

MEMORANDUM

DATE: 04/08/2025

ATTENTION: Kevin Hixson

PREPARED BY: Scott Seperack, EIT

EMAIL: sseperack@blcompanies.com

PROJECT NAME: Proposed Development

PROJECT NUMBER: 2301467

SUBJECT: Traffic Overview Memo

Introduction

The purpose of this overview is to describe the traffic environment in the vicinity of a proposed self-storage facility at 35 Commerce Road in Stamford, CT. Extra Space Storage currently operates a self-storage facility on this property, and is seeking approval to build an additional self-storage building containing $\pm 61,000$ square foot of floor area. It is anticipated that the development of this Site will have little to no impact on traffic operations.

The Site is located along the northerly side of Commerce Road, approximately 0.15 miles northwest of the I-95 Southbound Exit 6 On Ramp. It has various connections to the adjacent roadways, including US Route 1 (West Main Street) to its north, Commerce Road to its south, and Harvard Avenue to its east. The Site is in the M-L (Light Industrial) zone, according to the City Zoning Map. There is residential zoning east of the Site, on the easterly side of Harvard Avenue. The Site is proposed to utilize four existing curb cuts: one along US Route 1 (West Main Street), two along Commerce Road, and one along Harvard Avenue. There is a third curb cut along Commerce Road, but it is shown to be removed as part of this Site's development. See **Figure 1** for a Location Map with the Site highlighted in yellow. Traffic counts were collected on Thursday, November 14th, 2024 for weekday counts and Saturday, November 16th, 2024 for weekend counts, the locations of which are graphically shown in **Figure 2** in the **Appendix**.

Visibility along US Route 1 (West Main Street), Commerce Road, and Harvard Avenue from the existing access points appear to be sufficient. It is recommended that any vegetation adjacent to the curb cuts be trimmed should it grow and impede sightlines in the future.



Figure 1 – Location Map

Transportation Network

US Route 1 (West Main Street) is an east-west oriented principal arterial, five-lane facility where one existing drive accesses the Site. There are two Connecticut Department of Transportation (CTDOT) traffic counters approximately 0.2 miles west and east of the Site, near the Stamford/Greenwich border and immediately east of West Avenue, respectively. The maximum Annualized Average Daily Traffic (AADT) recorded between these two locations is approximately 13,000 vehicles per day (vpd), recorded in January 2024. The posted speed limit along US Route 1 in the vicinity of this Site is 25 miles per hour (mph). Roadway illumination is present, and sidewalks are on both sides of the US Route 1 in this area.

Harvard Avenue is a north-south oriented major collector, with one lane in each direction north of Commerce Road. In this segment of Harvard Avenue, a painted shoulder approximately 8 feet wide, exists on the easterly side of the road. The shoulder on the westerly side varies between two and four feet wide. South of Commerce Road, Harvard Avenue is a four-lane facility. Available data collected by CTDOT records the AADT along Harvard Avenue at approximately 5,600 vpd, recorded in August 2020. North of the existing Site drive, sidewalks are present on both sides of the road. South of

the Site Drive, sidewalks are present only on the easterly side of the road. Roadway illumination is present along Harvard Avenue in the vicinity of the Site.

Commerce Road is an east-west oriented local road, with one lane in each direction, on the southerly side of the Site. There is perpendicular on-street parking on the opposite side of Commerce Road at the Site Drives. No sidewalks are present along Commerce Road and roadway illumination is present in the vicinity of the Site along Commerce Road.

CTTransit operates two routes along US Route 1 along the Site, Routes 311 and 312. Route 311 (Port Chester) operates between the Stamford Transportation Center and Liberty Square in Port Chester, NY. Route 312 (West Main Street) operates between the Stamford Transportation Center and Stamford's west end.

A summary of three years (1/1/22-12/31/24) of crash data from the Connecticut Crash Data Repository indicated that there were 54 crashes within the vicinity of the Site, at intersections or along the roadway segments. Crash data was collected at US Route 1 (West Main Street) at Commerce Road (12 crashes), US Route 1 (West Main Street) at Harvard Avenue (19 crashes), and Harvard Avenue at Commerce Road (5 crashes). Crash data was also collected along roadway segments that connect these intersections. 10 crashes took place along the segment of US Route 1 between Commerce Road and Harvard Avenue, 7 crashes took place along Harvard Avenue between US Route 1 (West Main Street) and Commerce Road, and 1 crash took place along Commerce Road between US Route 1 (West Main Street) and Harvard Avenue. The most common crash type was "Front to Rear" at forty-four percent (44%), followed by "Sideswipe, Same Direction" at twenty-six percent (26%), and "Angle" at twenty percent (20%). There was one fatal injury that took place at the intersection of US Route 1 (West Main Street) and Commerce Road. A pedestrian was struck while crossing West Main Street.

Site Traffic Generation

Site trip generation, or the projected volume of traffic generated by the Site, is estimated based on land use. **Table 1** below shows projected trip generation, based on data obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Based on empirical studies of similar uses, the new building is projected to generate 5 total trips (3 enter / 2 exit) during the AM commuter peak hour, 9 total trips (4 enter / 5 exit) during the PM commuter peak hour, and 10 total trips (6 enter / 4 exit) during the Saturday midday peak hour.

Table 1 – Peak Hour Trip Generation

(ITE Land Use Code) – Land Use	Development Size	AM Peak Hour	PM Peak Hour	Saturday Midday Peak Hour
(151) – Mini Warehouse	±61 KSF	5 Total 3 Enter / 2 Exit	9 Total 4 Enter / 5 Exit	10 Total 6 Enter / 4 Exit

Existing Conditions Capacity Analysis

The existing traffic operations were analyzed to assess the performance of the transportation network adjacent to the Site.

Unsignalized intersections are generally evaluated in terms of average side street delay, as well as the capacity of the roadway approach. This analysis is based on the random arrival of vehicles and the associated gaps generated by this random arrival within the traffic stream. There is no overall level of service for unsignalized intersections. The relationship between levels of service and average side street delay are summarized in **Table 2** below:

Table 2 – Unsignalized Intersection – Level of Service

<u>Level of Service</u> ¹	<u>Average Control Delay</u> (seconds per vehicle)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

¹If volume-to-capacity ratio is over 1.0 for a lane group, LOS F. Intersection and approach-based LOS is based solely on control delay.

