

**Figure 4.2**

**Peak Parking Accumulation**



# **Appendix A**

**Existing Year**

**Level of Service Conditions**

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# HCM Unsignalized Intersection Capacity Analysis

7: Int

Baseline

|                                   | ↙    | ↖    | ↑     | ↗                    | ↘    | ↓    |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Movement                          | WBL  | WBR  | NBT   | NBR                  | SBL  | SBT  |
| Lane Configurations               | ↔    |      | ↔     |                      | ↔    |      |
| Sign Control                      | Stop |      | Free  |                      | Free |      |
| Grade                             | 0%   |      | 0%    |                      | 0%   |      |
| Volume (veh/h)                    | 13   | 14   | 841   | 23                   | 7    | 476  |
| Peak Hour Factor                  | 0.92 | 0.92 | 0.92  | 0.92                 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 14   | 15   | 914   | 25                   | 8    | 517  |
| Pedestrians                       | 18   |      | 14    |                      |      |      |
| Lane Width (m)                    | 3.7  |      | 3.7   |                      |      |      |
| Walking Speed (m/s)               | 1.2  |      | 1.2   |                      |      |      |
| Percent Blockage                  | 2    |      | 1     |                      |      |      |
| Right turn flare (veh)            |      |      |       |                      |      |      |
| Median type                       | None |      |       |                      |      |      |
| Median storage (veh)              |      |      |       |                      |      |      |
| Upstream signal (m)               |      |      |       |                      |      |      |
| pX, platoon unblocked             |      |      |       |                      |      |      |
| vC, conflicting volume            | 1491 | 945  |       |                      | 957  |      |
| vC1, stage 1 conf vol             |      |      |       |                      |      |      |
| vC2, stage 2 conf vol             |      |      |       |                      |      |      |
| vCu, unblocked vol                | 1491 | 945  |       |                      | 957  |      |
| tC, single (s)                    | 6.4  | 6.3  |       |                      | 4.1  |      |
| tC, 2 stage (s)                   |      |      |       |                      |      |      |
| tF (s)                            | 3.5  | 3.4  |       |                      | 2.2  |      |
| p0 queue free %                   | 89   | 95   |       |                      | 99   |      |
| cM capacity (veh/h)               | 132  | 306  |       |                      | 715  |      |
| Direction, Lane #                 | WB 1 | NB 1 | SB 1  |                      |      |      |
| Volume Total                      | 29   | 939  | 525   |                      |      |      |
| Volume Left                       | 14   | 0    | 8     |                      |      |      |
| Volume Right                      | 15   | 25   | 0     |                      |      |      |
| cSH                               | 188  | 1700 | 715   |                      |      |      |
| Volume to Capacity                | 0.16 | 0.55 | 0.01  |                      |      |      |
| Queue Length (m)                  | 4.1  | 0.0  | 0.2   |                      |      |      |
| Control Delay (s)                 | 27.7 | 0.0  | 0.3   |                      |      |      |
| Lane LOS                          | D    |      | A     |                      |      |      |
| Approach Delay (s)                | 27.7 | 0.0  | 0.3   |                      |      |      |
| Approach LOS                      | D    |      |       |                      |      |      |
| Intersection Summary              |      |      |       |                      |      |      |
| Average Delay                     |      |      | 0.6   |                      |      |      |
| Intersection Capacity Utilization |      |      | 55.7% | ICU Level of Service | B    |      |
| Analysis Period (min)             |      |      | 15    |                      |      |      |

# HCM Unsignalized Intersection Capacity Analysis

3: Int

Baseline

|                        | ↙    | ↖    | ↑    | ↗    | ↘    | ↓    |
|------------------------|------|------|------|------|------|------|
| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations    | ↙    |      | ↑    |      | ↘    |      |
| Sign Control           | Stop |      | Free |      | Free |      |
| Grade                  | 0%   |      | 0%   |      | 0%   |      |
| Volume (veh/h)         | 72   | 36   | 284  | 93   | 36   | 583  |
| Peak Hour Factor       | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 78   | 39   | 309  | 101  | 39   | 634  |
| Pedestrians            | 24   |      | 49   |      |      |      |
| Lane Width (m)         | 3.7  |      | 3.7  |      |      |      |
| Walking Speed (m/s)    | 1.2  |      | 1.2  |      |      |      |
| Percent Blockage       | 2    |      | 4    |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            | None |      |      |      |      |      |
| Median storage veh     |      |      |      |      |      |      |
| Upstream signal (m)    |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1144 | 383  |      |      | 434  |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1144 | 383  |      |      | 434  |      |
| tC, single (s)         | 6.5  | 6.2  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.6  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 59   | 94   |      |      | 96   |      |
| cM capacity (veh/h)    | 192  | 651  |      |      | 1087 |      |

