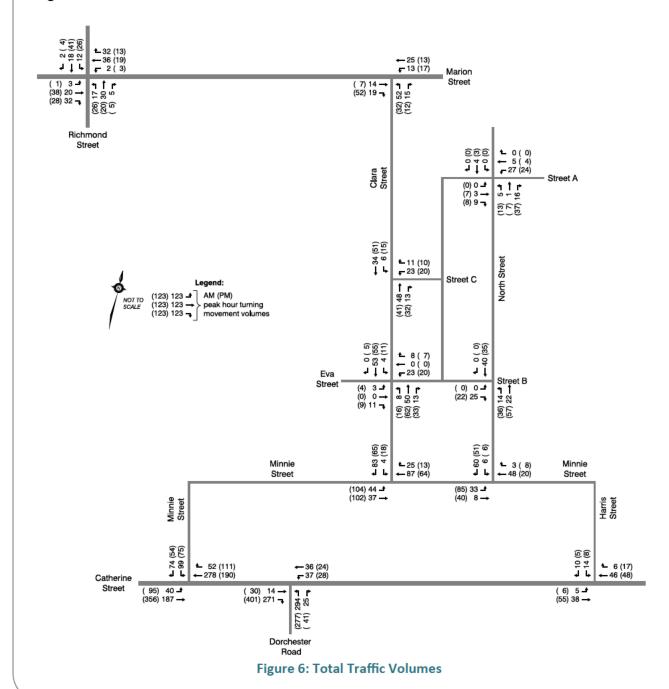


#### Total Traffic Volumes

3.4

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.





# 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 service<sup>1</sup> and 95<sup>th</sup> 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 95<sup>th</sup> 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.

#### Richmond Street and Marion Street

4.1

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

presented in Ta	DIE 3.
	Table 3: Richmond Street and Marion Street – Intersection Operations

Scenario			AM I	Peak Hour		PM Peak Hour			
	Movement	v/c	LOS	<b>Delay</b> (s/veh)	95th %ile queue (m)	v/c	LOS	<b>Delay</b> (s/veh)	95th %ile queue (m)
F. datie	EB approach	0.06	А	9.2	2	0.08	Α	9.8	2
Existing	WB approach	0.07	Α	9.5	2	0.03	Α	9.8	1
Total	EB approach	0.07	Α	9.3	2	0.10	В	10.1	3
	WB approach	0.09	Α	9.6	2	0.05	Α	9.8	1

<sup>&</sup>lt;sup>1</sup> 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**.



#### 4.2 Clara Street and Marion Street

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

		Į.	M Peak Ho	ur	PM Peak Hour			
Scenario	Scenario	Movement	v/c	LOS	<b>Delay</b> (s/veh)	v/c	LOS	<b>Delay</b> (s/veh)
	EB approach	0.03	А	7.2	0.05	А	6.8	
Existing	WB approach	0.05	Α	7.4	0.03	Α	7.3	
	NB approach	0.06	Α	7.5	0.04	Α	7.4	
	Overall	_	Α	7.4	-	Α	7.1	
	EB approach	0.04	Α	7.2	0.07	Α	6.9	
Total	WB approach	0.05	Α	7.5	0.04	Α	7.4	
	NB approach	0.09	Α	7.6	0.06	Α	7.5	
	Overall	-	Α	7.5	_	Α	7.2	

Table 4: Clara Street and Marion Street – Intersection Operations

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.** 

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

**Table 5: Clara Street and Eva Street – Intersection Operations** 

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. 95<sup>th</sup> 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.

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

Table 6: Minnie Street and Clara Street – Intersection Operations

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.

95<sup>th</sup> percentile queues are not anticipated to exceed a single vehicle.

#### Minnie Street and North Street

4.5

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

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

Table 7: Minnie Street and North Street - Intersection Operations

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. 95<sup>th</sup> percentile queues are not anticipated to exceed a single vehicle.



4.7

### **Catherine Street and Minnie Street**

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

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

**Table 8: Catherine Street and Minnie Street – Intersection Operations** 

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. 95<sup>th</sup> 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. 95<sup>th</sup> percentile queues are expected to increase to 21 metres (three-vehicle lengths) in the AM peak hour.

#### Catherine Street and Dorchester Road

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

		Į.	AM Peak Ho	ur	PM Peak Hour			
Scenario	Movement	v/c	LOS	<b>Delay</b> (s/veh)	v/c	LOS	<b>Delay</b> (s/veh)	
	EB approach	0.37	В	10.2	0.45	В	10.5	
Existing	WB approach	0.14	Α	9.5	0.08	Α	8.6	
	NB approach	0.51	В	13.3	0.35	В	10.6	
	Overall	_	В	11.6	_	В	10.4	
	EB approach	0.47	В	11.8	0.53	В	12.2	
Total	WB approach	0.15	Α	9.8	0.08	Α	8.9	
	NB approach	0.59	С	15.5	0.47	В	12.6	
	Overall	_	В	13.3	_	В	12.1	

**Table 9: Catherine Street and Dorchester Road – Intersection Operations** 

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, expect 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.

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

Table 10: Catherine Street and Harris Street – Intersection Operations

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. 95<sup>th</sup> 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**.

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

Table 11: Intersection Operations at Four New Intersections



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. 95 <sup>th</sup> 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.

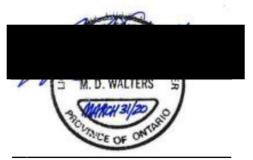


# DILLON CONSULTING LIMITED LONDON, ONTARIO

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Mike Walters, P.Eng. Transportation Engineer

# **Appendix A**

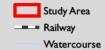
**Conceptual Development Plans** 





230 CLARA ST.
DORCHESTER, ON
ENVIRONMENTAL IMPACT STUDY

FIGURE I PROJECT LOCATION







MAP DRAWING INFORMATION: DATA PROVIDED BY MNRF

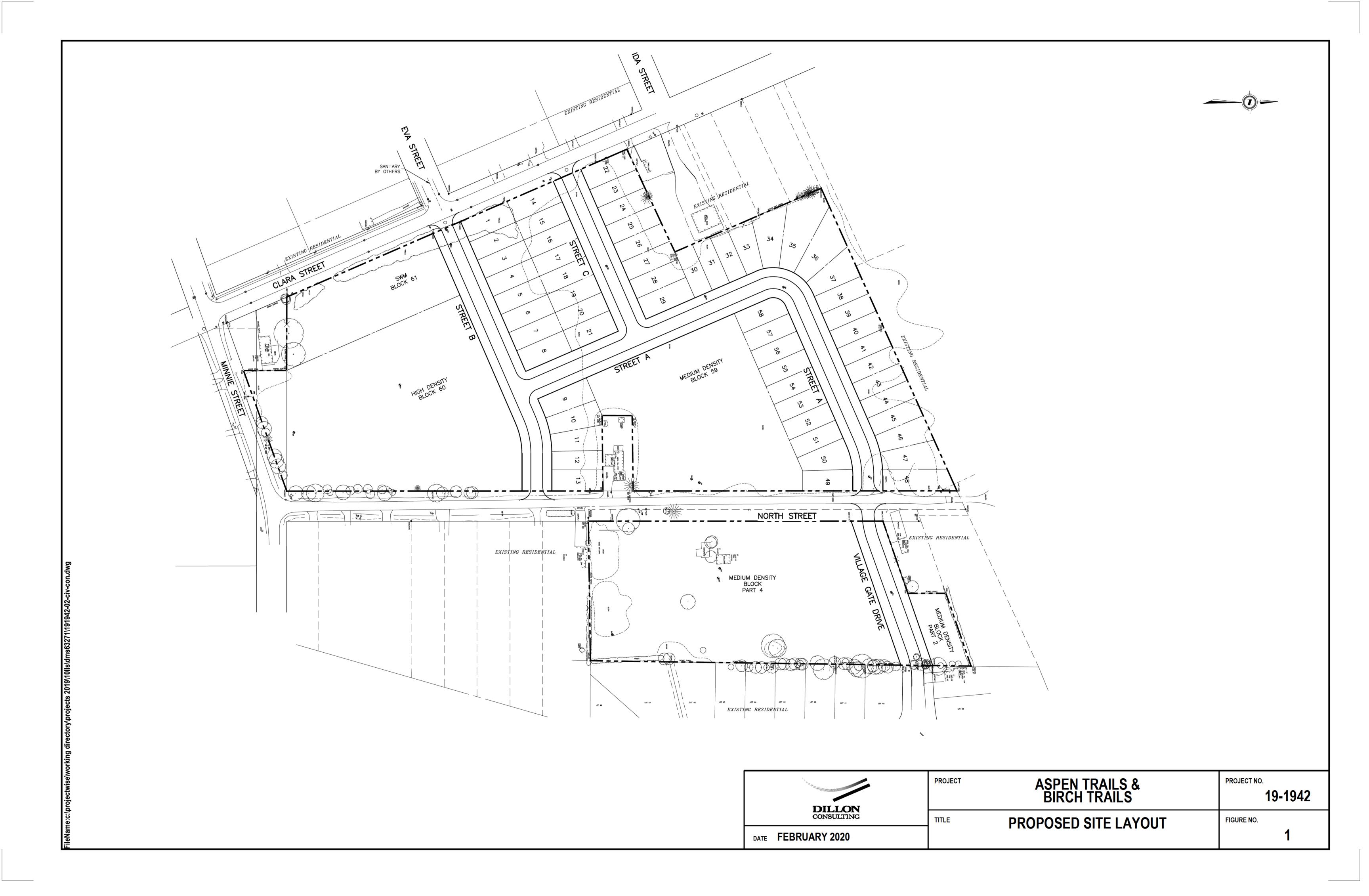
MAP CREATED BY: GM MAP CHECKED BY: WM MAP PROJECTION: NAD 1983 UTM Zone 17N



PROJECT: 189015

STATUS: DRAFT

DATE: 2020-03-06



# **Appendix B**

**Existing Traffic Volume Data** 





	raffic Inc.				
Morning Peak Diagram	Specified Period         One Hour Peak           From: 6:30:00         From: 7:30:00           To: 9:30:00         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 Entering: 28 Trucks 0 1 1	0 Buses 0 East Leg Total: 87 2 Trucks 1 East Entering: 58 26 Totals 59 Peds Cross:     Compared to the property of the proper				
Buses Trucks Cars Totals 0 0 49 49  Marion St  W	Richmond St  Cars Trucks Buses Totals  25				
Buses Trucks Cars Totals 0 0 3   3	Marion St				
1 1 14 16 16 17 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	Cars Trucks Buses Totals 23 5 1 29				
West Peds:         0         Trucks 2         Tr           West Entering:         51         Buses 0         B	Cars 17     30     2     49     Peds Cross:     ✓       ucks 0     0     3     3     South Peds:     0       uses 0     0     0     South Entering:     52       otals 17     30     5     South Leg Total:     104				
Com	ments				



	affic Inc.			
Afternoon Peak Diagram	Specified Period         One Hour Peak           From: 15:00:00         From: 16:15:00           To: 18:00:00         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         Buses 0         0         1         1           North Entering:         62         Trucks 0         0         0         0           North Peds:         0         Cars 4         41         16         61           Peds Cross:         ✓         Totals 4         41         17	Buses 0			
Buses Trucks Cars Totals 0 0 43 43  Marion St	Cars Trucks Buses Totals  7			
Buses Trucks Cars Totals	Marion St			
0 0 1 1 29 29 28 1 1 0 57 Richmond St	Cars Trucks Buses Totals 49 0 2 51			
West Peds: 0 Trucks 0 Truck West Entering: 58 Buses 0 Buse	ris 26 20 5 51 Peds Cross: ► South Peds: 1 les 0 0 0 0 South Entering: 51 South Leg Total: 123			
Comn	nents			



## Accu-Traffic Inc.

# **Total Count Diagram**

Municipality: Dorchester

Site #: 2001100008

Intersection: Richmond St & Marion St

TFR File #:

Count date: 14-Jan-20

#### Weather conditions:

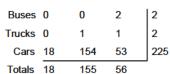
Person counted:

Person prepared:

Person checked:

#### \*\* Non-Signalized Intersection \*\*

North Leg Total: 461 North Entering: 229 North Peds: 1 Peds Cross:



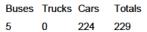


Buses 5 Trucks 2 Cars 225

Totals 232

Major Road: Richmond St runs N/S

East Leg Total: 378 East Entering: 199 East Peds: X Peds Cross:







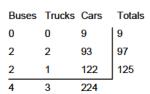






Trucks Buses Totals Cars 2 71 4 113 109 15 0 15 191

Marion St









Cars

168

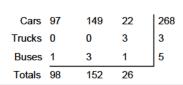


X Peds Cross: 3 West Peds: West Entering: West Leg Total: 460





Richmond St



M Peds Cross: South Peds: 5 South Entering: 276 South Leg Total: 571

5

Trucks Buses Totals

179

#### Comments



# Accu-Traffic Inc. Traffic Count Summary

Intersection	Richmo	nd St & I	Marion S	St	Count E	Date 14-Jan-20	Munic	ipality Do	rcheste	r		
			ach Tot						h Appro		tals	
Hour			Frucks, & E		Total	North/South Total	Hour		les Cars,			Total
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Ending	Left	Thru	Right	Grand Total	Peds
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:			18 <b>ach Tot</b> a Frucks, & E	Buses	1 Total	505 East/West Total	S Totals:		152 <b>t Appro</b> des Cars,		Buses	5 Total
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Ending	Left	Thru	Right	Grand Total	Peds
7:00:00	1	15	8	24	0	36	7:00:00	0	4	8	10tai	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	Ö	80	9:00:00	3	13	25	41	Ö
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 Calc	199 culated \	1 /alues f	430 or Traffic Cr	W Totals:	9 ajor Stro	97 <b>eet</b>	125	231	3
Totals:		113			•					125	231	3



		Passeng	ger Cars -	North A	pproach			True	cks - Nort	h Approa	ach			В	ıses - No	rth Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Ri	ght	Le	ft	Th	ru	Rig	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	4	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	6	2	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	8	2	7	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:15:00	10	2	11	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:30:00	11	1	22	11	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
8:45:00	11	0	30	8	3	0	1	0	1	0	0	0	1	1	0	0	0	0	1	1
9:00:00	12	1	40	10	4	1	1	0	1	0	0	0	1	0	0	0	0	0	1	0
9:15:00	13	11	42	2	5	11	1	0	1	0	0	0	1	0	0	0	0	0	1	0
9:30:00	13	0	45	3	6	1	1	0	1	0	0	0	1	0	0	0	0	0	1	0
9:45:00	13	0	45	0	6	0	1	0	1	0	0	0	1	0	0	0	0	0	1	0
15:00:00	13	0	45	0	6	0	1	0	1	0	0	0	1	0	0	0	0	0	1	0
15:15:00	16	3	54	9	6	0	1	0	1	0	0	0	1	0	0	0	0	0	1	0
15:30:00	16	0	59	5	6	0	1	0	1	0	0	0	1	0	0	0	0	0	1	0
15:45:00	21	5	66	7	6	0	1	0	1	0	0	0	1	0	0	0	0	0	1	0
16:00:00	24	3	73	7	9	3	1	0	1	0	0	0	1	0	0	0	0	0	1	0
16:15:00	28	4	81	8	11	2	1	0	1	0	0	0	1	0	0	0	0	0	1	0
16:30:00	32	4	90	9	13	2	1	0	1	0	0	0	1	0	0	0	0	0	1	0
16:45:00	36	4	99	9	15	2	1	0	1	0	0	0	1	0	0	0	0	0	1	0
17:00:00	39	3	113	14	15	0	1	0	1	0	0	0	2	1	0	0	0	0	1	0
17:15:00	44	5	122	9	15	0	1	0	1	0	0	0	2	0	0	0	0	0	1	0
17:30:00	45	11	131	9	16	1	1	0	1	0	0	0	2	0	0	0	0	0	1	0
17:45:00	50	5	143	12	17	11	1	0	1	0	0	0	2	0	0	0	0	0	1	0
18:00:00	53	3	154	11	18	11	1	0	1	0	0	0	2	0	0	0	0	0	1	0
18:15:00	53	0	154	0	18	0	1	0	1	0	0	0	2	0	0	0	0	0	1	0
18:15:15	53	0	154	0	18	0	1	0	1	0	0	0	2	0	0	0	0	0	1	0