It should be noted that unsignalized levels of service do not correspond to those for signalized intersections, nor do they constitute warrants for the installation of traffic control signals. It is also recognized that the methodology is overly conservative and that computations can indicate operations at poor levels of service (E or F) with very low side street volumes, although they often function without serious problems in the real world.

Capacity Analysis Results

Table 3 below shows the Peak Hour Traffic Operations with Level of Service (LOS) along with other traffic operational parameters. A detailed report of the analysis results can be found in the **Appendix**.

Table 3 – Peak Hour Traffic Operations

	Weekday AM	Weekday PM	Saturday Midday
	2024 Existing	2024 Existing	2024 Existing
Site Driveway #1 at Commerce Road	-	-	-
Commerce Road EB Left / Through	A/0.01/8/25	A/0.01/8/25	A/0.01/8/25
Site Driveway #1 SB Left / Right	B/0.02/10/25	B/0.02/12/25	B/0.02/12/25
Site Driveway #2 at Commerce Road	-	-	-
Commerce Road EB Left / Through	A/0.01/8/25	A/0.01/8/25	A/0.01/8/25
Site Driveway #1 SB Left / Right	B/0.02/10/25	B/0.02/12/25	B/0.02/12/25
Site Driveway #3 at Commerce Road	-	-	-
Commerce Road EB Left / Through	A/0.01/8/25	A/0.01/8/25	A/0.01/8/25
Site Driveway #1 SB Left / Right	B/0.02/10/25	B/0.02/12/25	B/0.02/12/25
Site Driveway #4 at Harvard Avenue	-	-	-
Site Driveway #4 EB Left / Right	C/0.03/15/25	B/0.03/14/25	B/0.02/13/25
Harvard Avenue NB Left / Through	A/0.01/9/25	A/0.01/8/25	A/0.01/8/25
Site Driveway #5 at US Route 1 (West Main Street)	-	-	-
US Route 1 (West Main Street) WB Left / Through	A/0.01/8/25	A/0.01/10/25	A/0.01/10/25
Site Driveway #5 NB Left / Through	B/0.02/13/25	C/0.03/16/25	B/0.04/14/25
Approaches - X/X.XX/XX/XXX – Level of Service/Volume to Capacity Ratio/Control Delay in seconds/95% Queue Length in ft			

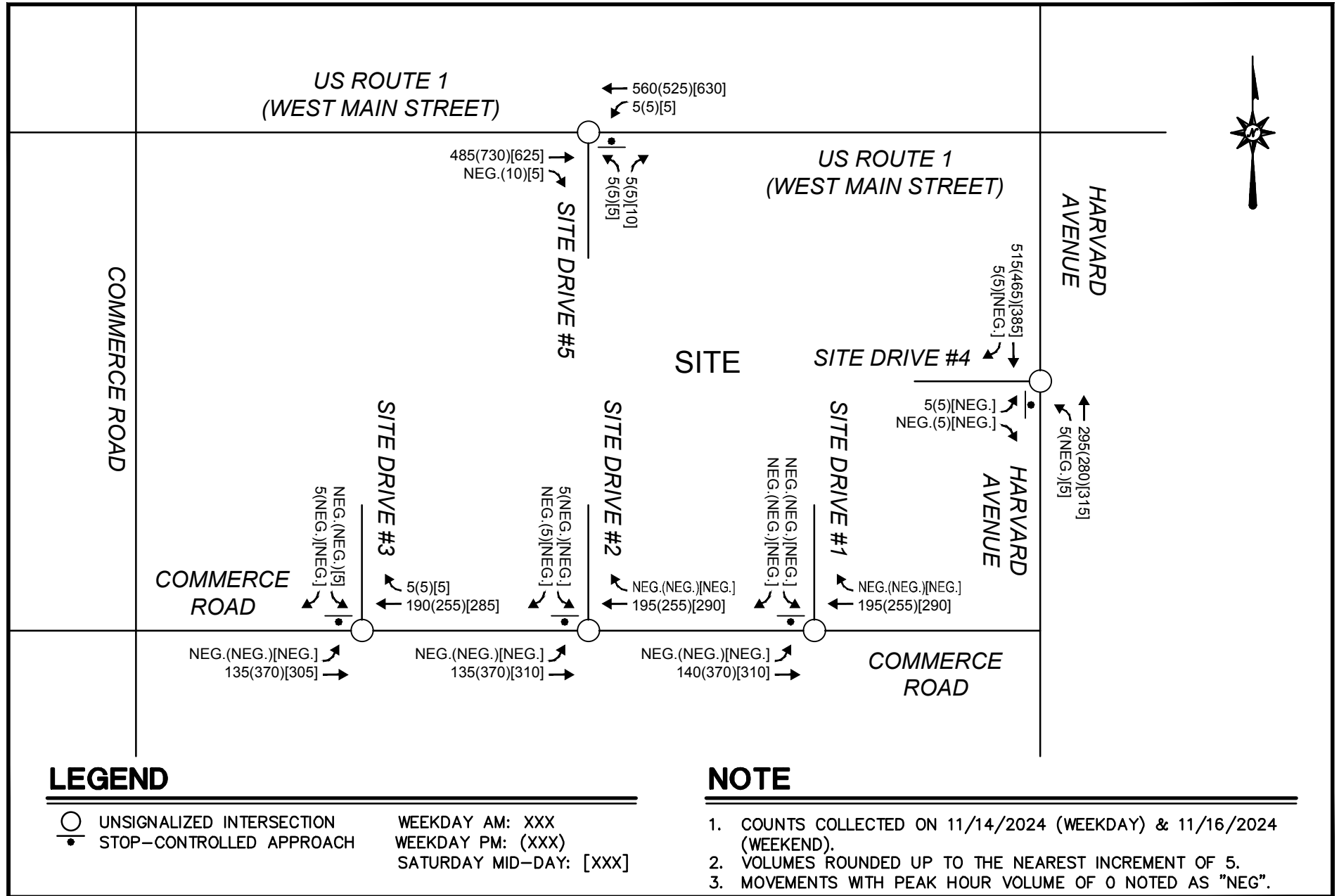
Conclusions

As shown in **Table 3**, all individual movements operate with acceptable LOS in the existing condition. No individual movement performs below a "C" and the projected maximum queue length at any driveway is 25 feet, approximately the length of one vehicle. Under ITE guidance, any development with more than 100 new peak hour trips is considered "significant". The proposed development is anticipated to generate no more than 10 new peak hour trips during the AM, PM, and Saturday midday peak hours. The development of this Site should have little to no impact on traffic operations. Adequate sight distance is available for egress from the Site.