| Direction, Lane #  | WB 1 | NB 1 | SB 1 |
|--------------------|------|------|------|
| Volume Total       | 117  | 410  | 673  |
| Volume Left        | 78   | 0    | 39   |
| Volume Right       | 39   | 101  | 0    |
| cSH                | 251  | 1700 | 1087 |
| Volume to Capacity | 0.47 | 0.24 | 0.04 |
| Queue Length (m)   | 17.6 | 0.0  | 0.9  |
| Control Delay (s)  | 31.4 | 0.0  | 0.9  |
| Lane LOS           | D    |      | A    |
| Approach Delay (s) | 31.4 | 0.0  | 0.9  |
| Approach LOS       | D    |      |      |

| Intersection Summary              |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| Average Delay                     |       |                      | 3.6 |
| Intersection Capacity Utilization | 70.0% | ICU Level of Service | C   |
| Analysis Period (min)             |       |                      | 15  |

# HCM Unsignalized Intersection Capacity Analysis

11: Int

Baseline

|                                   | ↙    | ↖    | ↑     | ↗                    | ↘    | ↓    |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Movement                          | WBL  | WBR  | NBT   | NBR                  | SBL  | SBT  |
| Lane Configurations               | T    |      | T     |                      |      | T    |
| Sign Control                      | Stop |      | Free  |                      |      | Free |
| Grade                             | 0%   |      | 0%    |                      |      | 0%   |
| Volume (veh/h)                    | 64   | 46   | 578   | 67                   | 29   | 347  |
| Peak Hour Factor                  | 0.95 | 0.95 | 0.95  | 0.95                 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 67   | 48   | 608   | 71                   | 31   | 365  |
| Pedestrians                       | 45   |      | 60    |                      |      |      |
| Lane Width (m)                    | 3.7  |      | 3.7   |                      |      |      |
| Walking Speed (m/s)               | 1.2  |      | 1.2   |                      |      |      |
| Percent Blockage                  | 4    |      | 5     |                      |      |      |
| Right turn flare (veh)            |      |      |       |                      |      |      |
| Median type                       | None |      |       |                      |      |      |
| Median storage veh                |      |      |       |                      |      |      |
| Upstream signal (m)               |      |      |       |                      |      |      |
| pX, platoon unblocked             |      |      |       |                      |      |      |
| vC, conflicting volume            | 1175 | 689  |       |                      | 724  |      |
| vC1, stage 1 conf vol             |      |      |       |                      |      |      |
| vC2, stage 2 conf vol             |      |      |       |                      |      |      |
| vCu, unblocked vol                | 1175 | 689  |       |                      | 724  |      |
| tC, single (s)                    | 6.6  | 6.2  |       |                      | 4.2  |      |
| tC, 2 stage (s)                   |      |      |       |                      |      |      |
| tF (s)                            | 3.6  | 3.3  |       |                      | 2.3  |      |
| p0 queue free %                   | 61   | 89   |       |                      | 96   |      |
| cM capacity (veh/h)               | 174  | 429  |       |                      | 823  |      |
| Direction, Lane #                 | WB 1 | NB 1 | SB 1  |                      |      |      |
| Volume Total                      | 116  | 679  | 396   |                      |      |      |
| Volume Left                       | 67   | 0    | 31    |                      |      |      |
| Volume Right                      | 48   | 71   | 0     |                      |      |      |
| cSH                               | 232  | 1700 | 823   |                      |      |      |
| Volume to Capacity                | 0.50 | 0.40 | 0.04  |                      |      |      |
| Queue Length (m)                  | 19.3 | 0.0  | 0.9   |                      |      |      |
| Control Delay (s)                 | 35.1 | 0.0  | 1.2   |                      |      |      |
| Lane LOS                          | E    |      | A     |                      |      |      |
| Approach Delay (s)                | 35.1 | 0.0  | 1.2   |                      |      |      |
| Approach LOS                      | E    |      |       |                      |      |      |
| Intersection Summary              |      |      |       |                      |      |      |
| Average Delay                     |      |      | 3.8   |                      |      |      |
| Intersection Capacity Utilization |      |      | 55.3% | ICU Level of Service | B    |      |
| Analysis Period (min)             |      |      | 15    |                      |      |      |

# **Appendix B**

## **2014 Background Traffic**

### **Level of Service Conditions**

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# HCM Unsignalized Intersection Capacity Analysis