	<u> </u>	Passen	ger Cars ·	- East Ap	proach			Tru	cks - Eas	t Approa	ch		<u> </u>	В	uses - Ea	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	jht	East	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	6	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	1	0	14	8	8	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:15:00	1	0	18	4	9	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30:00	1	0	28	10	13	4	0	0	0	0	0	0	0	0	2	1	1	1	0	0
7:45:00	1	0	37	9	20	7	0	0	0	0	0	0	0	0	2	0	1	0	0	0
8:00:00	2	1	47	10	24	4	0	0	0	0	0	0	0	0	2	0	1	0	0	0
8:15:00	2	0	56	9	32	8	0	0	0	0	1	1	0	0	2	0	1	0	0	0
8:30:00	3	1	58	2	38	6	0	0	0	0	1	0	0	0	2	0	1	0	0	0
8:45:00	3	0	61	3	40	2	0	0	0	0	1	0	0	0	3	1	1	0	0	0
9:00:00	4	1	64	3	42	2	0	0	0	0	1	0	0	0	3	0	1	0	0	0
9:15:00	4	0	66	2	44	2	0	0	0	0	1	0	0	0	3	0	1	0	0	0
9:30:00	4	0	71	5	46	2	0	0	0	0	2	1	0	0	3	0	1	0	1	1
9:45:00	4	0	71	0	46	0	0	0	0	0	2	0	0	0	3	0	1	0	1	0
15:00:00	4	0	71	0	46	0	0	0	0	0	2	0	0	0	3	0	1	0	1	0
15:15:00	5	1	72	1	47	1	0	0	0	0	2	0	0	0	3	0	2	1	1	0
15:30:00	5	0	74	2	49	2	0	0	0	0	2	0	0	0	3	0	2	0	1	0
15:45:00	5	0	76	2	52	3	0	0	0	0	2	0	0	0	3	0	2	0	1	0
16:00:00	7	2	80	4	53	1	0	0	0	0	2	0	0	0	4	1	2	0	1	0
16:15:00	11	4	86	6	53	0	0	0	0	0	2	0	0	0	4	0	2	0	1	0
16:30:00	13	2	90	4	55	2	0	0	0	0	2	0	0	0	4	0	2	0	1	0
16:45:00	13	0	94	4	58	3	0	0	0	0	2	0	0	0	4	0	2	0	1	0
17:00:00	14	1	96	2	59	1	0	0	0	0	2	0	0	0	4	0	2	0	1	0
17:15:00	14	0	99	3	60	1	0	0	0	0	2	0	0	0	4	0	2	0	1	0
17:30:00	15	11	103	4	62	2	0	0	0	0	2	0	0	0	4	0	2	0	1	0
17:45:00	15	0	108	5	65	3	0	0	0	0	2	0	0	0	4	0	2	0	1	0
18:00:00	15	0	109	1	67	2	0	0	0	0	2	0	0	0	4	0	2	0	1	0
18:15:00	15	0	109	0	67	0	0	0	0	0	2	0	0	0	4	0	2	0	1	0
18:15:15	15	0	109	0	67	0	0	0	0	0	2	0	0	0	4	0	2	0	1	0



		Passeng	ger Cars -	South A	pproach			Truc	cks - Sout	h Appro	ach			Вι	ıses - Soı	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	3	2	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	2	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	10	5	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	15	5	28	8	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
8:00:00	17	2	36	8	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
8:15:00	22	5	43	7	3	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
8:30:00	27	5	50	7	3	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0
8:45:00	31	4	57	7	4	1	0	0	0	0	3	0	0	0	1	1	0	0	0	0
9:00:00	34	3	67	10	5	1	0	0	0	0	3	0	0	0	3	2	0	0	0	0
9:15:00	37	3	76	9	6	1	0	0	0	0	3	0	0	0	3	0	0	0	1	1
9:30:00	41	4	82	6	7	1	0	0	0	0	3	0	0	0	3	0	0	0	4	3
9:45:00	41	0	82	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	4	0
15:00:00	41	0	82	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	4	0
15:15:00	49	8	92	10	9	2	0	0	0	0	3	0	0	0	3	0	0	0	4	0
15:30:00	50	1	101	9	11	2	0	0	0	0	3	0	0	0	3	0	0	0	4	0
15:45:00	52	2	107	6	15	4	Ö	0	0	0	3	0	1	1	3	0	ő	0	4	0
16:00:00	53	1	112	5	16	<u> </u>	Ö	0	0	0	3	0	1	0	3	0	1	1	4	0
16:15:00	58	5	113	1	17	1	0	0	0	0	3	0	1	0	3	0	1	0	4	0
16:30:00	61	3	120	7	17	0	0	0	0	0	3	0	1	0	3	0	1	0	4	0
16:45:00	68	7	126	6	17	0	0	0	0	0	3	0	1	0	3	0	1	0	4	0
17:00:00	78	10	128	2	19	2	0	0	0	0	3	0	1	0	3	0	1	0	4	0
17:15:00	84	6	133	5	22	3	0	0	0	0	3	0	1	0	3	0	1	0	5	1
17:30:00	89	5	140	7	22	0	0	0	0	0	3	0	1	0	3	0	1	0	5	0
17:45:00	95	6	145	5	22	0	0	0	0	0	3	0	1	0	3	0	1	0	5	0
18:00:00	97	2	149	4	22	0	0	0	0	0	3	0	1	0	3	0	1	0	5	0
18:15:00	97	0	149	0	22	0	0	0	0	0	3	0	1	0	3	0	1	0	5	0
18:15:15	97	0	149	0	22	0	0	0	0	0	3	0	1	0	3	0	1	0	5	0
10.13.13	97	U	149	U	22	U	U	U	0	U	3	U		U		U		U	3	U
			-								-				-					



		Passen	ger Cars -	West Ap	oproach			Tru	cks - Wes	t Approa	ich			В	uses - We	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	West (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	4	2	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	6	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	8	2	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	13	5	22	9	0	0	1	1	0	0	0	0	1	1	0	0	0	0
8:00:00	1	0	16	3	32	10	0	0	1	0	0	0	0	0	1	0	0	0	0	0
8:15:00	2	1	19	3	39	7	0	0	1	0	0	0	0	0	1	0	0	0	0	0
8:30:00	3	1	22	3	44	5	0	0	1	0	1	1	0	0	1	0	0	0	0	0
8:45:00	3	0	26	4	48	4	0	0	1	0	1	0	0	0	1	0	1	1	0	0
9:00:00	4	1	29	3	55	7	0	0	1	0	1	0	0	0	1	0	1	0	0	0
9:15:00	5	1	32	3	57	2	0	0	1	0	1	0	0	0	1	0	1	0	1	1
9:30:00	5	0	32	0	60	3	0	0	2	1	1	0	0	0	1	0	1	0	3	2
9:45:00	5	0	32	0	60	0	0	0	2	0	1	0	0	0	1	0	1	0	3	0
15:00:00	5	0	32	0	60	0	0	0	2	0	1	0	0	0	1	0	1	0	3	0
15:15:00	6	1	36	4	65	5	0	0	2	0	1	0	0	0	1	0	2	1	3	0
15:30:00	6	0	40	4	70	5	0	0	2	0	1	0	0	0	1	0	2	0	3	0
15:45:00	6	0	43	3	70	0	0	0	2	0	1	0	0	0	1	0	2	0	3	0
16:00:00	6	0	48	5	74	4	0	0	2	0	1	0	0	0	1	0	2	0	3	0
16:15:00	6	0	51	3	84	10	0	0	2	0	1	0	0	0	1	0	2	0	3	0
16:30:00	6	0	56	5	89	5	0	0	2	0	1	0	0	0	2	1	2	0	3	0
16:45:00	7	1	63	7	94	5	0	0	2	0	1	0	0	0	2	0	2	0	3	0
17:00:00	7	0	71	8	105	11	0	0	2	0	1	0	0	0	2	0	2	0	3	0
17:15:00	7	0	79	8	112	7	0	0	2	0	1	0	0	0	2	0	2	0	3	0
17:30:00	7	0	83	4	118	6	0	0	2	0	1	0	0	0	2	0	2	0	3	0
17:45:00	7	0	89	6	119	1	0	0	2	0	1	0	0	0	2	0	2	0	3	0
18:00:00	9	2	93	4	122	3	0	0	2	0	1	0	0	0	2	0	2	0	3	0
18:15:00	9	0	93	0	122	0	0	0	2	0	1	0	0	0	2	0	2	0	3	0
18:15:15	9	0	93	0	122	0	0	0	2	0	1	0	0	0	2	0	2	0	3	0



Accu-Tr	affic Inc.
Morning Peak Diagram	Specified Period         One Hour Peak           From: 6:30:00         From: 7:15:00           To: 9:30:00         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: X
Buses Trucks Cars Totals 3 1 60 64  Marion St	Cars Trucks Buses Totals  24
Buses Trucks Cars Totals	Marion St
0 2 12 14 12 12 12 Clara St	Cars Trucks Buses Totals 21 2 0 23
West Peds: 0 Trucks 1 Truck West Entering: 26 Buses 2 Buse	rrs 36 9 45 Peds Cross: ► South Peds: 0 es 2 0 2 South Entering: 48 sls 39 9 South Leg Total: 69



Accu-Ti	affic Inc.
Afternoon Peak Diagram	Specified Period         One Hour Peak           From: 15:00:00         From: 15:30:00           To: 18:00:00         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:
Buses Trucks Cars Totals  1 1 32 34  Marion St	Cars Trucks Buses Totals $ \begin{array}{c ccccc}  & 12 & 1 & 0 & 13 \\ \hline  & 8 & 0 & 0 & 8 \\ \hline  & 20 & 1 & 0 & 0 \end{array} $
Buses Trucks Cars Totals	Marion St
0 0 7 7 7 2 0 32 34 Clara Si	Cars Trucks Buses Totals 12 0 1 13
West Peds:         1         Trucks 0         Tru           West Entering:         41         Buses 2         Buses 2	ars 20 5 25 Peds Cross: ► South Peds: 1 South Entering: 27 tals 21 6 South Leg Total: 69
L	ments



## **Total Count Diagram**

Municipality: Dorchester

Site #: 2001100007

Intersection: Marion St & Clara St

TFR File #:

Count date: 14-Jan-20

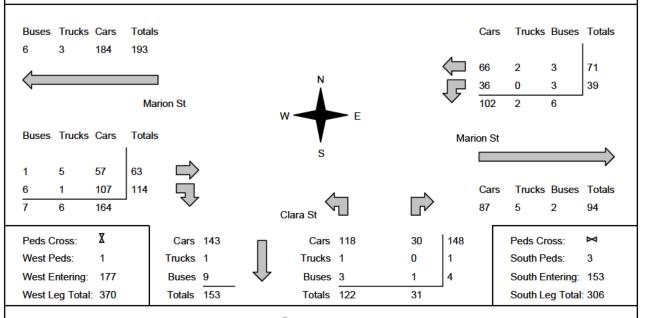
\*\* Non-Signalized Intersection \*\*

Weather conditions:

Person counted:

Person prepared: Person checked:

Major Road: Marion St runs W/E



#### Comments



# Accu-Traffic Inc. Traffic Count Summary

Intersection	Marion S	St & Clai	a St		Count D	Date 14-Jan-20	) M	unicipality Do	orcheste	r		
			ach Tot		·	North/South		Sout	h Appro	ach To	als	
Hour	Includ	les Cars,	rucks, & E		Total	Total	Hour	Includ	les Cars,	rucks, & E		Total
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Ending	Left	Thru	Right	Grand Total	Peds
7:00:00	0	0	0	0	0	19	7:00:00	0 18	0	1	19	0
8:00:00	0	0	0	0	0	38	8:00:00		0	8	38	0
9:00:00	0	0	0	0	0	30	9:00:00	0 23	l 0	7	30	2
15:00:00	0	0	0	0	0	10	15:00:0		O	1	10	0
16:00:00	0	0	0	0	0	20	16:00:0	00 14	0	6	20	0
17:00:00	0	0	0	0	0	22	17:00:0	00 18	0	4	22	1
18:00:00	0	0	0	0	0	14	18:00:0	00 10	0	4	14	0
Totals:	0	0	0	0	0	153	S Totals		0	31	153	3
<u></u>			ach Tota Frucks, & E		<b>T</b>	East/West			t Appro des Cars,			<b>T</b>
Hour Ending	IIICIUC	ies Cars,	Tucks, & L	Grand	Total Peds	Total	Hour Ending		Les Cars,	Tucks, & L	Grand	Total Peds
	Left	Thru	Right	Total	1 000	Approaches		Left	Thru	Right	Total	1 000
7:00:00	1	5	0	6	0	13	7:00:00		5	2	7	0
8:00:00	5	22	0	27	0	51	8:00:00	0 0	13	11	24	0
9:00:00	12	9	0	21	0	42	9:00:00	0 0	13	8	21	0
15:00:00	2	4	0	6	0	13	15:00:0	0 0	3	4	7	0
16:00:00	5	7	0	12	0	53	16:00:0	0 0	12	29	41	0
17:00:00	7	13	0	20	0	61	17:00:0	ool o	7	34	41	1
18:00:00	7	11	0	18	2	54	18:00:0		10	26	36	0
Totals:	39	71	0	110	2		W Total		63	114	177	1
l						or Traffic Cr	_	-				
Hours E		7:00 : 18	8:00 30	9:00 23	15:00 9		16:00 14	17:00 19	18:00 12	0:00 0		



		Passen	ger Cars -	North A	pproach			Tru	cks - Nort	h Approa	ach			В	uses - No	rth Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	ő	0	0	0	Ö	0	Ö	0	0	0	0	0	0	0	0	0	ő	0	0	0
16:45:00	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.13.13	0	- 0	0	U	0	U	0	- 0	0	- 0	0	0	0	U	0	U	0	U	0	U



		Passen	ger Cars -	East Ap	proach			Tru	icks - Eas	t Approa	ch			В	uses - Ea	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	jht	East (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	1	0	4	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:15:00	2	1	4	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
7:30:00	3	1	15	11	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0
7:45:00	4	1	21	6	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
8:00:00	5	1	25	4	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
8:15:00	10	5	28	3	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0
8:30:00	15	5	31	3	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
8:45:00	15	0	31	0	0	0	0	0	0	0	0	0	3	1	3	1	0	0	0	0
9:00:00	15	0	33	2	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
9:15:00	16	1	34	1	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
9:30:00	17	1	36	2	0	0	0	0	1	1	0	0	3	0	3	0	0	0	0	0
9:45:00	17	0	36	0	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
15:00:00	17	0	36	0	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
15:15:00	17	0	36	0	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
15:30:00	17	0	39	3	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
15:45:00	18	1	41	2	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
16:00:00	22	4	43	2	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
16:15:00	25	3	50	7	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
16:30:00	25	0	51	1	Ö	0	0	0	2	1	0	0	3	0	3	0	Ö	0	0	0
16:45:00	28	3	53	2	Ö	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
17:00:00	29	1	55	2	Ö	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
17:15:00	31	2	57	2	0	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
17:30:00	32	1	62	5	0	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
17:45:00	34	2	66	4	0	0	0	0	2	0	0	0	3	0	3	0	0	0	2	2
18:00:00	36	2	66	0	0	0	0	0	2	0	0	0	3	0	3	0	0	0	2	0
18:15:00	36	0	66	0	Ö	0	0	0	2	0	0	0	3	0	3	0	0	0	2	0
18:15:15	36	0	66	0	0	0	0	0	2	0	0	0	3	0	3	0	0	0	2	0
10.13.13	30	- 0	- 00	- 0		- 0	"	- 0		- 0	- 0	- 0	3	0		- 0	"	0		- 0
											-									
			1										1		I					