This development is on a Site with at least 100,000 SF of gross floor area (GFA). As defined by the Office of State Traffic Administration (OSTA), if a development is part of a larger development that has at least 100,000 SF of GFA or at least 200 parking spaces, a review by OSTA is required. As no offsite traffic impacts are anticipated, an Administrative Decision would be obtained for the Site. An Encroachment Permit from CTDOT will be required for any work in the state right of way.

Appendix – Existing Traffic Volumes (2024)

4/4/2025, 5:58:23 PM, G:\JOBS\23\14\2301467\DWG\FLO230146701.DWG-FIGURE 2.



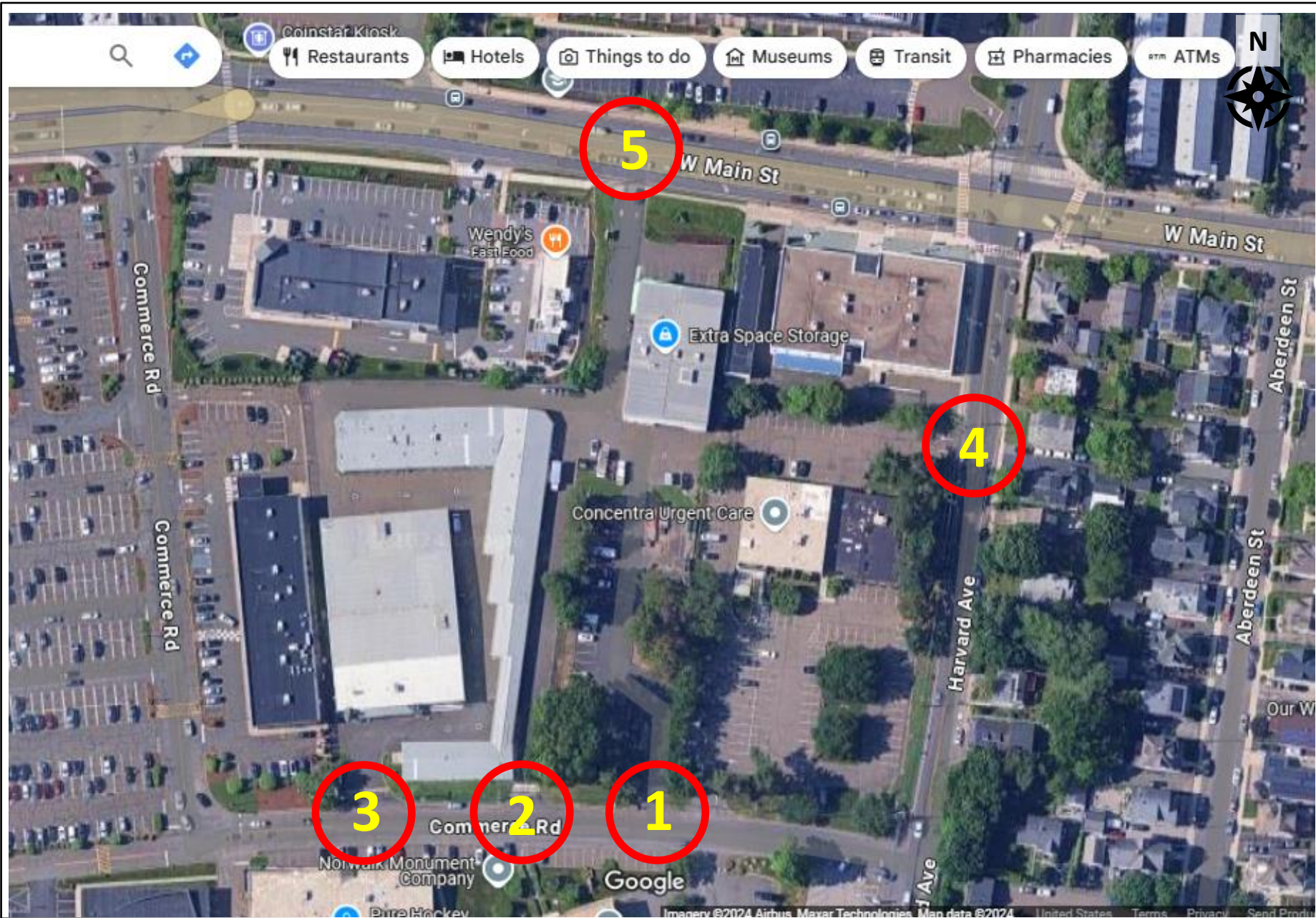
EXISTING TRAFFIC VOLUMES (2024)

PROPOSED DEVELOPMENT
 35 COMMERCE ROAD, STAMFORD, CT 06902
 SCHEMATIC, NOT TO SCALE

Project No. 2301467
 Date APRIL 2025

FIGURE 2

Appendix – Traffic Count Data



Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 1
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 1
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 40°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	40	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	40	0	0	0	38	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	29	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	54	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	48	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	51	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	40	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	39	0

Start Time	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	92	0	0	0	73	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	73	0	0	0	73	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	79	0	0	0	68	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	80	0	0	0	46	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	95	0	0	0	60	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	101	0	0	0	68	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	91	0	0	0	63	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	82	0	0	0	63	0

AM PEAK HOUR 7:45 AM to 8:45 AM	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	136	0	0	0	193	0
PHF	0.00				0.00				0.67				0.89			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	0.0%	0.0%	0.0%	3.6%	0.0%

PM PEAK HOUR 5:00 PM to 6:00 PM	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	369	0	0	0	254	0
PHF	0.00				0.00				0.91				0.93			
HV %	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%	1.2%	0.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 1
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 1
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 40°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0

Start Time	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:45 AM to 8:45 AM PHF	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	16	0	0	0	7	0
	0.00				0.00				0.80				0.44			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0
	0.00				0.00				0.58				0.63			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 1
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 1
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 40°F



PO Box 1723
 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

Start Time	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 5:00 PM to 6:00 PM	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 1
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 1
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	52	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	73	0	0	0	75	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	79	0	0	0	71	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	75	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	69	0	0	0	72	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	82	0	0	0	78	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	91	0	0	0	64	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	72	0

MID PEAK HOUR 12:00 PM to 1:00 PM	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	309	0	0	0	286	0
PHF	0.00				0.00				0.85				0.92			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	1.0%	0.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
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 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM <i>PHF</i>	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0
	0.00				0.00				0.50				0.63			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 1
 Location: Stamford, CT
 Street 1: Commerce Road
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 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

MID PEAK HOUR 12:00 PM to 1:00 PM	Northbound				Site Drive No. 1 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 2
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 2
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 40°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	40	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	40	0	0	0	38	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	31	0	0	0	29	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	25	0	0	0	54	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	48	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	51	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	40	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	40	0	0	0	39	0

Start Time	Northbound				Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	92	0	0	0	73	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	72	0	0	0	73	0
4:30 PM	0	0	0	0	0	1	0	1	0	0	78	0	0	0	68	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	79	0	0	0	46	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	95	0	0	0	60	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	101	0	0	0	68	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	91	0	0	0	63	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	82	0	0	0	63	0

AM PEAK HOUR 7:45 AM to 8:45 AM	Northbound				Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	1	0	0	0	0	135	0	0	0	193	0
PHF	0.00				0.25				0.66				0.89			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.9%	0.0%	0.0%	0.0%	3.6%	0.0%

PM PEAK HOUR 5:00 PM to 6:00 PM	Northbound				Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	1	0	0	369	0	0	0	254	0
PHF	0.00				0.25				0.91				0.93			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	1.2%	0.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 2
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 2
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 40°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0

Start Time	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:45 AM to 8:45 AM PHF	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	16	0	0	0	7	0
	0.00				0.00				0.80				0.44			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0
	0.00				0.00				0.58				0.63			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 2
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 2
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 40°F



PO Box 1723
 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Start Time	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 5:00 PM to 6:00 PM	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 2
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 2
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	52	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	71	0	0	0	75	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	79	0	0	0	71	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	75	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	69	0	0	0	72	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	82	0	0	0	78	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	91	0	0	0	64	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	72	0

MID PEAK HOUR 12:00 PM to 1:00 PM	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	309	0	0	0	286	0
PHF	0.00				0.00				0.85				0.92			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	1.0%	0.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 2
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 2
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM <i>PHF</i>	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0
	0.00				0.00				0.50				0.63			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 2
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 2
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 12:00 PM to 1:00 PM	Northbound				Site Drive No. 2 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 3
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 3
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 40°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	40	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	41	0	0	0	37	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	29	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	24	0	1	0	53	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	32	0	0	0	45	1
8:15 AM	0	0	0	0	0	0	0	1	0	0	26	0	0	0	52	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	53	0	0	0	40	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	37	2

Start Time	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	88	0	0	0	70	1
4:15 PM	0	0	0	0	0	0	0	1	0	1	73	0	0	0	73	0
4:30 PM	0	0	0	0	0	1	0	0	0	1	75	0	0	0	68	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	79	0	0	0	46	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	94	0	0	0	58	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	100	0	0	0	66	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	91	0	0	0	62	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	82	0	0	0	63	0

AM PEAK HOUR 7:45 AM to 8:45 AM	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	1	1	0	135	0	1	0	190	1
PHF	0.00				0.25				0.64				0.89			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	3.7%	0.0%

PM PEAK HOUR 5:00 PM to 6:00 PM	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	367	0	0	0	249	4
PHF	0.00				0.00				0.92				0.96			
HV %	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%	0.4%	50.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 3
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 3
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 40°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0

Start Time	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	15	0	0	0	7	1
	0.00				0.00				0.54				0.50			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0
	0.00				0.00				0.58				0.63			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 3
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 3
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 40°F



PO Box 1723
 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Start Time	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0

PM PEAK HOUR ¹ 5:00 PM to 6:00 PM	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 3
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 3
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	49	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	69	0	0	0	75	0
11:30 AM	0	0	0	0	0	0	0	0	0	1	76	0	0	0	66	1
11:45 AM	0	0	0	0	0	1	0	0	0	0	51	0	0	0	74	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	68	0	0	0	73	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	80	0	1	0	74	1
12:30 PM	0	0	0	0	0	1	0	0	0	0	89	0	0	0	61	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	68	1

MID PEAK HOUR 12:00 PM to 1:00 PM	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	1	0	0	0	0	303	0	1	0	276	5
PHF	0.00				0.25				0.85				0.93			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.4%	20.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 3
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 3
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM <i>PHF</i>	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0
	0.00				0.00				0.50				0.63			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 3
 Location: Stamford, CT
 Street 1: Commerce Road
 Street 2: Site Drive No. 3
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

MID PEAK HOUR 12:00 PM to 1:00 PM	Northbound				Site Drive No. 3 Southbound				Commerce Road Eastbound				Commerce Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	3	0	1	0	0	0	1	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 4
 Location: Stamford, CT
 Street 1: Harvard Avenue
 Street 2: Site Drive No. 4
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	56	0	0	0	87	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	84	0	0	0	112	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	57	0	0	0	135	1	0	0	0	0	0	0	0	0
7:45 AM	0	2	81	0	0	0	151	0	0	1	0	0	0	0	0	0
8:00 AM	0	0	72	0	0	0	114	2	0	0	0	0	0	0	0	0
8:15 AM	0	0	60	0	0	0	102	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	69	0	0	0	126	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	66	0	0	0	123	0	0	1	0	0	0	0	0	0

Start Time	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	63	0	0	0	95	2	0	1	0	1	0	0	0	0
4:15 PM	0	0	65	0	0	0	99	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	69	0	0	0	121	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	71	0	0	0	102	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	72	0	0	0	110	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	65	0	0	0	130	0	0	1	0	1	0	0	0	0
5:30 PM	0	0	68	0	0	0	100	1	0	1	0	0	0	0	0	0
5:45 PM	0	0	74	0	0	0	87	1	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	5	294	0	0	0	512	3	0	1	0	0	0	0	0	0
PHF	0.88				0.85				0.25				0.00			
HV %	0.0%	0.0%	8.8%	0.0%	0.0%	0.0%	4.3%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	277	0	0	0	463	1	0	1	0	2	0	0	0	0
PHF	0.96				0.89				0.38				0.00			
HV %	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 4
 Location: Stamford, CT
 Street 1: Harvard Avenue
 Street 2: Site Drive No. 4
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	10	0	0	0	7	0	0	1	0	0	0	0	0	0
8:00 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0