		Passeng	ger Cars -	South A	pproach			Truc	cks - Sout	h Appro	ach			Вι	ıses - Soı	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Ri	ght	Le	eft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	18	12	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	22	4	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	26	4	0	0	4	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0
7:45:00	39	13	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:00:00	46	7	0	0	9	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:15:00	58	12	0	0	11	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0
8:30:00	62	4	0	0	12	11	1	0	0	0	0	0	2	0	0	0	0	0	0	0
8:45:00	65	3	0	0	14	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0
9:00:00	68	3	0	0	16	2	1	0	0	0	0	0	2	0	0	0	0	0	2	2
9:15:00	72	4	0	0	17	11	1	0	0	0	0	0	2	0	0	0	0	0	2	0
9:30:00	77	5	0	0	17	0	1	0	0	0	0	0	2	0	0	0	0	0	2	0
9:45:00	77	0	0	0	17	0	1	0	0	0	0	0	2	0	0	0	0	0	2	0
15:00:00	77	0	0	0	17	0	1	0	0	0	0	0	2	0	0	0	0	0	2	0
15:15:00	79	2	0	0	18	11	1	0	0	0	0	0	2	0	0	0	0	0	2	0
15:30:00	81	2	0	0	19	11	1	0	0	0	0	0	2	0	0	0	0	0	2	0
15:45:00	84	3	0	0	20	1	1	0	0	0	0	0	2	0	0	0	0	0	2	0
16:00:00	90	6	0	0	22	2	1	0	0	0	0	0	3	11	0	0	1	1	2	0
16:15:00	94	4	0	0	24	2	1	0	0	0	0	0	3	0	0	0	1	0	3	1
16:30:00	101	7	0	0	24	0	1	0	0	0	0	0	3	0	0	0	1	0	3	0
16:45:00	105	4	0	0	24	0	1	0	0	0	0	0	3	0	0	0	1	0	3	0
17:00:00	108	3	0	0	26	2	1	0	0	0	0	0	3	0	0	0	1	0	3	0
17:15:00	110	2	0	0	27	1	1	0	0	0	0	0	3	0	0	0	1	0	3	0
17:30:00	111	1	0	0	27	0	1	0	0	0	0	0	3	0	0	0	1	0	3	0
17:45:00	116	5	0	0	28	1	1	0	0	0	0	0	3	0	0	0	1 1	0	3	0
18:00:00	118	2	0	0	30	2	1	0	0	0	0	0	3	0	0	0	1	0	3	0
18:15:00	118	0	0	0	30	0	1	0	0	0	0	0	3	0	0	0	1	0	3	0
18:15:15	118	0	0	0	30	0	1	0	0	0	0	0	3	0	0	0	1	0	3	0



		Passen	ger Cars -	West Ap	oproach			Tru	cks - Wes	t Approa	ich			В	uses - We	est Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	West (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	10	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	13	3	9	5	0	0	1	1	1	1	0	0	0	0	1	1	0	0
8:00:00	0	0	16	3	11	2	0	0	2	1	1	0	0	0	0	0	1	0	0	0
8:15:00	0	0	20	4	12	1	0	0	2	0	1	0	0	0	0	0	1	0	0	0
8:30:00	0	0	22	2	13	1	0	0	4	2	1	0	0	0	0	0	1	0	0	0
8:45:00	0	0	25	3	15	2	0	0	4	0	1	0	0	0	0	0	2	1	0	0
9:00:00	0	0	27	2	18	3	0	0	4	0	1	0	0	0	0	0	2	0	0	0
9:15:00	0	0	29	2	21	3	0	0	4	0	1	0	0	0	0	0	2	0	0	0
9:30:00	0	0	29	0	21	0	0	0	5	1	1	0	0	0	0	0	3	1	0	0
9:45:00	0	0	29	0	21	0	0	0	5	0	1	0	0	0	0	0	3	0	0	0
15:00:00	0	0	29	0	21	0	0	0	5	0	1	0	0	0	0	0	3	0	0	0
15:15:00	0	0	31	2	29	8	0	0	5	0	1	0	0	0	0	0	3	0	0	0
15:30:00	0	0	34	3	32	3	0	0	5	0	1	0	0	0	1	1	3	0	0	0
15:45:00	0	0	38	4	41	9	0	0	5	0	1	0	0	0	1	0	3	0	0	0
16:00:00	0	0	40	2	49	8	0	0	5	0	1	0	0	0	1	0	4	1	0	0
16:15:00	0	0	40	0	56	7	0	0	5	0	1	0	0	0	1	0	4	0	0	0
16:30:00	Ö	0	41	1	64	8	0	0	5	0	1	0	0	0	1	0	5	1	1	1
16:45:00	0	0	42	1	73	9	0	0	5	0	1	0	0	0	1	0	5	0	1	0
17:00:00	0	0	47	5	81	8	0	0	5	0	1	0	0	0	1	0	6	1	1	0
17:15:00	0	0	52	5	92	11	0	0	5	0	1	0	0	0	1	0	6	0	1	0
17:10:00	0	0	52	0	96	4	0	0	5	0	1	0	0	0	1	0	6	0	1	0
17:45:00	0	0	55	3	104	8	0	0	5	0	1	0	0	0	1	0	6	0	1	0
18:00:00	0	0	57	2	107	3	0	0	5	0	1	0	0	0	1	0	6	0	1	0
18:15:00	0	0	57	0	107	0	0	0	5	0	1	0	0	0	1	0	6	0	1	0
18:15:15	0	0	57	0	107	0	0	0	5	0	1	0	0	0	1	0	6	0	1	0
10.13.13	0	- 0	37	U	107	- 0	0	- 0	3	- 0	'	- 0	0	U	'	- 0	- 0	U		U
	1				I		I				I						I			



	Specified Period         One Hour Peak           From: 6:30:00         From: 7:30:00           To: 9:30:00         To: 8:30:00
Municipality: Dorchester Site #: 2001100006 Intersection: Clara St & Eva St  TFR File #: 1  Count date: 14-Jan-20  ** Non-Signalized Intersection **	Weather conditions:  Person counted: Person prepared: Person checked:
Peds Cross: ► Totals 0 30	1 f
Duran Taraha Cara Tataha	
Buses Trucks Cars Totals 0 0 3 3 0 0 11 11 0 0 14  Clara S  Peds Cross: X Cars 37	s dars 8 35 43 Peds Cross: ►



Accu-Tr	affic Inc.
Afternoon Peak Diagram	Specified Period         One Hour Peak           From: 15:00:00         From: 15:30:00           To: 18:00:00         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
Buses Trucks Cars Totals 0 0 21 21	Buses 2 Trucks 0 Cars 32 Totals 34
Eva St  Buses Trucks Cars Totals  0 0 4 4	E 5
0 0 9 9 0 Clara St	句 ①
West Peds: 9 Trucks 0 Truck West Entering: 13 Buses 2 Buses 2	rs 16 28
	nents



## **Total Count Diagram**

Municipality: Dorchester

Site #: 2001100006

Intersection: Clara St & Eva St

TFR File #:

Count date: 14-Jan-20

#### Weather conditions:

Person counted:

Person prepared:

Person checked:

### \*\* Non-Signalized Intersection \*\*

North Leg Total: 332 North Entering: 168

North Peds: Peds Cross:

10 Buses 0 10 Trucks 0 Cars 18 139 Totals 18

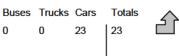
Buses 6 Trucks 1 Cars 157 Totals 164

Major Road: Clara St runs N/S

Totals Buses Trucks Cars 0 59 59



Eva St



0 39 39 0 62

X Peds Cross: West Peds: 16 West Entering: West Leg Total: 121



Cars 178 Trucks 1 Buses 10 Totals 189

Clara St

Cars 41 175 Trucks 0 1 Buses 0 6 Totals 41 141

Peds Cross: South Peds: 19 South Entering: 182

South Leg Total: 371

Comments



# Accu-Traffic Inc. Traffic Count Summary

Intersection (	Clara St	& Eva S	St		Count I	Date 14-Jan-20	)	Munic	ipality Do	rcheste	r		
	Nort	h Appro	ach Tot	als	ı	No with /Countle					ach To	tals	
Hour			Trucks, & E		Total	North/South Total	Hou	ır			rucks, & E		Total
Ending	l oft	Thru	Diabt	Grand	Peds	Approaches	Endir		l oft	Thru	Diabt	Grand	Peds
7:00:00	Left 0	Thru 2	Right 0	Total 2	0	18	7:00:	.00	Left 2	Thru 14	Right 0	Total 16	0
8:00:00	0	20	2	22	0	61	8:00:		5	34	0	39	0
9:00:00	0	27	1	28	0	57	9:00:		6	23	0	29	0
15:00:00	0	5	1	6	Ö	15	15:00		2	7	Ö	9	Ö
16:00:00	Ö	35	3	38	Ö	74	16:00		7	29	Ö	36	19
17:00:00	Ö	35	7	42	Ö	77	17:00		16	19	Ö	35	0
18:00:00	Ō	26	4	30	Ō	48	18:00		3	15	Ö	18	Ō
Totals:	0 East	150 t <b>Appro</b> :	18 ach Tota	168 als	0	350 East/West	S Tota	als:	41 Wes	141 t <b>App</b> ro	0 ach Tot	182 <b>als</b>	19
Hour	Includ	les Cars,	rucks, & E		Total	Total	Hou	ır	Includ	es Cars, 7	rucks, & I		Total
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Endir	ng	Left	Thru	Right	Grand Total	Peds
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		3	0	0	3	0
16:00:00	0	0	0	0	0	7	16:00		1	0	6	7	6
17:00:00	0	0	0	0	0	14	17:00		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		W Tot		23	0	39	62	16
						or Traffic Cr		_	•				
Hours En	nding: <sub>I</sub> Values	7:00 : 2	8:00 5	9:00 4	15:00 3		16:0 20		17:00 5	18:00 3	0:00 0		



		Passen	ger Cars -	North A	pproach			Tru	cks - Nort	h Approa	ach			В	uses - No	rth Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	13	6	2	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0
8:00:00	0	0	19	6	2	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
8:15:00	0	0	26	7	2	0	0	0	1	0	0	0	0	0	3	1	0	0	0	0
8:30:00	0	0	33	7	2	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
8:45:00	0	0	39	6	3	1	0	0	1	0	0	0	0	0	5	2	0	0	0	0
9:00:00	0	0	43	4	3	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0
9:15:00	0	0	46	3	4	1	0	0	1	0	0	0	0	0	5	0	0	0	0	0
9:30:00	0	0	47	1	4	0	0	0	1	0	0	0	0	0	6	1	0	0	0	0
9:45:00	0	0	47	0	4	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0
15:00:00	0	0	47	0	4	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0
15:15:00	0	0	55	8	6	2	0	0	1	0	0	0	0	0	6	0	0	0	0	0
15:30:00	0	0	61	6	6	0	0	0	1	0	0	0	0	0	7	1	0	0	0	0
15:45:00	0	0	70	9	6	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
16:00:00	0	0	80	10	7	1	0	0	1	0	0	0	0	0	8	1	0	0	0	0
16:15:00	0	0	89	9	9	2	0	0	1	0	0	0	0	0	8	0	0	0	0	0
16:30:00	Ö	0	94	5	11	2	Ö	0	1	0	0	0	0	0	9	1	ő	0	0	0
16:45:00	0	0	105	11	12	1	Ö	0	1	0	0	0	0	0	9	0	0	0	0	0
17:00:00	0	0	113	8	14	2	Ö	0	1	0	0	0	0	0	10	1	0	0	0	0
17:15:00	0	0	121	8	17	3	0	0	1	0	0	0	0	0	10	0	0	0	0	0
17:10:00	0	0	124	3	17	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0
17:45:00	0	0	134	10	18	1	0	0	1	0	0	0	0	0	10	0	0	0	0	0
18:00:00	0	0	139	5	18	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0
18:15:00	0	0	139	0	18	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0
18:15:15	0	0	139	0	18	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0
10.13.13	0	- 0	139	0	10	U	0	- 0		- 0	0	- 0	0	- 0	10	- 0	0	U	0	U
	1						1				1									



		Passen	ger Cars	- East Ap	proach			Tru	cks - Eas	Approa	ch			В	uses - Ea	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	East 0	ross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0	0	0
15:45:00	0	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	ő	0	0	0	Ö	0	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0	Ö	0	0	0
17:00:00	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.13.13			- 0	- 0	"	- 0	-	- 0	"	- 0	- 0		"	- 0	- 0	- 0	"		0	0
											-									
	1				I		1		1											



		Passeng	ger Cars -	South A	pproach			Truc	cks - Sout	h Appro	ach			Вι	ıses - So	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	2	1	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	0	20	6	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	4	2	23	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
7:45:00	5	1	35	12	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0
8:00:00	7	2	45	10	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:15:00	9	2	55	10	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	0
8:30:00	12	3	58	3	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
8:45:00	12	0	61	3	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
9:00:00	13	1	67	6	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
9:15:00	13	0	72	5	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
9:30:00	15	2	74	2	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
9:45:00	15	0	74	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
15:00:00	15	0	74	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
15:15:00	17	2	77	3	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
15:30:00	17	0	81	4	0	0	0	0	1	0	0	0	0	0	4	1	0	0	0	0
15:45:00	21	4	89	8	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0
16:00:00	22	1	100	11	0	0	0	0	1	0	0	0	0	0	6	2	0	0	19	19
16:15:00	26	4	107	7	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0
16:30:00	33	7	109	2	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0
16:45:00	36	3	114	5	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0
17:00:00	38	2	119	5	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0
17:15:00	38	0	122	3	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0
17:30:00	39	1	125	3	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0
17:45:00	40	1	130	5	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0
18:00:00	41	1	134	4	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0
18:15:00	41	0	134	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0
18:15:15	41	0	134	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	19	0



		Passen	ger Cars -	West Ap	oproach			Tru	cks - Wes	t Approa	ich			В	uses - We	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	West (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	2	1	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	4	2	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	6	2	0	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45:00	7	1	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00:00	7	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15:00	8	1	0	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30:00	9	1	0	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	2	1
8:45:00	11	2	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1
9:00:00	11	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1
9:15:00	12	1	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
9:30:00	14	2	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
9:45:00	14	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:00:00	14	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:15:00	14	0	0	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:30:00	14	0	0	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1
15:45:00	15	1	0	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	6	1
16:00:00	15	0	0	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	10	4
16:15:00	16	1	0	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	10	0
16:30:00	18	2	0	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	14	4
16:45:00	19	1	0	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	14	0
17:00:00	20	1	0	0	39	1	0	0	0	0	0	0	0	0	0	0	0	0	14	0
17:15:00	20	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1
17:30:00	20	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
17:45:00	23	3	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
18:00:00	23	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1
18:15:00	23	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0
18:15:15	23	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0



Accu-Tr	affic Inc.
Morning Peak Diagram	Specified Period         One Hour Peak           From: 6:30:00         From: 7:30:00           To: 9:30:00         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
North Leg Total: 84       Buses 2       1       3         North Entering: 42       Trucks 0       0       0         North Peds: 5       Cars 36       3       35         Peds Cross: ►       Totals 38       4	Buses 1 Trucks 0 Cars 41 Totals 42  East Leg Total: 63 East Entering: 54 East Peds: 1 Peds Cross: X
Buses Trucks Cars Totals 2 0 67 69	Cars Trucks Buses Totals  23 0 0 23  31 0 0 31
Minnie St W	54 0 0
Buses Trucks Cars Totals  1	Minnie St  Cars Trucks Buses Totals 8 0 1 9
Peds Cross: X West Peds: 0 West Entering: 24 West Leg Total: 93	
Comn	nents



Accu-Tr	affic Inc.
Afternoon Peak Diagram	Specified Period         One Hour Peak           From: 15:00:00         From: 15:30:00           To: 18:00:00         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
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	Buses 2 Trucks 0 Cars 45 Totals 47  Cars Trucks Buses Totals  East Leg Total: 64 East Entering: 22 East Peds: 0 Peds Cross:   Cars Trucks Buses Totals
4 0 37 41  Minnie St  W	6 0 1 7 13 0 2 15 19 0 3
Buses Trucks Cars Totals  1	Minnie St  Cars Trucks Buses Totals 40 0 2 42
Peds Cross: X West Peds: 0 West Entering: 64 West Leg Total: 105	
Comn	nents



## **Total Count Diagram**

Municipality: Dorchester

Site #: 2001100004

Intersection: Minnie St & Clara St

TFR File #:

Count date: 14-Jan-20

Weather conditions:

Person counted: Person prepared:

Person checked:

#### \*\* Non-Signalized Intersection \*\*

North Leg Total: 374

North Entering: 193

North Peds: 22

Peds Cross:

Buses 6 5 11

Trucks 0 0 0

Cars 121 61 182

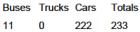
Totals 127 66



Buses 6
Trucks 0
Cars 175
Totals 181

Major Road: Minnie St runs W/E

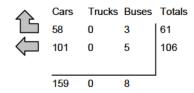
East Leg Total: 332
East Entering: 167
East Peds: 2
Peds Cross: X

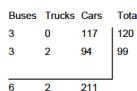






Clara St







Minnie St





Cars Trucks Buses Totals 155 2 8 165

Peds Cross: 

West Peds: 0

West Entering: 219

West Leg Total: 452

Comments



# Accu-Traffic Inc. Traffic Count Summary

Intersection	Minnie S	St & Clar	a St		Count I	Date 14-Jan-20	)	Municipality	Dorche	este	r		
North Approach Totals Hour Includes Cars, Trucks, & Buses Total Total Total Hour Includes Cars, Trucks, & Buses Total													
Hour					Total		Hour						Total
			5					a l			5		Peds
7.00.00							7.00.0				— —		
													l
		_											
Totals:					22	193	S Tota				_	_	0
						East/West							
	includ	ies Cars,	Tucks, & E							ars,	Tucks, & E		
	Left						,	Let			Right		
													1
			3								_		
10.00.00	U	13				00	10.00.	"	′	'		70	
	i .												
					l	1	I	1	- 1		1	I	l
Totals:	0	106	<u>6</u> 1	167	2	386	W Tota	als: 12	0 9	9_	0	219	0
Totals:	0	106	•							9	0	219	0
Hours E	nding:	7:00	Calc	ulated \	/alues f		ossing	Major	Street			219	0
Hours E	nding:	7:00	<b>Calc</b> 8:00	ulated \ 9:00	/alues f 15:00		ossing 16:00	Major 0 17:0	<b>Street</b> 20 18:	00	0:00	219	0



		Passen	ger Cars -	North A	pproach			True	cks - Nort	h Approa	ach			В	ıses - No	rth Appro	oach		Pedes	trians
Interval	Le	eft	Thi	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ıht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	2	1	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:30:00	4	2	0	0	14	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:45:00	5	1	0	0	21	7	0	0	0	0	0	0	1	1	0	0	2	1	2	2
8:00:00	6	1	0	0	26	5	0	0	0	0	0	0	1	0	0	0	2	0	4	2
8:15:00	6	0	0	0	37	11	0	0	0	0	0	0	1	0	0	0	3	1	4	0
8:30:00	7	1	0	0	50	13	0	0	0	0	0	0	1	0	0	0	3	0	5	1
8:45:00	7	0	0	0	57	7	0	0	0	0	0	0	2	1	0	0	4	1	5	0
9:00:00	9	2	0	0	61	4	0	0	0	0	0	0	2	0	0	0	4	0	6	1
9:15:00	10	1	0	0	63	2	0	0	0	0	0	0	2	0	0	0	4	0	6	0
9:30:00	10	0	0	0	64	1	0	0	0	0	0	0	3	1	0	0	4	0	6	0
9:45:00	10	0	0	0	64	0	0	0	0	0	0	0	3	0	0	0	4	0	6	0
15:00:00	10	0	0	0	64	0	0	0	0	0	0	0	3	0	0	0	4	0	6	0
15:15:00	13	3	0	0	71	7	0	0	0	0	0	0	3	0	0	0	4	0	7	1
15:30:00	14	1	0	0	77	6	0	0	0	0	0	0	3	0	0	0	4	0	8	1
15:45:00	18	4	0	0	84	7	0	0	0	0	0	0	3	0	0	0	5	1	10	2
16:00:00	24	6	0	0	89	5	0	0	0	0	0	0	3	0	0	0	6	1	15	5
16:15:00	28	4	0	0	96	7	0	0	0	0	0	0	3	0	0	0	6	0	16	1
16:30:00	31	3	0	0	101	5	0	0	0	0	0	0	4	1	Ö	0	6	0	18	2
16:45:00	38	7	0	0	108	7	0	0	0	0	0	0	4	0	0	0	6	0	18	0
17:00:00	43	5	0	0	112	4	0	0	0	0	0	0	5	1	0	0	6	0	18	0
17:15:00	50	7	0	0	113	1	0	0	0	0	0	0	5	0	0	0	6	0	19	1
17:30:00	52	2	0	0	114	1	0	0	0	0	0	0	5	0	0	0	6	0	19	0
17:45:00	58	6	0	0	118	4	0	0	0	0	0	0	5	0	0	0	6	0	21	2
18:00:00	61	3	0	0	121	3	0	0	0	0	0	0	5	0	0	0	6	0	22	1
18:15:00	61	0	0	0	121	0	0	0	0	0	0	0	5	0	0	0	6	0	22	0
18:15:15	61	0	0	0	121	0	0	0	0	0	0	0	5	0	0	0	6	0	22	0
10.13.13	01		- 0	- 0	121	- 0	- 0	0	"	0	- 0	- 0		- 0	- 0	- 0	"	0	22	- 0
																			-	
	1				1		1				1				1		1			



		Passen	ger Cars	- East Ap	proach			Tru	cks - Eas	t Approa	ch			В	uses - Ea	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Ri	ght	Le	ft	Th	ru	Rig	ght	East (	ross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	6	2	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	8	2	13	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:30:00	0	0	13	5	15	2	0	0	0	0	0	0	0	0	1	1	2	1	0	0
7:45:00	0	0	22	9	21	6	0	0	0	0	0	0	0	0	1	0	2	0	0	0
8:00:00	0	0	27	5	30	9	0	0	0	0	0	0	0	0	1	0	2	0	0	0
8:15:00	0	0	35	8	34	4	0	0	0	0	0	0	0	0	1	0	2	0	0	0
8:30:00	0	0	44	9	38	4	0	0	0	0	0	0	0	0	1	0	2	0	1	1
8:45:00	0	0	48	4	39	1	0	0	0	0	0	0	0	0	1	0	2	0	1	0
9:00:00	0	0	50	2	40	1	0	0	0	0	0	0	0	0	1	0	2	0	1	0
9:15:00	0	0	52	2	41	1	0	0	0	0	0	0	0	0	2	11	2	0	1	0
9:30:00	0	0	55	3	43	2	0	0	0	0	0	0	0	0	2	0	2	0	1	0
9:45:00	0	0	55	0	43	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0
15:00:00	0	0	55	0	43	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0
15:15:00	0	0	58	3	45	2	0	0	0	0	0	0	0	0	2	0	2	0	2	1
15:30:00	0	0	64	6	47	2	0	0	0	0	0	0	0	0	3	11	2	0	2	0
15:45:00	0	0	66	2	48	1	0	0	0	0	0	0	0	0	4	1	2	0	2	0
16:00:00	0	0	70	4	49	1	0	0	0	0	0	0	0	0	5	1	3	1	2	0
16:15:00	0	0	71	1	53	4	0	0	0	0	0	0	0	0	5	0	3	0	2	0
16:30:00	0	0	77	6	53	0	0	0	0	0	0	0	0	0	5	0	3	0	2	0
16:45:00	0	0	80	3	55	2	0	0	0	0	0	0	0	0	5	0	3	0	2	0
17:00:00	0	0	82	2	55	0	0	0	0	0	0	0	0	0	5	0	3	0	2	0
17:15:00	0	0	86	4	55	0	0	0	0	0	0	0	0	0	5	0	3	0	2	0
17:30:00	0	0	92	6	56	11	0	0	0	0	0	0	0	0	5	0	3	0	2	0
17:45:00	0	0	97	5	57	1	0	0	0	0	0	0	0	0	5	0	3	0	2	0
18:00:00	0	0	101	4	58	1	0	0	0	0	0	0	0	0	5	0	3	0	2	0
18:15:00	0	0	101	0	58	0	0	0	0	0	0	0	0	0	5	0	3	0	2	0
18:15:15	0	0	101	0	58	0	0	0	0	0	0	0	0	0	5	0	3	0	2	0



		Passeng	ger Cars -	South A	pproach			Truc	cks - Sout	h Appro	ach			Вι	ıses - Soı	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0
15:45:00	ő	0	0	0	ō	0	0	0	0	0	0	0	0	0	0	0	ő	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.13.13	U	U	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U	U	U
			-								-				-					



		Passen	ger Cars -	West Ap	proach			Tru	cks - Wes	t Approa	nch			В	uses - We	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Ri	ght	Le	ft	Thru		Right		West Cross	
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	4	4	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:00:00	6	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15:00	9	3	3	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
7:30:00	12	3	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:45:00	19	7	4	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
8:00:00	22	3	6	2	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
8:15:00	27	5	8	2	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
8:30:00	30	3	8	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
8:45:00	32	2	10	2	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
9:00:00	38	6	17	7	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
9:15:00	42	4	17	0	0	0	0	0	1	1	0	0	1	0	2	0	0	0	0	0
9:30:00	44	2	21	4	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
9:45:00	44	0	21	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
15:00:00	44	0	21	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
15:15:00	48	4	30	9	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
15:30:00	50	2	33	3	0	0	0	0	1	0	0	0	2	1	2	0	0	0	0	0
15:45:00	62	12	39	6	0	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0
16:00:00	73	11	41	2	0	0	0	0	1	0	0	0	3	1	3	1	0	0	0	0
16:15:00	80	7	50	9	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
16:30:00	89	9	56	6	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
16:45:00	95	6	59	3	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0
17:00:00	102	7	63	4	0	0	0	0	2	1	0	0	3	0	3	0	0	0	0	0
17:15:00	105	3	78	15	0	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
17:30:00	108	3	83	5	0	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
17:45:00	113	5	86	3	0	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
18:00:00	117	4	94	8	0	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
18:15:00	117	0	94	0	0	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
18:15:15	117	0	94	0	0	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0



#### Accu-Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 6:30:00 From: 7:30:00 To: 9:30:00 To: 8:30:00 Weather conditions: Municipality: Dorchester Site #: 2001100005 Intersection: Minnie St & North St Person counted: TFR File #: Person prepared: Count date: 14-Jan-20 Person checked: \*\* Non-Signalized Intersection \*\* Major Road: Minnie St runs W/E 0 North Leg Total: 5 Buses 0 0 Buses 0 East Leg Total: 56 North Entering: 4 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 4 0 Cars 1 East Peds: X Peds Cross: Totals 4 0 Totals 1 Peds Cross: North St Buses Trucks Cars Totals Trucks Buses Totals Cars 0 0 52 52 0 0 48 0 48 0 Minnie St 0 Buses Trucks Cars Minnie St 0 1 0 8 Trucks Buses Totals 0 8 7 0 1 8 X Peds Cross: West Peds: West Entering: West Leg Total: 61 Comments



#### Accu-Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 From: 17:00:00 To: 18:00:00 To: 18:00:00 Weather conditions: Municipality: Dorchester Site #: 2001100005 Intersection: Minnie St & North St Person counted: TFR File #: Person prepared: Count date: 14-Jan-20 Person checked: \*\* Non-Signalized Intersection \*\* Major Road: Minnie St runs W/E 0 North Leg Total: 10 Buses 0 0 Buses 0 East Leg Total: 60 North Entering: 3 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 2 1 Cars 7 East Peds: X Peds Cross: Totals 2 Totals 7 Peds Cross: 1 North St Buses Trucks Cars Totals Trucks Buses Totals Cars 0 0 21 21 0 0 19 0 19 0 Minnie St 0 Buses Trucks Cars Minnie St 0 7 0 40 Trucks Buses Totals 0 47 0 0 41 41 X Peds Cross: West Peds: West Entering: West Leg Total: 68 Comments



## **Total Count Diagram**

Municipality: Dorchester

Site #: 2001100005

Intersection: Minnie St & North St

TFR File #:

Count date: 14-Jan-20 Weather conditions:

Person counted:

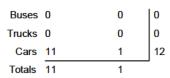
Person prepared:

Person checked:

#### \*\* Non-Signalized Intersection \*\*

North Leg Total: 25 North Entering: 12 North Peds:

Peds Cross:

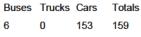




Buses 0 Trucks 0 Cars 13 Totals 13

Major Road: Minnie St runs W/E

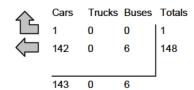
East Leg Total: 296 East Entering: 149 East Peds: X Peds Cross:

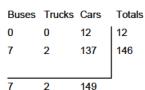






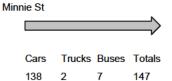
North St







Minnie St



X Peds Cross: West Peds: West Entering: West Leg Total: 317

#### Comments



# Accu-Traffic Inc. Traffic Count Summary

Intersection	Minnie S	St & Nort	h St		Count D	Date 14-Jan-20	)	Munic	ipality Do	rcheste	r								
	Nort	h Appro	ach Tot	als	1	North/South			Sout	h Appro	ach Tot	tals							
Hour	Includ	les Cars, ⁻	Trucks, & E		Total	Total	Hou	ır	Includ	les Cars, ⁻	Approach Totals S Cars, Trucks, & Buses Thru Right Total  0								
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Endii		Left	Thru	Right		Peds						
7:00:00	0	0	2	2	0	2	7:00.	00	0	0			0						
8:00:00	0	0	2	2	0	2	8:00		0				0						
9:00:00	0	0	3	3	0	3	9:00		0	0	0		0						
15:00:00	0	0	1	1	0	1	15:00		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		0	0	0	0	0						
Totals:	1	0	11	12	8	12	S Tot	als:	0				0						
			ach Tota			East/West													
Hour L Ending	includ	ies Cars,	rucks, & E	Grand	Total Peds	Total	Hou Endii		includ	ies Cars,	rucks, & E		Total Peds						
Litaling	Left	Thru	Right	Total	i eus	Approaches	Liidii	19	Left	Thru	Right		1 603						
7:00:00	0	14	0	14	0	19	7:00:		0	5	0	5	0						
8:00:00	0	41	0	41	0	51	8:00:	:00	0	10	0		0						
9:00:00	0	27	0	27	0	40	9:00:		2		-		0						
15:00:00	0	8	0	8	0	14	15:00		0		-		0						
16:00:00	0	23	1	24	0	58	16:00		1		_		0						
17:00:00	0	16	0	16	0	59	17:00		2				0						
18:00:00	0	19	0	19	1	66	18:00	):00	7	40	0	47	0						
Totals:	0	148	1	149	1		W Tot		12	146	0	158	0						
			Calc	ulated \	/alues f	or Traffic Cr	ossin	g Ma	ajor Stre	eet									
Hours En		7:00 : 0	8:00 0	9:00 0	15:00 0		16:0 0		17:00 0	18:00 2	0:00 0								



		Passen	ger Cars -	North A	pproach			Tru	cks - Nort	h Approa	ach			В	uses - No	rth Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Thru		Right		North Cross	
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30:00	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:45:00	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
16:00:00	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5
16:15:00	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
16:30:00	0	0	0	0	8	0	Ö	0	0	0	0	0	0	0	0	0	0	0	7	0
16:45:00	0	0	0	0	8	0	Ö	0	0	0	0	0	0	0	0	0	Ö	0	7	0
17:00:00	0	0	Ö	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0
17:15:00	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
17:30:00	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
17:45:00	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	8	1
18:00:00	1	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
18:15:00	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
18:15:15	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
10.13.13	'	- 0	- 0	U	- ' '	U	- 0	- 0	"	- 0	- 0	- 0	"	U	- 0	U		- 0	0	- 0
							1				1						1			