Start Time	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	26	0	0	0	22	0	0	1	0	0	0	0	0	0
	0.65				0.79				0.25				0.00			

PM PEAK HOUR 4:30 PM to 5:30 PM PHF	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	4	0	0	0	14	0	0	0	0	0	0	0	0	0
	0.50				0.70				0.00				0.00			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 4
 Location: Stamford, CT
 Street 1: Harvard Avenue
 Street 2: Site Drive No. 4
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 4
 Location: Stamford, CT
 Street 1: Harvard Avenue
 Street 2: Site Drive No. 4
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	71	0	0	0	93	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	80	0	0	0	78	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	93	0	0	0	91	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	73	0	0	0	98	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	75	0	0	0	106	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	71	0	0	0	89	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	66	0	0	0	97	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	70	0	0	0	91	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:30 AM to 12:30 PM	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1	1	312	0	0	0	384	0	0	0	0	0	0	0	0	0
PHF	0.84				0.91				0.00				0.00			
HV %	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 4
 Location: Stamford, CT
 Street 1: Harvard Avenue
 Street 2: Site Drive No. 4
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:15 AM to 12:15 PM <i>PHF</i>	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	12	0	0	0	10	0	0	0	0	0	0	0	0	0
	0.60				0.50				0.00				0.00			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 4
 Location: Stamford, CT
 Street 1: Harvard Avenue
 Street 2: Site Drive No. 4
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0

MID PEAK HOUR 11:30 AM to 12:30 PM	Harvard Avenue Northbound				Harvard Avenue Southbound				Site Drive No. 4 Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 5
 Location: Stamford, CT
 Street 1: West Main Street
 Street 2: Site Drive No. 5
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Site Drive No. 5 Northbound				Site Drive No. 5 Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	55	0	0	1	87	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	84	0	0	2	110	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	80	0	0	0	113	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	97	0	0	0	158	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	105	0	0	0	144	0
8:15 AM	0	1	0	1	0	0	0	0	0	0	113	0	0	1	150	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	134	0	0	0	133	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	129	0	0	1	133	0

Start Time	Site Drive No. 5 Northbound				Site Drive No. 5 Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	0	1	0	0	0	0	0	0	174	1	0	2	140	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	178	0	0	1	149	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	169	1	0	2	128	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	189	1	0	0	121	0
5:00 PM	0	2	0	1	0	0	0	0	0	0	190	1	0	0	130	0
5:15 PM	0	1	0	1	0	0	0	0	0	0	186	0	0	1	142	0
5:30 PM	0	1	0	1	0	0	0	0	0	0	165	4	0	0	132	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	155	0	0	1	150	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Site Drive No. 5 Northbound				Site Drive No. 5 Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	2	0	0	0	0	0	0	481	0	0	2	560	0
PHF	0.38				0.00				0.90				0.93			
HV %	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	7.1%	0.0%

PM PEAK HOUR 4:45 PM to 5:45 PM	Site Drive No. 5 Northbound				Site Drive No. 5 Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	4	0	4	0	0	0	0	0	0	730	6	0	1	525	0
PHF	0.67				0.00				0.96				0.92			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	16.7%	0.0%	0.0%	2.1%	0.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 5
 Location: Stamford, CT
 Street 1: West Main Street
 Street 2: Site Drive No. 5
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Site Drive No. 5 Northbound				Site Drive No. 5 Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	18	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	20	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	17	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	16	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	7	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0

Start Time	Site Drive No. 5 Northbound				Site Drive No. 5 Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	1	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	1	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	1	0	0	4	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF	Site Drive No. 5 Northbound				Site Drive No. 5 Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	1	0	0	0	0	0	0	14	0	0	0	71	0
	0.25				0.00				0.70				0.89			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Site Drive No. 5 Northbound				Site Drive No. 5 Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	33	1	0	2	13	0
	0.00				0.00				0.85				0.94			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTM #: Location 5
 Location: Stamford, CT
 Street 1: West Main Street
 Street 2: Site Drive No. 5
 Count Date: 11/14/2024
 Day of Week: Thursday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	11	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 8:00 AM to 9:00 AM	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	9	0	0	0	0	0	0	0	0	0	1	0	0

PM PEAK HOUR ¹ 4:45 PM to 5:45 PM	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	1

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 5
 Location: Stamford, CT
 Street 1: West Main Street
 Street 2: Site Drive No. 5
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	1	0	2	0	0	0	0	0	0	157	2	0	2	141	0
11:15 AM	0	1	0	4	0	0	0	0	0	0	145	0	0	1	159	0
11:30 AM	0	0	0	1	0	0	0	0	0	0	160	0	0	1	164	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	160	0	0	0	163	0
12:00 PM	0	1	0	1	0	0	0	0	0	0	144	1	0	0	127	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	159	0	0	2	164	0
12:30 PM	0	0	0	1	0	0	0	0	0	0	167	0	0	0	148	0
12:45 PM	0	0	0	1	0	0	0	0	0	0	165	1	0	1	159	0

MID PEAK HOUR 11:00 AM to 12:00 PM	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	0	7	0	0	0	0	0	0	622	2	0	4	627	0
PHF	0.45				0.00				0.98				0.96			
HV %	0.0%	0.0%	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	25.0%	2.7%	0.0%

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 5
 Location: Stamford, CT
 Street 1: West Main Street
 Street 2: Site Drive No. 5
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

HEAVY VEHICLES

Start Time	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
11:15 AM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	6	0
11:30 AM	0	0	0	1	0	0	0	0	0	0	4	0	0	1	8	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0

MID PEAK HOUR 11:00 AM to 12:00 PM <i>PHF</i>	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	2	0	0	0	0	0	0	17	0	0	1	17	0
	0.50				0.00				0.61				0.50			

Client: Michael Dion, P.E., PTOE
 Project #: 1600_1_BL
 BTD #: Location 5
 Location: Stamford, CT
 Street 1: West Main Street
 Street 2: Site Drive No. 5
 Count Date: 11/16/2024
 Day of Week: Saturday
 Weather: Clouds & Sun, 50°F