		Passen	ger Cars	- East Ap	proach			Tru	icks - Eas	Approa	ch			В	uses - Ea	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Thru		Right		East Cross	
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	19	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	25	6	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0
7:45:00	0	0	40	15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:00:00	0	0	52	12	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:15:00	0	0	64	12	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:30:00	0	0	73	9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:45:00	0	0	77	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
9:00:00	0	0	79	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
9:15:00	0	0	83	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
9:30:00	0	0	87	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
9:45:00	0	0	87	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
15:00:00	0	0	87	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
15:15:00	0	0	91	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
15:30:00	0	0	98	7	1	1	0	0	0	0	0	0	0	0	4	1	0	0	0	0
15:45:00	0	0	103	5	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
16:00:00	0	0	107	4	1	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0
16:15:00	0	0	111	4	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
16:30:00	ő	0	117	6	1	0	Ö	0	0	0	0	0	0	0	6	0	ő	0	0	0
16:45:00	0	0	123	6	1	0	Ö	0	0	0	0	0	0	0	6	0	0	0	0	0
17:00:00	0	0	123	0	1	0	Ö	0	0	0	0	0	0	0	6	0	0	0	0	0
17:15:00	0	0	127	4	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
17:30:00	0	0	133	6	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
17:45:00	0	0	137	4	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
18:00:00	0	0	142	5	1	0	0	0	0	0	0	0	0	0	6	0	0	0	1	1
18:15:00	0	0	142	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
18:15:15	0	0	142	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
10.13.13		- 0	142	- 0	<u> </u>	- 0		- 0	"	- 0	- 0		"	- 0	-	- 0	"	0	'	- 0
	1						1													



Le Cum	eft	Th		5.	_														
Cum			Thru		Right		Left		Thru		Right		Left		Thru		Right		Cross
	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0		0		0		0		1		-		1		-		0	0		0
0		0		0		0		1		-		1		-		0			0
0		0	0	0		0		0	0				0	0	0	0	0	0	0
0		0	0	0		0		0	0				0	0	0	0	0	0	0
						0													0
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0		0		0		0		0	0				0			0	0	0	0
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						-		1											0
		1						1				1							0
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		Passen	ger Cars -	West Ap	oproach			Tru	cks - Wes	t Approa	ich			В	uses - We	est Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Thru		Right		West Cross	
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	5	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	7	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
7:45:00	0	0	9	2	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0
8:00:00	0	0	12	3	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
8:15:00	1	1	13	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
8:30:00	1	0	14	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
8:45:00	1	0	15	1	0	0	0	0	1	0	0	0	0	0	3	1	0	0	0	0
9:00:00	2	1	22	7	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
9:15:00	2	0	23	1	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0
9:30:00	2	0	26	3	0	0	0	0	2	0	0	0	0	0	4	1	0	0	0	0
9:45:00	2	0	26	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0
15:00:00	2	0	26	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0
15:15:00	2	0	38	12	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0
15:30:00	2	0	42	4	ō	0	0	0	2	0	0	0	Ö	0	4	0	0	0	0	0
15:45:00	2	0	51	9	ō	0	Ö	0	2	0	0	0	0	0	4	0	ő	0	0	0
16:00:00	3	1	58	7	0	0	0	0	2	0	0	0	0	0	5	1	0	0	0	0
16:15:00	3	0	71	13	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	0
16:30:00	4	1	78	7	0	0	0	0	2	0	0	0	0	0	6	1	ő	0	0	0
16:45:00	5	1	87	9	0	0	0	0	2	0	0	0	0	0	6	0	0	0	0	0
17:00:00	5	0	97	10	0	0	0	0	2	0	0	0	0	0	7	1	0	0	0	0
17:15:00	6	1	116	19	0	0	0	0	2	0	0	0	0	0	7	0	ő	0	0	0
17:30:00	7	1	122	6	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0
17:45:00	9	2	129	7	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0
18:00:00	12	3	137	8	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0
18:15:00	12	0	137	0	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0
18:15:15	12	0	137	0	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0
10.13.13	12	U	137	U	U	U	U	U	-	U	U	U	0	U		U	0	U	U	U
															-					



Accu-Tra	affic 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:	Totals 34  innie St  E  Cathe	East Leg Total: 537  East Entering: 301  East Peds: 0  Peds Cross:   Cars Trucks Buses Totals  22
Peds Cross: X West Peds: 0 West Entering: 198 West Leg Total: 500		
Comm	ients	



Accu-Tr	affic Inc.
Afternoon Peak Diagram	Specified Period         One Hour Peak           From: 15:00:00         From: 16:15:00           To: 18:00:00         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
Buses Trucks Cars Totals 0 1 195 196	
Peds Cross: X West Peds: 0 West Entering: 380 West Leg Total: 576	
Comn	nents



#### **Total Count Diagram**

Municipality: Dorchester

Site #: 2001100001

Intersection: Catherine St & Minnie St

TFR File #:

Count date: 14-Jan-20 Weather conditions:

Person counted:

Person prepared: Person checked:

#### \*\* Non-Signalized Intersection \*\*

North Leg Total: 511 North Entering: 265 North Peds: 14 Peds Cross:

11 Buses 3 8 Trucks 5 5 10 Cars 61 183 244 Totals 69 196

Buses 6 Trucks 11 Cars 229 Totals 246

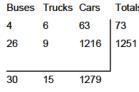
Major Road: Catherine St runs W/E

East Leg Total: 2855 East Entering: 1408 East Peds: X Peds Cross:

Buses Trucks Cars Totals 1250 35 19 1304



Catherine St

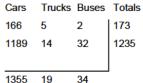






Minnie St





Catherine St



Trucks Buses Totals 1399 14 34 1447

X Peds Cross: West Peds: 4 West Entering: West Leg Total: 2628

Comments



# Accu-Traffic Inc. Traffic Count Summary

Total Peds  O O O O O O O O O O O O O O O O O O O
0 0 0 0 0 0 0
0 0 0 0 0 0 0
0 0 0 0 0
0 0 0 0
0 0 0 0
0 0 0
0
0
0
T-4-1
Total Peds
, 0
2
' 0
2
1 4
4 4
1 4
no all 100 100 100 100 100 100 100 100 100 1



		Passeng	ger Cars -	North A	pproach			True	cks - Nort	h Approa	ach			В	uses - No	rth Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Ri	ght	Le	eft	Th	ru	Rig	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	6	6	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	8	2	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	14	6	0	0	4	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
7:30:00	21	7	0	0	7	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0
7:45:00	37	16	0	0	10	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0
8:00:00	45	8	0	0	12	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0
8:15:00	63	18	0	0	16	4	0	0	0	0	2	2	4	1	0	0	0	0	1	1
8:30:00	82	19	0	0	22	6	1	1	0	0	2	0	4	0	0	0	0	0	1	0
8:45:00	88	6	0	0	30	8	1	0	0	0	3	1	4	0	0	0	1	1	2	11
9:00:00	92	4	0	0	32	2	1	0	0	0	3	0	4	0	0	0	1	0	3	1
9:15:00	95	3	0	0	34	2	2	11	0	0	3	0	4	0	0	0	2	1	3	0
9:30:00	96	11	0	0	37	3	3	1	0	0	3	0	4	0	0	0	2	0	4	11
9:45:00	96	0	0	0	37	0	3	0	0	0	3	0	4	0	0	0	2	0	4	0
15:00:00	96	0	0	0	37	0	3	0	0	0	3	0	4	0	0	0	2	0	4	0
15:15:00	102	6	0	0	40	3	5	2	0	0	3	0	4	0	0	0	2	0	7	3
15:30:00	109	7	0	0	45	5	5	0	0	0	3	0	5	1	0	0	2	0	7	0
15:45:00	116	7	0	0	47	2	5	0	0	0	4	1	6	1	0	0	3	1	14	7
16:00:00	123	7	0	0	47	0	5	0	0	0	5	1	8	2	0	0	3	0	14	0
16:15:00	131	8	0	0	47	0	5	0	0	0	5	0	8	0	0	0	3	0	14	0
16:30:00	142	11	0	0	49	2	5	0	0	0	5	0	8	0	0	0	3	0	14	0
16:45:00	151	9	0	0	54	5	5	0	0	0	5	0	8	0	0	0	3	0	14	0
17:00:00	157	6	0	0	55	1	5	0	0	0	5	0	8	0	0	0	3	0	14	0
17:15:00	162	5	0	0	57	2	5	0	0	0	5	0	8	0	0	0	3	0	14	0
17:30:00	168	6	0	0	58	1	5	0	0	0	5	0	8	0	0	0	3	0	14	0
17:45:00	175	7	0	0	61	3	5	0	0	0	5	0	8	0	0	0	3	0	14	0
18:00:00	183	8	0	0	61	0	5	0	0	0	5	0	8	0	0	0	3	0	14	0
18:15:00	183	0	0	0	61	0	5	0	0	0	5	0	8	0	0	0	3	0	14	0
18:15:15	183	0	0	0	61	0	5	0	0	0	5	0	8	0	0	0	3	0	14	0
															1				1	



		Passen	ger Cars	- East Ap	proach			Tru	icks - Eas	t Approa	ch			В	uses - Ea	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	East 0	ross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	35	35	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	66	31	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	96	30	10	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	153	57	14	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45:00	0	0	224	71	21	7	0	0	0	0	0	0	0	0	2	1	1	1	0	0
8:00:00	0	0	290	66	24	3	0	0	1	1	0	0	0	0	2	0	1	0	0	0
8:15:00	0	0	346	56	32	8	0	0	1	0	0	0	0	0	3	1	1	0	0	0
8:30:00	0	0	402	56	34	2	0	0	3	2	1	1	0	0	3	0	1	0	0	0
8:45:00	0	0	460	58	36	2	0	0	4	1	1	0	0	0	11	8	1	0	0	0
9:00:00	0	0	548	88	46	10	0	0	5	1	1	0	0	0	18	7	1	0	0	0
9:15:00	0	0	601	53	49	3	0	0	9	4	2	1	0	0	18	0	1	0	0	0
9:30:00	0	0	632	31	52	3	0	0	10	1	3	1	0	0	19	1	1	0	0	0
9:45:00	0	0	632	0	52	0	0	0	10	0	3	0	0	0	19	0	1	0	0	0
15:00:00	0	0	632	0	52	0	0	0	10	0	3	0	0	0	19	0	1	0	0	0
15:15:00	0	0	676	44	59	7	0	0	10	0	4	1	0	0	22	3	1	0	0	0
15:30:00	0	0	730	54	67	8	0	0	11	1	4	0	0	0	23	1	2	1	0	0
15:45:00	0	0	784	54	77	10	0	0	11	0	4	0	0	0	31	8	2	0	0	0
16:00:00	0	0	829	45	89	12	0	0	11	0	4	0	0	0	32	1	2	0	0	0
16:15:00	0	0	878	49	100	11	0	0	12	1	4	0	0	0	32	0	2	0	0	0
16:30:00	ő	0	925	47	112	12	Ö	0	13	1	5	1	0	0	32	0	2	0	2	2
16:45:00	0	0	979	54	118	6	Ö	0	13	0	5	0	0	0	32	0	2	0	2	0
17:00:00	0	0	1018	39	128	10	Ö	0	13	0	5	0	0	0	32	0	2	0	2	0
17:15:00	0	0	1063	45	139	11	0	0	13	0	5	0	0	0	32	0	2	0	3	1
17:30:00	0	0	1118	55	148	9	0	0	14	1	5	0	0	0	32	0	2	0	3	0
17:45:00	0	0	1164	46	156	8	0	0	14	0	5	0	0	0	32	0	2	0	3	0
18:00:00	0	0	1189	25	166	10	0	0	14	0	5	0	0	0	32	0	2	0	3	0
18:15:00	0	0	1189	0	166	0	0	0	14	0	5	0	0	0	32	0	2	0	3	0
18:15:15	0	0	1189	0	166	0	0	0	14	0	5	0	0	0	32	0	2	0	3	0
10.13.13	- 0	- 0	1103	U	100	U	- 0	- 0	14	- 0		- 0	"	- 0	32	U		- 0	3	0
	1																			



		Passeng	ger Cars -	South A	pproach			Truc	cks - Sout	h Appro	ach			Вι	ıses - Soı	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Ri	ght	Le	eft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			I						1		ĺ		1		l		I		l	



		Passen	ger Cars -	West A	pproach			Tru	cks - Wes	t Approa	ich			В	uses - We	est Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	West (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	13	13	0	0	0	0	1	1	0	0	1	1	1	1	0	0	0	0
7:00:00	0	0	31	18	0	0	0	0	2	1	0	0	1	0	1	0	0	0	0	0
7:15:00	0	0	48	17	0	0	0	0	2	0	0	0	2	1	1	0	0	0	0	0
7:30:00	1	1	71	23	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0
7:45:00	3	2	97	26	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0
8:00:00	4	1	131	34	0	0	0	0	2	0	0	0	2	0	3	2	0	0	0	0
8:15:00	7	3	172	41	0	0	0	0	2	0	0	0	2	0	3	0	0	0	0	0
8:30:00	7	0	214	42	0	0	1	1	3	1	0	0	2	0	3	0	0	0	0	0
8:45:00	8	1	251	37	0	0	1	0	3	0	0	0	2	0	5	2	0	0	0	0
9:00:00	13	5	308	57	0	0	2	1	4	1	0	0	2	0	11	6	0	0	0	0
9:15:00	14	1	343	35	0	0	2	0	4	0	0	0	2	0	11	0	0	0	2	2
9:30:00	17	3	374	31	0	0	3	1	4	0	0	0	2	0	11	0	0	0	2	0
9:45:00	17	0	374	0	0	0	3	0	4	0	0	0	2	0	11	0	0	0	2	0
15:00:00	17	0	374	0	0	0	3	0	4	0	0	0	2	0	11	0	0	0	2	0
15:15:00	22	5	414	40	0	0	3	0	4	0	0	0	2	0	12	1	0	0	2	0
15:30:00	25	3	474	60	o o	0	3	0	4	0	0	0	2	0	12	0	0	0	2	0
15:45:00	28	3	554	80	o o	0	4	1	6	2	0	0	2	0	25	13	ő	0	2	0
16:00:00	29	1	617	63	0	0	4	0	7	1	0	0	4	2	26	1	0	0	2	0
16:15:00	34	5	671	54	0	0	5	1	7	0	0	0	4	0	26	0	0	0	2	0
16:30:00	40	6	740	69	0	0	6	1	8	1	0	0	4	0	26	0	ő	0	2	0
16:45:00	43	3	831	91	0	0	6	0	9	1	0	0	4	0	26	0	0	0	2	0
17:00:00	48	5	931	100	0	0	6	0	9	0	0	0	4	0	26	0	0	0	2	0
17:15:00	57	9	1025	94	0	0	6	0	9	0	0	0	4	0	26	0	0	0	2	0
17:30:00	60	3	1101	76	0	0	6	0	9	0	0	0	4	0	26	0	0	0	2	0
17:45:00	60	0	1163	62	0	0	6	0	9	0	0	0	4	0	26	0	0	0	3	1
18:00:00	63	3	1216	53	0	0	6	0	9	0	0	0	4	0	26	0	0	0	4	1
18:15:00	63	0	1216	0	0	0	6	0	9	0	0	0	4	0	26	0	0	0	4	0
18:15:15	63	0	1216	0	0	0	6	0	9	0	0	0	4	0	26	0	0	0	4	0
16.15.15	03	U	1210	U	0	U	0	U	9	U	U	U	4	U	20	U	0	U	4	U
															-					



Accu-Tr	affic Inc.
Morning Peak Diagram	Specified Period         One Hour Peak           From: 6:30:00         From: 8:00:00           To: 9:30:00         To: 9:00:00
Municipality: Dorchester Site #: 2001100002 Intersection: Catherine St & Dorchester Rd	Weather conditions:
TFR File #: 1 Count date: 14-Jan-20	Person counted: Person prepared: Person checked:
** Non-Signalized Intersection **	Major Road: Catherine St runs W/E
	East Leg Total: 112 East Entering: 73 East Peds: 1 Peds Cross: X
Buses Trucks Cars Totals 16 5 280 301  Catherine St	Cars Trucks Buses Totals  33
Buses Trucks Cars Totals	Catherine St
7 2 212 221 9 2 224 Dorchester Rd	Cars Trucks Buses Totals 32 3 4 39
West Peds: 1 Trucks 4 Trucks 4	rs 247 20 267 Peds Cross: ► South Peds: 0 es 16 2 18 South Entering: 290