PO Box 1723
 Framingham, MA 01701

PEDESTRIANS & BICYCLES

Start Time	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	11	0	0	0	0	0	0	0	2	0	0	0	1
11:15 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	2
11:30 AM	0	0	0	8	0	0	0	0	0	1	0	0	0	0	0	0
11:45 AM	0	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0
12:00 PM	0	0	0	7	0	0	0	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0

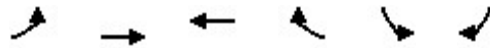
MID PEAK HOUR 11:00 AM to 12:00 PM	Site Drive No. 5 Northbound				Southbound				West Main Street Eastbound				West Main Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	29	0	0	0	0	0	2	0	2	0	2	0	3

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Appendix - Existing Conditions Synchro Outputs

Lanes, Volumes, Timings
 1: Commerce Road & Site Driveway #1

Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	5	140	195	5	5	5
Future Volume (vph)	5	140	195	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.996		0.932	
Fl _t Protected		0.998			0.976	
Satd. Flow (prot)	0	1699	1821	0	1694	0
Fl _t Permitted		0.998			0.976	
Satd. Flow (perm)	0	1699	1821	0	1694	0
Link Speed (mph)		25	25		20	
Link Distance (ft)		120	132		103	
Travel Time (s)		3.3	3.6		3.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	12%	4%	2%	2%	2%
Adj. Flow (vph)	6	156	217	6	6	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	162	223	0	12	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC

1: Commerce Road & Site Driveway #1

Timing Plan: AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	140	195	5	5	5
Future Vol, veh/h	5	140	195	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	12	4	2	2	2
Mvmt Flow	6	156	217	6	6	6

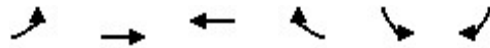
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	223	0	-	0	388 220
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	168 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1346	-	-	-	616 820
Stage 1	-	-	-	-	817 -
Stage 2	-	-	-	-	862 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1346	-	-	-	613 820
Mov Cap-2 Maneuver	-	-	-	-	613 -
Stage 1	-	-	-	-	813 -
Stage 2	-	-	-	-	862 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1346	-	-	-	702
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
 2: Commerce Road & Site Driveway #2

Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (vph)	5	135	195	5	5	5
Future Volume (vph)	5	135	195	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.996		0.932	
Fl _t Protected		0.998			0.976	
Satd. Flow (prot)	0	1699	1821	0	1694	0
Fl _t Permitted		0.998			0.976	
Satd. Flow (perm)	0	1699	1821	0	1694	0
Link Speed (mph)		25	25		20	
Link Distance (ft)		140	120		119	
Travel Time (s)		3.8	3.3		4.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	12%	4%	2%	2%	2%
Adj. Flow (vph)	6	150	217	6	6	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	156	223	0	12	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
2: Commerce Road & Site Driveway #2

Timing Plan: AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	135	195	5	5	5
Future Vol, veh/h	5	135	195	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	12	4	2	2	2
Mvmt Flow	6	150	217	6	6	6

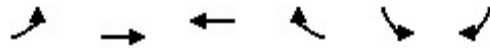
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	223	0	-	0	382 220
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	162 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1346	-	-	-	620 820
Stage 1	-	-	-	-	817 -
Stage 2	-	-	-	-	867 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1346	-	-	-	617 820
Mov Cap-2 Maneuver	-	-	-	-	617 -
Stage 1	-	-	-	-	813 -
Stage 2	-	-	-	-	867 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1346	-	-	-	704
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
 3: Commerce Road & Site Driveway #3

Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	5	135	190	5	5	5
Future Volume (vph)	5	135	190	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.996		0.932	
Fl _t Protected		0.998			0.976	
Satd. Flow (prot)	0	1714	1821	0	1694	0
Fl _t Permitted		0.998			0.976	
Satd. Flow (perm)	0	1714	1821	0	1694	0
Link Speed (mph)		25	25		20	
Link Distance (ft)		167	140		107	
Travel Time (s)		4.6	3.8		3.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	11%	4%	2%	2%	2%
Adj. Flow (vph)	6	153	216	6	6	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	159	222	0	12	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
 3: Commerce Road & Site Driveway #3

Timing Plan: AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	5	135	190	5	5	5
Future Vol, veh/h	5	135	190	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	11	4	2	2	2
Mvmt Flow	6	153	216	6	6	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	222	0	-	0	384 219
Stage 1	-	-	-	-	219 -
Stage 2	-	-	-	-	165 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1347	-	-	-	619 821
Stage 1	-	-	-	-	817 -
Stage 2	-	-	-	-	864 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1347	-	-	-	616 821
Mov Cap-2 Maneuver	-	-	-	-	616 -
Stage 1	-	-	-	-	813 -
Stage 2	-	-	-	-	864 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1347	-	-	-	704
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
 4: Harvard Avenue & Site Driveway #4

Timing Plan: AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	295	515	5
Future Volume (vph)	5	5	5	295	515	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1694	0	0	1743	1825	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1694	0	0	1743	1825	0
Link Speed (mph)	20			25	25	
Link Distance (ft)	147			197	119	
Travel Time (s)	5.0			5.4	3.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	9%	4%	2%
Adj. Flow (vph)	6	6	6	339	592	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	345	598	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
 4: Harvard Avenue & Site Driveway #4

Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	5	5	295	515	5
Future Vol, veh/h	5	5	5	295	515	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	9	4	2
Mvmt Flow	6	6	6	339	592	6

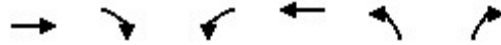
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	946	595	598	0	-	0
Stage 1	595	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	290	504	979	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	288	504	979	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	979	-	367	-	-
HCM Lane V/C Ratio	0.006	-	0.031	-	-
HCM Control Delay (s)	8.7	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
 5: Site Driveway #5 & West Main Street