#### Comments



Accu-	Traffic Inc.
Afternoon Peak Diagram	Specified Period         One Hour Peak           From: 15:00:00         From: 16:30:00           To: 18:00:00         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:   X
Buses Trucks Cars Totals 0 1 230 231  Catherine St	Cars Trucks Buses Total  24 0 0 24  28 0 0 28  E
Buses Trucks Cars Totals	Catherine St
0 0 30 30 30 30 357 357 Dorchester	Cars Trucks Buses Tota 71 0 0 71
Peds Cross:         X         Cars 384           West Peds:         0         Trucks 1           West Entering:         387         Buses 0           West Leg Total:         618         Totals 385	Cars 206       41   247       Peds Cross: ►         Trucks 1       0   1       South Peds: 1         Buses 0       0   0       South Entering: 248         Totals 207       41       South Leg Total: 633



#### **Total Count Diagram**

Municipality: Dorchester

Site #: 2001100002

Intersection: Catherine St & Dorchester Rd

TFR File #:

Count date: 14-Jan-20

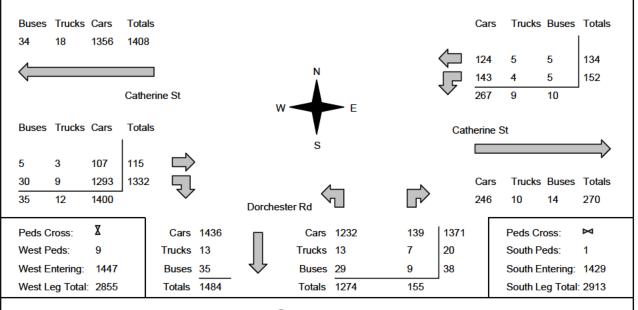
Weather conditions:

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: X



#### Comments



# Accu-Traffic Inc. Traffic Count Summary

Intersection	Catherir	e St & [	Dorchest	er Rd	Count [	Date 14-Jan-20	) M	unicipali	<sup>ty</sup> Do	rcheste	r		
			ach Tot		ı	No with /Countin					ach Tot	tals	
Hour	Includ	les Cars,	Trucks, & E	Buses	Total	North/South Total	Hour				rucks, & E		Total
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Ending		.eft	Thru	Right	Grand Total	Peds
7:00:00	0	0	0	0	0	71	7:00:0	_	67	0	4	71	0
8:00:00	0	0	Ö	0	o	252	8:00:0		27	o	25	252	Ö
9:00:00	0	0	o		0	290	9:00:00		65	0	25	290	0
15:00:00	0	Ô	Ö	0	o	97	15:00:0		93	0	4	97	o
16:00:00	0	0	Ö	0	o	254	16:00:0		20	o	34	254	o
17:00:00	0	0	o		o	240	17:00:0		10	0	30	240	0
18:00:00	0	0	0		0	225	18:00:0		92	0	33	225	1
Totals:			0 ach Tota		0	1429 East/West	S Total		West		155 <b>ach Tot</b> rucks, & E		1
Ending	molac	ico Caro,	110000, 0.1	Grand	Total Peds	Total	Hour Ending		Includ	co Ouro, i	ruoko, a i	Grand	Total Peds
Litaling	Left	Thru	Right	Total	1 603	Approaches	Litaling	L	.eft	Thru	Right	Total	1 603
7:00:00	7	6	0	13	0	57	7:00:0	0	0	3	41	44	0
8:00:00	26	18	0	44	0	183	8:00:0	0	0	11	128	139	2
9:00:00	37	36	0	73	1	308	9:00:0		o	14	221	235	1
15:00:00	10	5	O	15	0	89	15:00:0		0	6	68	74	0
16:00:00	25	30	Ō	55	9	347	16:00:0		o	33	259	292	5
17:00:00	24	22	Ō	46	Ō	395	17:00:0		οl	28	321	349	Ō
18:00:00	23	17	Ö	40	Õ	354	18:00:0		ŏΙ	20	294	314	1
			-										
Totals:	152	134	0 Calc	286 culated V	10 /alues f	1733 or Traffic Cr	W Total		0 r <b>Str</b> e	115 eet	1332	1447	9
Totals:		134 7:00				1733 or Traffic Cr		Major			1332 0:00	1447	9



		Passen	ger Cars -	North A	pproach			Tru	cks - Nort	h Approa	ach			В	ıses - No	rth Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	Ö	0	0	0	Ö	0	Ö	0	0	0	0	0	0	0	0	0	ő	0	0	0
16:45:00	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.13.13	0	- 0	0	U	0	U	0	- 0	0	- 0	0	0	0	- 0	0	U	0	U	0	U
			-																	
	1						1				1				1					



		Passen	ger Cars	- East Ap	proach			Tru	icks - Eas	Approa	ch			В	uses - Ea	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	East (	ross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	7	4	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	10	3	6	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
7:30:00	19	9	9	3	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:45:00	26	7	15	6	0	0	1	1	0	0	0	0	1	0	2	1	0	0	0	0
8:00:00	31	5	22	7	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
8:15:00	42	11	28	6	0	0	1	0	0	0	0	0	2	1	2	0	0	0	0	0
8:30:00	48	6	38	10	0	0	3	2	2	2	0	0	3	1	2	0	0	0	0	0
8:45:00	54	6	42	4	0	0	3	0	2	0	0	0	4	1	2	0	0	0	0	0
9:00:00	63	9	55	13	0	0	3	0	3	1	0	0	4	0	2	0	0	0	1	1
9:15:00	69	6	58	3	0	0	3	0	3	0	0	0	4	0	2	0	0	0	1	0
9:30:00	72	3	59	1	0	0	4	1	4	1	0	0	4	0	2	0	0	0	1	0
9:45:00	72	0	59	0	0	0	4	0	4	0	0	0	4	0	2	0	0	0	1	0
15:00:00	72	0	59	0	0	0	4	0	4	0	0	0	4	0	2	0	0	0	1	0
15:15:00	77	5	63	4	0	0	4	0	4	0	0	0	4	0	4	2	0	0	3	2
15:30:00	82	5	73	10	0	0	4	0	4	0	0	0	4	0	5	1	0	0	4	1
15:45:00	90	8	78	5	0	0	4	0	4	0	0	0	4	0	5	0	0	0	10	6
16:00:00	97	7	86	8	0	0	4	0	4	0	0	0	4	0	5	0	0	0	10	0
16:15:00	98	1	90	4	0	0	4	0	4	0	0	0	5	1	5	0	0	0	10	0
16:30:00	105	7	94	4	Ö	0	4	0	5	1	0	0	5	0	5	0	ő	0	10	0
16:45:00	113	8	101	7	0	0	4	0	5	0	0	0	5	0	5	0	0	0	10	0
17:00:00	120	7	107	6	0	0	4	0	5	0	0	0	5	0	5	0	0	0	10	0
17:15:00	126	6	110	3	0	0	4	0	5	0	0	0	5	0	5	0	0	0	10	0
17:30:00	133	7	118	8	0	0	4	0	5	0	0	0	5	0	5	0	0	0	10	0
17:45:00	136	3	122	4	0	0	4	0	5	0	0	0	5	0	5	0	0	0	10	0
18:00:00	143	7	124	2	0	0	4	0	5	0	0	0	5	0	5	0	0	0	10	0
18:15:00	143	0	124	0	0	0	4	0	5	0	0	0	5	0	5	0	0	0	10	0
18:15:15	143	0	124	0	0	0	4	0	5	0	0	0	5	0	5	0	0	0	10	0
10.13.13	143	- 0	124	- 0		U	4	- 0	"	- 0	- 0	- 0	"	- 0	J	U		- 0	10	0
	1				I		I				I				1		I		1	



		Passeng	ger Cars -	South A	pproach			Truc	cks - Sout	h Appro	ach			Вι	ıses - So	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	41	41	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	67	26	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:15:00	99	32	0	0	6	3	1	1	0	0	0	0	0	0	0	0	3	2	0	0
7:30:00	155	56	0	0	12	6	1	0	0	0	0	0	0	0	0	0	3	0	0	0
7:45:00	225	70	0	0	15	3	1	0	0	0	0	0	1	1	0	0	3	0	0	0
8:00:00	291	66	0	0	24	9	2	1	0	0	2	2	1	0	0	0	3	0	0	0
8:15:00	348	57	0	0	31	7	2	0	0	0	2	0	2	1	0	0	4	1	0	0
8:30:00	397	49	0	0	37	6	3	1	0	0	3	1	2	0	0	0	5	1	0	0
8:45:00	456	59	0	0	40	3	4	1	0	0	3	0	10	8	0	0	5	0	0	0
9:00:00	538	82	0	0	44	4	4	0	0	0	5	2	17	7	0	0	5	0	0	0
9:15:00	591	53	0	0	44	0	8	4	0	0	5	0	17	0	0	0	6	1	0	0
9:30:00	625	34	0	0	46	2	9	1	0	0	6	1	18	1	0	0	6	0	0	0
9:45:00	625	0	0	0	46	0	9	0	0	0	6	0	18	0	0	0	6	0	0	0
15:00:00	625	0	0	0	46	0	9	0	0	0	6	0	18	0	0	0	6	0	0	0
15:15:00	675	50	0	0	53	7	10	1	0	0	6	0	19	1	0	0	6	0	0	0
15:30:00	726	51	0	0	59	6	11	1	0	0	6	0	20	1	0	0	7	1	0	0
15:45:00	783	57	0	0	67	8	11	0	0	0	6	0	28	8	0	0	8	1	0	0
16:00:00	832	49	0	0	76	9	11	0	0	0	7	1	29	1	0	0	9	1	0	0
16:15:00	892	60	0	0	78	2	11	0	0	0	7	0	29	0	0	0	9	0	0	0
16:30:00	944	52	0	0	87	9	12	1	0	0	7	0	29	0	Ö	0	9	0	0	0
16:45:00	997	53	0	0	97	10	12	0	0	0	7	0	29	0	0	0	9	0	0	0
17:00:00	1041	44	0	0	106	9	12	0	0	0	7	0	29	0	0	0	9	0	0	0
17:15:00	1096	55	0	0	118	12	12	0	0	0	7	0	29	0	0	0	9	0	0	0
17:30:00	1150	54	0	0	128	10	13	1	0	0	7	0	29	0	0	0	9	0	1	1
17:45:00	1200	50	0	0	136	8	13	0	0	0	7	0	29	0	0	0	9	0	1	0
18:00:00	1232	32	0	0	139	3	13	0	0	0	7	0	29	0	0	0	9	0	1	0
18:15:00	1232	0	0	0	139	0	13	0	0	0	7	0	29	0	0	0	9	0	1	0
18:15:15	1232	0	0	0	139	0	13	0	0	0	7	0	29	0	0	0	9	0	1	0
10.13.13	1232	- 0	- 0	U	133	U	13	- 0	"	- 0	-	- 0	23	- 0	- 0	- 0		- 0	'	- 0
							1						1		1					



		Passenger Cars - West Approach  Left Thru Right						Tru	cks - Wes	t Approa	ch			В	uses - We	est Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Ri	ght	Le	ft	Th	ru	Rig	ght	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	2	2	18	18	0	0	0	0	1	1	0	0	0	0	1	1	0	0
7:00:00	0	0	3	1	38	20	0	0	0	0	2	1	0	0	0	0	1	0	0	0
7:15:00	0	0	4	1	57	19	0	0	0	0	2	0	0	0	0	0	2	1	0	0
7:30:00	0	0	6	2	85	28	0	0	0	0	2	0	0	0	0	0	3	1	0	0
7:45:00	0	0	9	3	124	39	0	0	0	0	2	0	0	0	0	0	4	1	0	0
8:00:00	0	0	14	5	161	37	0	0	0	0	2	0	0	0	0	0	6	2	2	2
8:15:00	0	0	18	4	216	55	0	0	0	0	2	0	0	0	1	1	6	0	2	0
8:30:00	0	0	22	4	271	55	0	0	0	0	3	1	0	0	1	0	6	0	2	0
8:45:00	0	0	24	2	313	42	0	0	0	0	3	0	0	0	1	0	7	1	3	1
9:00:00	0	0	26	2	373	60	0	0	0	0	4	1	0	0	2	1	13	6	3	0
9:15:00	0	0	30	4	410	37	0	0	0	0	5	1	0	0	2	0	13	0	3	0
9:30:00	0	0	32	2	439	29	0	0	0	0	6	1	0	0	2	0	13	0	3	0
9:45:00	0	0	32	0	439	0	0	0	0	0	6	0	0	0	2	0	13	0	3	0
15:00:00	0	0	32	0	439	0	0	0	0	0	6	0	0	0	2	0	13	0	3	0
15:15:00	0	0	34	2	487	48	0	0	2	2	6	0	0	0	2	0	15	2	3	0
15:30:00	0	0	38	4	543	56	0	0	2	0	6	0	0	0	2	0	16	1	5	2
15:45:00	0	0	50	12	621	78	0	0	2	0	7	1	0	0	4	2	29	13	5	0
16:00:00	0	0	60	10	679	58	0	0	2	0	8	1	0	0	5	1	30	1	8	3
16:15:00	0	0	62	2	740	61	0	0	2	0	8	0	0	0	5	0	30	0	8	0
16:30:00	0	0	70	8	813	73	0	0	3	1	8	0	0	0	5	0	30	0	8	0
16:45:00	0	0	81	11	900	87	0	0	3	0	9	1	0	0	5	0	30	0	8	0
17:00:00	0	0	87	6	999	99	0	0	3	0	9	0	0	0	5	0	30	0	8	0
17:15:00	0	0	95	8	1089	90	0	0	3	0	9	0	0	0	5	0	30	0	8	0
17:30:00	0	0	100	5	1169	80	0	0	3	0	9	0	0	0	5	0	30	0	8	0
17:45:00	0	0	106	6	1233	64	0	0	3	0	9	0	0	0	5	0	30	0	8	0
18:00:00	0	0	107	11	1293	60	0	0	3	0	9	0	0	0	5	0	30	0	9	1
18:15:00	0	0	107	0	1293	0	0	0	3	0	9	0	0	0	5	0	30	0	9	0
18:15:15	0	0	107	0	1293	0	0	0	3	0	9	0	0	0	5	0	30	0	9	0



Accu-Tra	affic Inc.
Morning Peak Diagram	Specified Period         One Hour Peak           From: 6:30:00         From: 7:30:00           To: 9:30:00         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
Buses Trucks Cars Totals  4     4     48     56  Catherine St  Buses Trucks Cars Totals	Totals 7 Peds Cross: X  arris St  Cars Trucks Buses Totals 2 0 0   2 40 4 2   46
Peds Cross: X West Peds: 0 West Entering: 43 West Leg Total: 99	
Comn	IEIILƏ



#### Accu-Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 From: 15:00:00 To: 18:00:00 To: 16:00:00 Weather conditions: Municipality: Dorchester Site #: 2001100003 Intersection: Catherine St & Harris St Person counted: TFR File #: Person prepared: Count date: 14-Jan-20 Person checked: \*\* Non-Signalized Intersection \*\* Major Road: Catherine St runs W/E North Leg Total: 21 Buses 1 0 1 Buses 3 East Leg Total: 113 North Entering: 7 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 4 2 Cars 11 East Peds: X Peds Cross: Totals 5 2 Totals 14 Peds Cross: Harris St Totals Trucks Buses Totals Buses Trucks Cars Cars 0 0 50 53 2 48 0 54 2 Catherine St 0 Buses Trucks Cars Totals Catherine St 0 3 0 53 55 Trucks Buses Totals 0 56 55 0 2 57 X Peds Cross: West Peds: West Entering: West Leg Total: 114 Comments



# **Total Count Diagram**

Municipality: Dorchester

Site #: 2001100003

Intersection: Catherine St & Harris St

TFR File #:

Count date: 14-Jan-20

Weather conditions:

Person counted:

Person prepared:

Person checked:

#### \*\* Non-Signalized Intersection \*\*

North Leg Total: 120
North Entering: 67
North Peds: 3
Peds Cross:

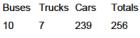
Buses 6 1 7
Trucks 0 0 0
Cars 24 36 60
Totals 30 37