Timing Plan: AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Volume (vph)	485	5	5	560	5	5
Future Volume (vph)	485	5	5	560	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Fr _t	0.998			0.932		
Fl _t Protected				0.976		
Satd. Flow (prot)	3465	0	0	3375	1694	0
Fl _t Permitted				0.976		
Satd. Flow (perm)	3465	0	0	3375	1694	0
Link Speed (mph)	35			35	20	
Link Distance (ft)	393			194	190	
Travel Time (s)	7.7			3.8	6.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	2%	2%	7%	2%	2%
Adj. Flow (vph)	495	5	5	571	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	500	0	0	576	10	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
 5: Site Driveway #5 & West Main Street

Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	485	5	5	560	5	5
Future Vol, veh/h	485	5	5	560	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	2	7	2	2
Mvmt Flow	495	5	5	571	5	5

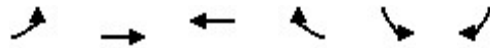
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	500	0	794
Stage 1	-	-	-	-	498
Stage 2	-	-	-	-	296
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1060	-	325
Stage 1	-	-	-	-	576
Stage 2	-	-	-	-	729
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1060	-	323
Mov Cap-2 Maneuver	-	-	-	-	323
Stage 1	-	-	-	-	576
Stage 2	-	-	-	-	724

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	-	-	1060	-
HCM Lane V/C Ratio	0.023	-	-	0.005	-
HCM Control Delay (s)	13.1	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
 1: Commerce Road & Site Driveway #1

Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	370	255	5	5	5
Future Volume (vph)	5	370	255	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.998		0.932	
Fl _t Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1859	0	1694	0
Fl _t Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1859	0	1694	0
Link Speed (mph)		30	25		30	
Link Distance (ft)		120	132		103	
Travel Time (s)		2.7	3.6		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	402	277	5	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	407	282	0	10	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	370	255	5	5	5
Future Vol, veh/h	5	370	255	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	402	277	5	5	5

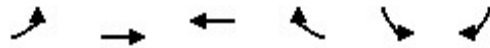
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	282	0	-	0	692 280
Stage 1	-	-	-	-	280 -
Stage 2	-	-	-	-	412 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1280	-	-	-	410 759
Stage 1	-	-	-	-	767 -
Stage 2	-	-	-	-	669 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1280	-	-	-	408 759
Mov Cap-2 Maneuver	-	-	-	-	408 -
Stage 1	-	-	-	-	763 -
Stage 2	-	-	-	-	669 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1280	-	-	-	531
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
 2: Commerce Road & Site Driveway #2

Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	5	370	255	5	5	5
Future Volume (vph)	5	370	255	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1859	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1859	0	1694	0
Link Speed (mph)		30	25		30	
Link Distance (ft)		140	120		119	
Travel Time (s)		3.2	3.3		2.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	402	277	5	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	407	282	0	10	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.5%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
 2: Commerce Road & Site Driveway #2

Timing Plan: PM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	370	255	5	5	5
Future Vol, veh/h	5	370	255	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	402	277	5	5	5

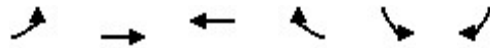
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	282	0	-	0	692 280
Stage 1	-	-	-	-	280 -
Stage 2	-	-	-	-	412 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1280	-	-	-	410 759
Stage 1	-	-	-	-	767 -
Stage 2	-	-	-	-	669 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1280	-	-	-	408 759
Mov Cap-2 Maneuver	-	-	-	-	408 -
Stage 1	-	-	-	-	763 -
Stage 2	-	-	-	-	669 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1280	-	-	-	531
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
 3: Commerce Road & Site Driveway #3

Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	370	255	5	5	5
Future Volume (vph)	5	370	255	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1859	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1859	0	1694	0
Link Speed (mph)		30	25		30	
Link Distance (ft)		167	140		107	
Travel Time (s)		3.8	3.8		2.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	398	274	5	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	403	279	0	10	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 33.5% ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC
 3: Commerce Road & Site Driveway #3

Timing Plan: PM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	5	370	255	5	5	5
Future Vol, veh/h	5	370	255	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	398	274	5	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	279	0	0	685	277
Stage 1	-	-	-	277	-
Stage 2	-	-	-	408	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1284	-	-	414	762
Stage 1	-	-	-	770	-
Stage 2	-	-	-	671	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1284	-	-	412	762
Mov Cap-2 Maneuver	-	-	-	412	-
Stage 1	-	-	-	766	-
Stage 2	-	-	-	671	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1284	-	-	-	535
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
 4: Harvard Avenue & Site Driveway #4

Timing Plan: PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	280	465	5
Future Volume (vph)	5	5	5	280	465	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1694	0	0	1861	1843	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1694	0	0	1861	1843	0
Link Speed (mph)	30			30	25	
Link Distance (ft)	147			197	119	
Travel Time (s)	3.3			4.5	3.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%
Adj. Flow (vph)	5	5	5	298	495	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	303	500	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
 4: Harvard Avenue & Site Driveway #4

Timing Plan: PM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	5	5	280	465	5
Future Vol, veh/h	5	5	5	280	465	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	5	5	5	298	495	5

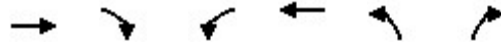
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	806	498	500	0	-	0
Stage 1	498	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	351	572	1064	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	349	572	1064	-	-	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1064	-	434	-	-
HCM Lane V/C Ratio	0.005	-	0.025	-	-
HCM Control Delay (s)	8.4	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
 5: Site Driveway #5 & West Main Street

Timing Plan: PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Volume (vph)	730	10	5	525	5	5
Future Volume (vph)	730	10	5	525	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Fr _t	0.998			0.932		
Fl _t Protected				0.976		
Satd. Flow (prot)	3492	0	0	3539	1694	0
Fl _t Permitted				0.976		
Satd. Flow (perm)	3492	0	0	3539	1694	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	393			194	190	
Travel Time (s)	7.7			3.8	4.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	17%	2%	2%	2%	2%
Adj. Flow (vph)	760	10	5	547	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	770	0	0	552	10	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.5%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 5: Site Driveway #5 & West Main Street

Timing Plan: PM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	730	10	5	525	5	5
Future Vol, veh/h	730	10	5	525	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	17	2	2	2	2
Mvmt Flow	760	10	5	547	5	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	770	0	1049
Stage 1	-	-	-	-	765
Stage 2	-	-	-	-	284
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	840	-	223
Stage 1	-	-	-	-	420
Stage 2	-	-	-	-	739
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	840	-	221
Mov Cap-2 Maneuver	-	-	-	-	221
Stage 1	-	-	-	-	420
Stage 2	-	-	-	-	732