Buses 6
Trucks 0
Cars 47
Totals 53

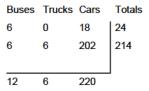
Major Road: Catherine St runs W/E

East Leg Total: 506
East Entering: 255
East Peds: 0
Peds Cross: X



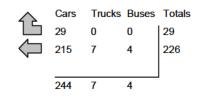








Harris St





Cars Trucks Buses Totals 238 6 7 251

Peds Cross: X
West Peds: 1
West Entering: 238
West Leg Total: 494

Comments



# Accu-Traffic Inc. Traffic Count Summary

Intersection (	Catherin	e St & F	larris St		Count E	Date 14-Jan-20	) Muni	icipality Do	rcheste	r		
			ach Tot							ach Tot	als	
Hour			Trucks, & E		Total	North/South Total	Hour			Trucks, & E		Total
Ending	1 -44	TI	District	Grand	Peds	Approaches	Ending	1 -44	Th	Dialet	Grand	Peds
7:00:00	Left 3	Thru O	Right	Total 3		3	7:00:00	Left O	Thru	Right	Total	0
7:00:00 8:00:00	3 10	0	0 10	20	0 1	20	8:00:00	0	0	0 0	0	0
9:00:00	6	0	9	15	ó	15	9:00:00		0	0	o	0
15:00:00	1	0	Ö	1 1	Ö	1	15:00:00	-	Ö	Ö	Ö	Ö
16:00:00	2	Ö	5	7	1	7	16:00:00		Ö	Ö	Ö	Ö
17:00:00	10	0	4	14	1	14	17:00:00		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
<u></u>			rucks, & E		T	East/West				ach Tot		<b></b>
Hour L Ending	iriciac	ies Cars,	Tucks, & L	Grand	Total Peds	Total Approaches	Hour Ending	IIICIUC	les Cars,	Tucks, & L	Grand	Total Peds
	Left	Thru	Right	Total				Left	Thru	Right	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 15:00:00	0 0	54 18	1 0	55 18	0 0	89 27	9:00:00 15:00:00	4 2	30 7	0	34 9	0 0
16:00:00	0	48	8	56	0	27 117	16:00:00		55	0	61	0
17:00:00	0	37	7	44	0	93	17:00:00		<i>4</i> 3	0	49	1
18:00:00	0	31	7	38	0	80	18:00:00		40	0	42	Ö
Totals:	0	226	29	255	0	493	 W Totals:	24	214	0	238	1
						or Traffic Cr		•				
Hours En		7:00 : 3	8:00 10	9:00 6	15:00 1		16:00 2	17:00 11	18:00 5	0:00 0		



		Passen	ger Cars -	North A	pproach			Tru	cks - Nort	h Approa	ach			В	uses - No	rth Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ıru	Rig	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:30:00	8	3	0	0	4	2	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45:00	10	2	0	0	6	2	0	0	0	0	0	0	0	0	0	0	2	1	1	0
8:00:00	13	3	0	0	8	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0
8:15:00	15	2	0	0	10	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0
8:30:00	16	1	0	0	12	2	0	0	0	0	0	0	0	0	0	0	3	1	1	0
8:45:00	17	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0
9:00:00	19	2	0	0	15	3	0	0	0	0	0	0	0	0	0	0	4	0	1	0
9:15:00	20	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0
9:30:00	20	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0
9:45:00	20	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0
15:00:00	20	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0
15:15:00	21	1	0	0	16	1	0	0	0	0	0	0	0	0	0	0	5	1	1	0
15:30:00	21	0	0	0	17	1	0	0	0	0	0	0	Ö	0	0	0	5	0	1	0
15:45:00	22	1	0	0	19	2	0	0	0	0	0	0	0	0	0	0	5	0	1	0
16:00:00	22	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	5	0	2	1
16:15:00	24	2	0	0	19	0	0	0	0	0	0	0	0	0	0	0	6	1	2	0
16:30:00	27	3	Ö	0	21	2	Ö	0	0	0	0	0	1	1	0	0	6	0	2	0
16:45:00	31	4	0	0	22	1	Ö	0	0	0	0	0	1	0	0	0	6	0	3	1
17:00:00	31	0	0	0	22	0	Ö	0	0	0	0	0	1	0	0	0	6	0	3	0
17:15:00	32	1	0	0	22	0	0	0	0	0	0	0	1	0	0	0	6	0	3	0
17:30:00	33	1	0	0	23	1	0	0	0	0	0	0	1	0	0	0	6	0	3	0
17:45:00	34	1	0	0	23	0	0	0	0	0	0	0	1	0	0	0	6	0	3	0
18:00:00	36	2	0	0	24	1	0	0	0	0	0	0	1	0	0	0	6	0	3	0
18:15:00	36	0	0	0	24	0	0	0	0	0	0	0	1	0	0	0	6	0	3	0
18:15:15	36	0	0	0	24	0	0	0	0	0	0	0	1	0	0	0	6	0	3	0
10.10.10	30	- 0						- 0	"	- 0	- 0	- 0		0	- 0	- 0	"	- 0		- 0



		Passen	ger Cars -	- East Ap	proach			Tru	icks - Eas	t Approa	ch			В	uses - Ea	st Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ıht	East (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	11	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	14	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	21	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	29	8	5	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	36	7	6	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0
8:15:00	0	0	48	12	7	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0
8:30:00	0	0	61	13	7	0	0	0	4	3	0	0	0	0	2	1	0	0	0	0
8:45:00	0	0	70	9	7	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0
9:00:00	0	0	85	15	7	0	0	0	5	1	0	0	0	0	2	0	0	0	0	0
9:15:00	0	0	95	10	7	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0
9:30:00	0	0	101	6	7	0	0	0	7	2	0	0	0	0	2	0	0	0	0	0
9:45:00	0	0	101	0	7	0	0	0	7	0	0	0	0	0	2	0	0	0	0	0
15:00:00	0	0	101	0	7	0	0	0	7	0	0	0	0	0	2	0	0	0	0	0
15:15:00	0	0	108	7	7	0	0	0	7	0	0	0	0	0	3	1	0	0	0	0
15:30:00	Ö	0	123	15	10	3	0	0	7	0	0	0	0	0	4	1	0	0	0	0
15:45:00	Ö	0	137	14	10	0	0	0	7	0	0	0	0	0	4	0	0	0	0	0
16:00:00	Ö	0	147	10	15	5	0	0	7	0	0	0	0	0	4	0	0	0	0	0
16:15:00	0	0	150	3	15	0	0	0	7	0	0	0	0	0	4	0	0	0	0	0
16:30:00	0	0	160	10	17	2	0	0	7	0	0	0	0	0	4	0	0	0	0	0
16:45:00	0	0	174	14	19	2	0	0	7	0	0	0	0	0	4	0	0	0	0	0
17:00:00	0	0	184	10	22	3	0	0	7	0	0	0	0	0	4	0	0	0	0	0
17:15:00	0	0	190	6	23	1	0	0	7	0	0	0	0	0	4	0	0	0	0	0
17:30:00	0	0	206	16	27	4	0	0	7	0	0	0	0	0	4	0	0	0	0	0
17:45:00	0	0	212	6	29	2	0	0	7	0	0	0	0	0	4	0	0	0	0	0
18:00:00	0	0	215	3	29	0	0	0	7	0	0	0	0	0	4	0	0	0	0	0
18:15:00	0	0	215	0	29	0	0	0	7	0	0	0	0	0	4	0	0	0	0	0
18:15:15	0	0	215	0	29	0	0	0	7	0	0	0	0	0	4	0	0	0	0	0
10.13.13	"		213	- 0	23	- 0	- 0	0	- '	0	- 0		"	- 0	-	- 0	"	0	- 0	- 0
			1		1		I				I		1		I					



		Passeng	ger Cars -	South A	pproach			Truc	cks - Sout	h Appro	ach			Вι	ıses - Soı	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Ri	ght	Le	eft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00 18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	U	U	U	0	U	0	U	0	U	U	U	0	U	U	U	0	U	U	U
	1		1		I		1		1		l		1		I		I		1	



		i assem	ger Cars -	AACS! W	proacii			IIu	cks - Wes	t Approa	icn			ь	uses - We	est Appro	oacn		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	6	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:15:00	0	0	10	4	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0
7:30:00	0	0	17	7	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
7:45:00	1	1	24	7	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
8:00:00	2	1	36	12	0	0	0	0	2	2	0	0	2	0	1	0	0	0	0	0
8:15:00	3	1	45	9	0	0	0	0	2	0	0	0	2	0	3	2	0	0	0	0
8:30:00	4	1	51	6	0	0	0	0	2	0	0	0	3	1	3	0	0	0	0	0
8:45:00	4	0	56	5	0	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0
9:00:00	5	1	61	5	0	0	0	0	4	2	0	0	3	0	4	1	0	0	0	0
9:15:00	7	2	64	3	0	0	0	0	4	0	0	0	3	0	4	0	0	0	0	0
9:30:00	7	0	67	3	0	0	0	0	5	1	0	0	3	0	4	0	0	0	0	0
9:45:00	7	0	67	0	0	0	0	0	5	0	0	0	3	0	4	0	0	0	0	0
15:00:00	7	0	67	0	0	0	0	0	5	0	0	0	3	0	4	0	0	0	0	0
15:15:00	9	2	75	8	0	0	0	0	5	0	0	0	3	0	4	0	0	0	0	0
15:30:00	9	0	85	10	0	0	0	0	5	0	0	0	4	1	4	0	0	0	0	0
15:45:00	10	1	104	19	0	0	0	0	5	0	0	0	5	1	5	1	0	0	0	0
16:00:00	10	0	120	16	0	0	0	0	5	0	0	0	6	1	6	1	0	0	0	0
16:15:00	10	0	123	3	0	0	0	0	5	0	0	0	6	0	6	0	0	0	0	0
16:30:00	12	2	135	12	0	0	0	0	6	1	0	0	6	0	6	0	0	0	0	0
16:45:00	14	2	153	18	0	0	0	0	6	0	0	0	6	0	6	0	0	0	1	1
17:00:00	16	2	162	9	0	0	0	0	6	0	0	0	6	0	6	0	0	0	1	0
17:15:00	16	0	179	17	0	0	0	0	6	0	0	0	6	0	6	0	0	0	1	0
17:30:00	17	1	188	9	0	0	0	0	6	0	0	0	6	0	6	0	0	0	1	0
17:45:00	18	1	198	10	0	0	0	0	6	0	0	0	6	0	6	0	0	0	1	0
18:00:00	18	0	202	4	0	0	0	0	6	0	0	0	6	0	6	0	0	0	1	0
18:15:00	18	0	202	0	0	0	0	0	6	0	0	0	6	0	6	0	0	0	1	0
18:15:15	18	0	202	0	0	0	0	0	6	0	0	0	6	0	6	0	0	0	1	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 delay<sup>2</sup>.

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.

<sup>&</sup>lt;sup>1</sup> Transportation Research Board: Highway Capacity Manual 1965, 2000

<sup>&</sup>lt;sup>2</sup> 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** 



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDIV	VVDL	4	VVDIN	INDL	4	INDIX	JDL	4	JUIN
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	<u> </u>	Stop	32		Stop	20	1/	Free	5	0	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	0.91
Pedestrians	3	10	33		33	23	19	33	<u> </u>	9	20	
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)								None			None	
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	158	115	21	156	114	36	22			38		
vC1, stage 1 conf vol	136	113	21	130	114	30	22			36		
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)	7.1	0.0	0.2	7.1	0.5	0.2	4.1			4.2		
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		
					707	1034	1007			1310		
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	Α	A	A	Α								
Approach Delay (s)	9.2	9.5	2.5	2.2								
Approach LOS	Α	Α										
Intersection Summary												
Average Delay			6.4									
Intersection Capacity Utili	zation		14.8%	IC	U Level	of Servic	е		Α			
Analysis Period (min)			15									

	<b>→</b>	*	1	•	1	-
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			र्स	M	
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	Α	Α	Α			
Intersection Summary						
Delay			7.4			
Level of Service			Α			
Intersection Capacity Util	lization		18.5%	IC	U Level	of Service
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	M			ર્ન	ĵ.	
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	Α.0	1.3 A	0.0			
Approach Delay (s)	8.6	1.3	0.0			
Approach LOS	8.0 A	1.5	0.0			
•						
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utiliz	ation		18.8%	IC	CU Level o	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	1>		¥	02.1	
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	30	
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)		Hone	TTOTIC				
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	61				98	48	
vC1, stage 1 conf vol	01				30	10	
vC2, stage 2 conf vol							
vCu, unblocked vol	61				98	48	
tC, single (s)	4.1				6.6	6.2	
tC, 2 stage (s)					0.0	0.2	
tF (s)	2.2				3.7	3.3	
p0 queue free %	99				99	96	
cM capacity (veh/h)	1523				836	1012	
						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	Α		Α				
Approach Delay (s)	5.8	0.0	8.8				
Approach LOS			Α				
Intersection Summary							
Average Delay			4.3				
Intersection Capacity Util	lization		18.0%	IC	U Level	of Service	
Analysis Period (min)			15				
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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	f)		Y	
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	Α		Α			
Approach Delay (s)	0.7	0.0	8.6			
Approach LOS			Α			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Util	ization		13.3%	IC	U Level	of Service
Analysis Period (min)			15.570	, ,	o Ecver	J. JC. VICC
, marysis i criod (iiiii)			1.5			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	<b>^</b>	f)		W	
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	Α			В		
Approach Delay (s)	0.5		0.0	14.1		
Approach LOS				В		
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utili	ization		26.9%	IC	U Level	of Service
Analysis Period (min)			15			
			13			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	13			र्स	M	
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	В	Α	В			
Intersection Summary						
Delay			11.6			
Level of Service			В			
Intersection Capacity Util	lization		44.5%	IC	:U Level	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	f)		M	
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	Α		Α			
Approach Delay (s)	0.9	0.0	8.8			
Approach LOS			Α			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utili	ization		16.2%	IC	U Level	of Service
Analysis Period (min)			15			
			-5			

Lane Configurations	Movement	•	-	•	-	20.00	-	•	T	-	-	Ţ	4
Lane Configurations		FRI	FRT	FRR	W/RI	WRT	W/RR	NRI	NRT	NBR	SRI	SRT	SBR
Traffic Volume (veh/h) 1 29 28 3 13 7 26 20 5 17 41 Future Volume (Veh/h) 1 29 28 3 13 7 26 20 5 17 41 Future Volume (Veh/h) 1 29 28 3 13 7 26 20 5 17 41 Future Volume (Veh/h) 1 29 28 3 13 7 26 20 5 17 41 Future Volume (Veh/h) 1 29 28 3 13 7 26 20 5 17 41 Fire Sign Control Stop Free Free Free Grade -2% -2% -2% 0% -3% Peak Hour Factor 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.8				LDIT	*****		· · · ·	HUL		HUIN	352		JUN
Future Volume (Veh/h) 1 29 28 3 13 7 26 20 5 17 41  Sign Control Stop Stop Free  Grade -2% -2% -2% -0% -3% -3% -3% -3% -3% -3% -3% -2% -2% -2% -2% -2% -3% -3% -3% -3% -3% -3% -3% -3% -3% -3		1		28	2		7	26		5	17		4
Sign Control         Stop         Stop         Free         Free           Grade         -2%         -2%         0%         -3%           Peak Hour Factor         0.88	, , ,												4
Grade				20	J		,	20		<u> </u>	1/		
Peak Hour Factor 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.8	_		-			•							
Hourly flow rate (vph) 1 33 32 3 15 8 30 23 6 19 47  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  vC1, stage 1 conf vol  vC2, stage 2 conf vol  vC2, stage 2 conf vol  vC4, unblocked vol  tC, single (s)  7.1  6.5  6.2  7.1  6.5  6.2  7.1  6.5  6.2  7.1  6.5  6.2  7.1  6.5  6.2  7.1  6.5  6.2  7.1  6.5  6.2  7.1  6.5  6.2  7.1  6.5  6.2  7.1  6.5  6.2  7.1  6.5  6.2  7.1  7.1  7.2  7.2  7.2  7.3  7.3  7.4  7.4  7.4  7.5  7.5  7.5  7.5  7.5		N 88		N 88	U 88		N 88	U 88		0.88	U 88		0.88
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 vC2, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol vC5, stage 2 conf vol vC6, stage 1 conf vol vC7, stage 1 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, unblocked vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 2 conf vol vC9, unblocked vol vC9, stage 1 conf vol vC9, stage 2 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 2 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 2 conf vol vC1, stage 1 conf vol vC1, stage 2 conf vol vC1, stage 1 conf vol vC2, stage 2 conf vol vC1, stage 1 conf vol vC2, stage 2 conf vol vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, stage 1 conf vol vC2, stage 2 conf vol vC3, stage 2 conf vol vC4, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC3, stage 2 conf vol vC4, stage 2 conf vol vC4, stage 2 conf vol vC4, stage 2 conf vol vC5, stage 2 conf vol vC4, stage 2 conf vol vC5, stage 2 conf vol vC6, stage 2 conf													5
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  VC1, stage 1 conf vol  VC2, stage 2 conf vol  VC4, unblocked vol  189  176  50  222  176  26  52  29  176  26  52  29  176  176  176  176  176  177  178  178			55	32	J	13		50	23	<u> </u>	15	<del> </del>	J
Walking Speed (m/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (m) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, 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 # EB1 WB1 NB1 SB1 Volume Total 66 26 59 71 Volume Total 66 26 59 71 Volume Left 1 3 30 19													
Percent Blockage Right turn flare (veh)  Median type  None	· ·												
Right turn flare (veh)  Median type  None													
Median type       None       None         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         pO 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       71       71       72       73       74	_												
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	-								None			None	
Upstream signal (m) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tF (s) 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5									None			140110	
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tF (s) p0 queue free % cM capacity (veh/h) display="1"> 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													
vC, conflicting volume 189 176 50 222 176 26 52  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  tC, 2 stage (s)  tF (s) 3.5 4.0 3.3 3.5 4.0 3.3 2.2  p0 queue free % 100 95 97 100 98 99 98  99  cM capacity (veh/h) 739 693 1025 673 699 1056 1567  Direction, Lane # EB 1 WB 1 NB 1 SB 1  Volume Total 66 26 59 71  Volume Left 1 3 30 19													
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	•	189	176	50	222	176	26	52			29		
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		103	1,0	30		1,0		<u> </u>					
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													
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	_	189	176	50	222	176	26	52			29		
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	-												
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													
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		3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
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											99		
Volume Total         66         26         59         71           Volume Left         1         3         30         19	-			1025									
Volume Left 1 3 30 19	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	Volume Right	32	8	6	5								
cSH 823 776 1567 1565		823	776	1567	1565								
Volume to Capacity 0.08 0.03 0.02 0.01	Volume to Capacity	0.08	0.03	0.02	0.01								
Queue Length 95th (m) 2.1 0.8 0.5 0.3		2.1	0.8	0.5	0.3								
Control Delay (s) 9.8 9.8 3.8 2.0	Control Delay (s)	9.8	9.8	3.8	2.0								
Lane LOS A A A A		Α		Α	Α								
Approach Delay (s) 9.8 9.8 3.8 2.0	Approach Delay (s)	9.8	9.8	3.8	2.0								
Approach LOS A A	Approach LOS	Α	Α										
Intersection Summary	Intersection Summary												
Average Delay 5.7	Average Delay			5.7									
Intersection Capacity Utilization 15.1% ICU Level of Service A	Intersection Capacity Utili	zation		15.1%	IC	CU Level	of Servic	e		Α			
Analysis Period (min) 15	Analysis Period (min)			15									

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			ર્સ	Y	
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	Α	Α	Α			
Intersection Summary						
Delay			7.1			
Level of Service			Α			
Intersection Capacity Util	lization		17.8%	IC	U Level	of Service
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	A			ર્ન	<b>f</b>	
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	Α	Α				
Approach Delay (s)	9.2	2.6	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Util	ization		19.1%	10	CU Level	of Service
Analysis Period (min)			15			
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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	4	<b>1</b>	VVDI	¥.	JUIN	
Traffic Volume (veh/h)	40	24	15	7	18	26	
Future Volume (Veh/h)	40	24	15	7	18	26	
Sign Control	40	Free	Free		Stop	20	
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	42	25	10	,	19	21	
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)		None	None				
Median type		None	none				
Median storage veh)							
Upstream signal (m)							
pX, platoon unblocked	22				120	20	
vC, conflicting volume	23				128	20	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	22				420	20	
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	А		Α				
Approach Delay (s)	4.7	0.0	9.0				
Approach LOS			Α				
Intersection Summary							
Average Delay			5.3				
Intersection Capacity Util	lization		20.1%	ıc	الميما	of Service	
Analysis Period (min)	112011011		15	10	o revel	or service	
Analysis Periou (min)			15				

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	f)		14		
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	А		Α				
Approach Delay (s)	1.1	0.0	8.6				
Approach LOS			Α				
Intersection Summary							
Average Delay			1.1				
Intersection Capacity Util	ization		18.1%	IC	U Level	of Service	
Analysis Period (min)			15				
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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	<b>↑</b>	f)		N.	
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	Α			В		
Approach Delay (s)	0.5		0.0	13.0		
Approach LOS				В		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utili	ization		29.1%	IC	U Level	of Service
Analysis Period (min)			15			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			र्स	A	
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	В	Α	В			
Intersection Summary						
Delay			10.4			
Level of Service			В			
Intersection Capacity Util	lization		46.8%	IC	U Level	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1	WBIT	¥	3511	
Traffic Volume (veh/h)	6	55	48	8	2	5	
Future Volume (Veh/h)	6	55	48	8	2	5	
Sign Control	<u> </u>	Free	Free	<u> </u>	Stop	<u> </u>	
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	0	70	01	10	<u> </u>	U	
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage veh)		None	NOTIC				
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	71				152	66	
vC1, stage 1 conf vol	/1				132	UU	
vC2, stage 2 conf vol							
vCu, unblocked vol	71				152	66	
tC, single (s)	4.6				6.4	6.4	
tC, 2 stage (s)	4.0				0.4	0.4	
tF (s)	2.7				3.5	3.5	
p0 queue free %	99				100	99	
cM capacity (veh/h)	1273				839	950	
					033	330	
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	Α		Α				
Approach Delay (s)	0.9	0.0	9.0				
Approach LOS			Α				
Intersection Summary							
Average Delay			0.9				
Intersection Capacity Util	ization		17.9%	IC	U Level	of Service	Α
Analysis Period (min)			15				
7							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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								None			None	
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	А	Α	А	Α								
Approach Delay (s)	9.3	9.6	2.5	2.8								
Approach LOS	Α	Α										
Intersection Summary												
Average Delay			6.7									
Intersection Capacity Utili	ization		14.7%	IC	CU Level	of Servic	e		Α			
Analysis Period (min)			15									
,												

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	13			र्स	M	
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	Α	Α	Α			
Intersection Summary						
Delay			7.5			
Level of Service			Α			
Intersection Capacity Util	lization		19.2%	IC	:U Level	of Service
Analysis Period (min)			15			

200. Clara Street & Et	/a stree		_		+	4	•	<b>*</b>		7	1	٦
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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								None			None	
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	Α	Α	Α	Α								
Approach Delay (s)	8.8	9.5	0.9	0.5								
Approach LOS	Α	Α										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utili	zation		17.4%	IC	U Level	of Servic	e		Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		**	
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	30
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	30	72	55	20		J-1
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)		NOHE	NOTIE			
Upstream signal (m)						
· · · · · · · · · · · · · · · · · · ·						
pX, platoon unblocked	127				255	112
vC, conflicting volume	127				255	113
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	127				255	112
vCu, unblocked vol	127				255	113
tC, single (s)	4.1				6.6	6.2
tC, 2 stage (s)	2.2				2 7	2.2
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	А		Α			
Approach Delay (s)	4.2	0.0	9.4			
Approach LOS			Α			
Intersection Summary						
			4.2			
	ization			IC	U Level	of Service
					20.01	2. 22. 1.00
Average Delay Intersection Capacity Util Analysis Period (min)	ization		4.2 23.1% 15	IC	CU Level	of Service

	٠	<b>→</b>	+	1	/	4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	ĵ»		W	
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	<u> </u>					
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)		. 10110	.,,,,,,			
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	64				154	62
vC1, stage 1 conf vol	0-1				137	02
vC2, stage 2 conf vol						
vCu, unblocked vol	64				154	62
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)	7.1				0.4	0.2
tF (s)	2.2				3.5	3.3
p0 queue free %	97				99	93
cM capacity (veh/h)	1551				820	1009
civi capacity (veri/11)	1331				820	1003
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	А		Α			
Approach Delay (s)	6.0	0.0	9.0			
Approach LOS			А			
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utili	ization		19.6%	ıc	الميما	of Service
	12411011			IC	.o Level	oi sei vice
Analysis Period (min)			15			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	<b>^</b>	f)		W	
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	0.0	0.0	20.5 C		
Approach Delay (s)	1.5		0.0	20.3		
Approach LOS	1.5		0.0	20.5 C		
Intersection Summary						
			ГЭ			
Average Delay	ization		5.3	10	Hilougi	of Comiles
Intersection Capacity Util	ization		41.1%	IC	U Level	of Service
Analysis Period (min)			15			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	13			र्स	M	
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	В	Α	С			
Intersection Summary						
Delay			13.3			
Level of Service			В			
Intersection Capacity Util	lization		49.2%	IC	:U Level d	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	7		14	
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	Α		Α			
Approach Delay (s)	0.9	0.0	8.9			
Approach LOS			Α			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Util	ization		16.2%	IC	U Level	of Service
Analysis Period (min)			15			
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500. North Street & S	٠	Village	_		_	4	1	*		Ι.		1
		-	*	•	200		7			•	+	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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								None			None	
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	Α	Α	Α									
Approach Delay (s)	8.6	9.0	1.6	0.0								
Approach LOS	Α	Α										
Intersection Summary												
Average Delay			6.1									
Intersection Capacity Utili	ization		21.0%	IC	U Level	of Servic	e		Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		1>			र्स	
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	Α	2.0	A				
Approach Delay (s)	9.1	0.0	1.2				
Approach LOS	Α	5.0					
Intersection Summary							
Average Delay			2.6				
Intersection Capacity Utiliz	zation		16.9%	10	ILLough	of Service	,
	ZatiOH			iC	o revel	or service	=
Analysis Period (min)			15				

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			ર્ન	1₃	
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)				None	TAOTIC	
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	97	43	43			
vC1, stage 1 conf vol	31	43	43			
vC2, stage 2 conf vol						
vCu, unblocked vol	97	43	43			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	0.4	0.2	4.1			
tF (s)	3.5	2.2	2.2			
	100	3.3 97	99			
p0 queue free %						
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	Α	Α				
Approach Delay (s)	8.6	2.9	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Util	ization		18.6%	10	Ulevel	of Service
Analysis Period (min)			15		20 20 701	
ranging remod (mm)			13			

100. Kicilliolia Street	set & Marion Street											Traine
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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								None			None	
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	В	Α	Α	Α								
Approach Delay (s)	10.1	9.9	3.8	2.8								
Approach LOS	В	Α										
Intersection Summary												
Average Delay			6.3									
Intersection Capacity Utili	ization		15.0%	IC	U Level	of Servic	e		Α			
Analysis Period (min)			15									
,												

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	13			सी	M	
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	Α	Α	Α			
Intersection Summary						
Delay			7.2			
Level of Service			Α			
Intersection Capacity Util	lization		18.3%	IC	:U Level	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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								None			None	
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	А	Α	Α	Α								
Approach Delay (s)	9.0	9.9	1.1	1.2								
Approach LOS	Α	Α										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utili	ization		18.1%	IC	U Level	of Servic	e		Α			
Analysis Period (min)			15									
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EBL	EBT	WBT	WBR	SBL	SBR
104		64	13		65
		64			65
				-	
0.96			0.96		0.96
					68
100	100	0,			
	None	None			
	NOTIE	NOTIE			
01				206	74
91				390	74
04				200	74
					74
4.1				6.4	6.3
				0.5	
					3.4
					93
1517				560	974
EB 1	WB 1	SB 1			
108	0				
0	14				
1517	1700	839			
0.07	0.05	0.10			
1.8	0.0	2.8			
4.1	0.0	9.8			
А		Α			
4.1	0.0	9.8			
		Α			
		4.5			
zation			IC	U Level	of Service
	104 104 0.96 108 81 81 4.1 2.2 93 1517 EB 1 214 108 0 1517 0.07 1.8 4.1 A	104 102 104 102 Free -1% 0.96 0.96 108 106  None  81  81 4.1  2.2 93 1517  EB 1 WB 1 214 81 108 0 0 14 1517 1700 0.07 0.05 1.8 0.0 4.1 0.0 A 4.1 0.0	104   102   64     104   102   64     Free	104 102 64 13 104 102 64 13 Free Free -1% -2% 0.96 0.96 0.96 0.96 108 106 67 14  None None  81  81  4.1  2.2  93 1517  EB 1 WB 1 SB 1  214 81 87 108 0 19 0 14 68 1517 1700 839 0.07 0.05 0.10 1.8 0.0 2.8 4.1 0.0 9.8 A A A 4.1 0.0 9.8 A A 4.5 22.50 Eation 29.5% IC	104 102 64 13 18 104 102 64 13 18 Free Free Stop -1% -2% -1% 0.96 0.96 0.96 0.96 0.96 108 106 67 14 19  None None  81 396  81 396  4.1 6.4  2.2 3.5 93 97 1517 560  EB 1 WB 1 SB 1 214 81 87 108 0 19 0 14 68 1517 1700 839 0.07 0.05 0.10 1.8 0.0 2.8 4.1 0.0 9.8 A A A 4.1 0.0 9.8 A A 4.5 Exaction 29.5% ICU Level

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		**	
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)		Hone	TTOTIC			
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	39				326	34
vC1, stage 1 conf vol	33				320	<u> </u>
vC2, stage 2 conf vol						
vCu, unblocked vol	39				326	34
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)	7.1				0.4	0.2
tF (s)	2.2				3.5	3.3
p0 queue free %	93				99	93
cM capacity (veh/h)	1584				623	1046
					023	1040
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	Α		Α			
Approach Delay (s)	5.2	0.0	9.0			
Approach LOS			Α			
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Util	ization		23.6%	IC	U Level	of Service
Analysis Period (min)			15			
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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	<b>^</b>	ĵ.		14	
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	Α	0.0	0.0	C		
Approach Delay (s)	1.7		0.0	17.4		
Approach LOS	1.,		0.0	C		
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utili	ization		39.5%	ıc	Hevel	of Service
Analysis Period (min)	12811011		15	ic	O LEVEL	or service
Analysis Feriou (IIIII)			13			

	<b>→</b>	*	1	•	1	1
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	13			र्स	M	•
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	В	Α	В			
Intersection Summary						
Delay			12.1			
Level of Service			В			
Intersection Capacity Util	lization		50.9%	IC	:U Level	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	f)		Y		
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	Α	0.0	Α				
Approach Delay (s)	0.9	0.0	9.2				
Approach LOS	0.5	0.0	Α.				
•							
Intersection Summary			1.2				
Average Delay			1.2		111	-f C-::::	
Intersection Capacity Utili	ization		17.9%	IC	.u Level	of Service	
Analysis Period (min)			15				

500. North Street & 5	٠	village			_	4	1	*		Ι.		1
		<b>→</b>	*	*	2.5		7				*	•
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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								None			None	
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	Α	Α	Α									
Approach Delay (s)	8.9	9.2	1.7	0.0								
Approach LOS	Α	Α										
Intersection Summary												
Average Delay			4.7									
Intersection Capacity Utili	zation		24.9%	IC	U Level	of Servic	e		Α			
Analysis Period (min)			15		,		-		,,			

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	1	-	T		-	+
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		<b>f</b>			र्स
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	Α	0.5	Α			
Approach Delay (s)	9.2	0.0	1.7			
Approach LOS	Α	3.0	±.,			
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utili	ization		20.2%	10	Hlevel	of Service
Analysis Period (min)	12011			iC	o revel	or service
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			ર્ન	1₃	
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	1,0	30	30			
vC2, stage 2 conf vol						
vCu, unblocked vol	178	38	38			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	0.7	0.2	7.4			
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	Α	Α				
Approach Delay (s)	8.6	3.0	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Util	ization		21.7%	IC	CU Level	of Service
Analysis Period (min)			15			
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