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	325	-	-	840	-
HCM Lane V/C Ratio	0.032	-	-	0.006	-
HCM Control Delay (s)	16.4	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
 1: Commerce Road & Site Driveway #1

Timing Plan: SAT



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	5	310	290	5	5	5
Future Volume (vph)	5	310	290	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1859	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1859	0	1694	0
Link Speed (mph)		30	25		30	
Link Distance (ft)		120	132		103	
Travel Time (s)		2.7	3.6		2.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	333	312	5	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	338	317	0	10	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 30.3% ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC

1: Commerce Road & Site Driveway #1

Timing Plan: SAT

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	310	290	5	5	5
Future Vol, veh/h	5	310	290	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	333	312	5	5	5

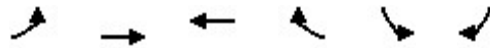
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	317	0	-	0	658 315
Stage 1	-	-	-	-	315 -
Stage 2	-	-	-	-	343 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1243	-	-	-	429 725
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	719 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1243	-	-	-	427 725
Mov Cap-2 Maneuver	-	-	-	-	427 -
Stage 1	-	-	-	-	736 -
Stage 2	-	-	-	-	719 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1243	-	-	-	537
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.9	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
 2: Commerce Road & Site Driveway #2

Timing Plan: SAT



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	5	310	290	5	5	5
Future Volume (vph)	5	310	290	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1859	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1859	0	1694	0
Link Speed (mph)		30	25		30	
Link Distance (ft)		140	120		119	
Travel Time (s)		3.2	3.3		2.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	333	312	5	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	338	317	0	10	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 2: Commerce Road & Site Driveway #2

Timing Plan: SAT

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	310	290	5	5	5
Future Vol, veh/h	5	310	290	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	333	312	5	5	5

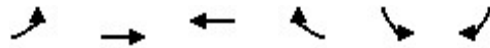
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	317	0	0	658	315
Stage 1	-	-	-	315	-
Stage 2	-	-	-	343	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1243	-	-	429	725
Stage 1	-	-	-	740	-
Stage 2	-	-	-	719	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1243	-	-	427	725
Mov Cap-2 Maneuver	-	-	-	427	-
Stage 1	-	-	-	736	-
Stage 2	-	-	-	719	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1243	-	-	-	537
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.9	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
 3: Commerce Road & Site Driveway #3

Timing Plan: SAT



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (vph)	5	305	285	5	5	5
Future Volume (vph)	5	305	285	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1854	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1854	0	1694	0
Link Speed (mph)		30	25		30	
Link Distance (ft)		167	140		107	
Travel Time (s)		3.8	3.8		2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	20%	2%	2%
Adj. Flow (vph)	5	324	303	5	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	329	308	0	10	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 3: Commerce Road & Site Driveway #3

Timing Plan: SAT

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	305	285	5	5	5
Future Vol, veh/h	5	305	285	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	20	2	2
Mvmt Flow	5	324	303	5	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	308	0	0	640	306
Stage 1	-	-	-	306	-
Stage 2	-	-	-	334	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1253	-	-	440	734
Stage 1	-	-	-	747	-
Stage 2	-	-	-	725	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1253	-	-	438	734
Mov Cap-2 Maneuver	-	-	-	438	-
Stage 1	-	-	-	743	-
Stage 2	-	-	-	725	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1253	-	-	-	549
HCM Lane V/C Ratio	0.004	-	-	-	0.019
HCM Control Delay (s)	7.9	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
 4: Harvard Avenue & Site Driveway #4

Timing Plan: SAT



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	315	385	5
Future Volume (vph)	5	5	5	315	385	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.998		
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1694	0	0	1826	1859	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1694	0	0	1826	1859	0
Link Speed (mph)	30			30	25	
Link Distance (ft)	147			197	119	
Travel Time (s)	3.3			4.5	3.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Adj. Flow (vph)	5	5	5	332	405	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	337	410	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.6%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Harvard Avenue & Site Driveway #4

Timing Plan: SAT

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	5	5	315	385	5
Future Vol, veh/h	5	5	5	315	385	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	5	5	5	332	405	5

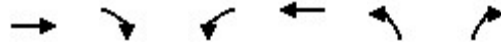
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	750	408	410	0	0
Stage 1	408	-	-	-	-
Stage 2	342	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	379	643	1149	-	-
Stage 1	671	-	-	-	-
Stage 2	719	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	377	643	1149	-	-
Mov Cap-2 Maneuver	377	-	-	-	-
Stage 1	668	-	-	-	-
Stage 2	719	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1149	-	475	-	-
HCM Lane V/C Ratio	0.005	-	0.022	-	-
HCM Control Delay (s)	8.1	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
 5: Site Driveway #5 & West Main Street

Timing Plan: SAT



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Volume (vph)	625	5	5	630	5	10
Future Volume (vph)	625	5	5	630	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Fr _t	0.999			0.910		
Fl _t Protected				0.984		
Satd. Flow (prot)	3502	0	0	3499	1418	0
Fl _t Permitted				0.984		
Satd. Flow (perm)	3502	0	0	3499	1418	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	393			194	190	
Travel Time (s)	7.7			3.8	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	25%	3%	2%	29%
Adj. Flow (vph)	644	5	5	649	5	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	649	0	0	654	15	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
5: Site Driveway #5 & West Main Street

Timing Plan: SAT

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	625	5	5	630	5	10
Future Vol, veh/h	625	5	5	630	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	25	3	2	29
Mvmt Flow	644	5	5	649	5	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	649	0	982 325
Stage 1	-	-	-	-	647 -
Stage 2	-	-	-	-	335 -
Critical Hdwy	-	-	4.6	-	6.84 7.48
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.45	-	3.52 3.59
Pot Cap-1 Maneuver	-	-	793	-	246 598
Stage 1	-	-	-	-	483 -
Stage 2	-	-	-	-	697 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	793	-	244 598
Mov Cap-2 Maneuver	-	-	-	-	244 -
Stage 1	-	-	-	-	483 -
Stage 2	-	-	-	-	690 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	-	-	793	-
HCM Lane V/C Ratio	0.038	-	-	0.007	-
HCM Control Delay (s)	14.3	-	-	9.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-