7: Int

Baseline

|                        | ↙    | ↖    | ↑    | ↗    | ↘    | ↓    |
|------------------------|------|------|------|------|------|------|
| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations    | Y    |      | ↑    |      |      | ↓    |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Volume (veh/h)         | 13   | 14   | 1066 | 23   | 7    | 600  |
| Peak Hour Factor       | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14   | 15   | 1159 | 25   | 8    | 652  |
| Pedestrians            | 18   |      | 14   |      |      |      |
| Lane Width (m)         | 3.7  |      | 3.7  |      |      |      |
| Walking Speed (m/s)    | 1.2  |      | 1.2  |      |      |      |
| Percent Blockage       | 2    |      | 1    |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            | None |      |      |      |      |      |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (m)    |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1871 | 1189 |      |      | 1202 |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1871 | 1189 |      |      | 1202 |      |
| tC, single (s)         | 6.4  | 6.3  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.4  |      |      | 2.2  |      |
| p0 queue free %        | 82   | 93   |      |      | 99   |      |
| cM capacity (veh/h)    | 77   | 220  |      |      | 579  |      |

| Direction, Lane #  | WB 1 | NB 1 | SB 1 |
|--------------------|------|------|------|
| Volume Total       | 29   | 1184 | 660  |
| Volume Left        | 14   | 0    | 8    |
| Volume Right       | 15   | 25   | 0    |
| cSH                | 116  | 1700 | 579  |
| Volume to Capacity | 0.25 | 0.70 | 0.01 |
| Queue Length (m)   | 7.1  | 0.0  | 0.3  |
| Control Delay (s)  | 46.1 | 0.0  | 0.4  |
| Lane LOS           | E    |      | A    |
| Approach Delay (s) | 46.1 | 0.0  | 0.4  |
| Approach LOS       | E    |      |      |

| Intersection Summary              |  |       |                        |
|-----------------------------------|--|-------|------------------------|
| Average Delay                     |  | 0.9   |                        |
| Intersection Capacity Utilization |  | 67.5% | ICU Level of Service C |
| Analysis Period (min)             |  | 15    |                        |

# HCM Unsignalized Intersection Capacity Analysis

3: Int

Baseline

|                        | ↙    | ↖    | ↑    | ↗    | ↘    | ↓    |
|------------------------|------|------|------|------|------|------|
| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations    | ↙ ↖  |      | ↑    |      |      | ↗ ↘  |
| Sign Control           | Stop |      | Free |      | Free |      |
| Grade                  | 0%   |      | 0%   |      | 0%   |      |
| Volume (veh/h)         | 72   | 36   | 358  | 93   | 36   | 735  |
| Peak Hour Factor       | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 78   | 39   | 389  | 101  | 39   | 799  |
| Pedestrians            | 24   |      | 49   |      |      |      |
| Lane Width (m)         | 3.7  |      | 3.7  |      |      |      |
| Walking Speed (m/s)    | 1.2  |      | 1.2  |      |      |      |
| Percent Blockage       | 2    |      | 4    |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            | None |      |      |      |      |      |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (m)    |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1390 | 464  |      |      | 514  |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1390 | 464  |      |      | 514  |      |
| tC, single (s)         | 6.5  | 6.2  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.6  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 42   | 93   |      |      | 96   |      |
| cM capacity (veh/h)    | 135  | 586  |      |      | 1015 |      |

| Direction, Lane #  | WB 1 | NB 1 | SB 1 |
|--------------------|------|------|------|
| Volume Total       | 117  | 490  | 838  |
| Volume Left        | 78   | 0    | 39   |
| Volume Right       | 39   | 101  | 0    |
| cSH                | 182  | 1700 | 1015 |
| Volume to Capacity | 0.65 | 0.29 | 0.04 |
| Queue Length (m)   | 28.4 | 0.0  | 0.9  |
| Control Delay (s)  | 55.1 | 0.0  | 1.0  |
| Lane LOS           | F    |      | A    |
| Approach Delay (s) | 55.1 | 0.0  | 1.0  |
| Approach LOS       | F    |      |      |

| Intersection Summary              |       |                      |   |
|-----------------------------------|-------|----------------------|---|
| Average Delay                     | 5.1   |                      |   |
| Intersection Capacity Utilization | 80.8% | ICU Level of Service | D |
| Analysis Period (min)             | 15    |                      |   |

# HCM Unsignalized Intersection Capacity Analysis

11: Int

Baseline

|                        | ↙    | ↖    | ↑    | ↗    | ↘    | ↓    |
|------------------------|------|------|------|------|------|------|
| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations    | ↘    |      | ↗    |      |      | ↘    |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Volume (veh/h)         | 64   | 46   | 728  | 67   | 29   | 437  |
| Peak Hour Factor       | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 67   | 48   | 766  | 71   | 31   | 460  |
| Pedestrians            | 45   |      | 60   |      |      |      |
| Lane Width (m)         | 3.7  |      | 3.7  |      |      |      |
| Walking Speed (m/s)    | 1.2  |      | 1.2  |      |      |      |
| Percent Blockage       | 4    |      | 5    |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            | None |      |      |      |      |      |
| Median storage veh     |      |      |      |      |      |      |
| Upstream signal (m)    |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1428 | 847  |      |      | 882  |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1428 | 847  |      |      | 882  |      |
| tC, single (s)         | 6.6  | 6.2  |      |      | 4.2  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.6  | 3.3  |      |      | 2.3  |      |
| p0 queue free %        | 44   | 86   |      |      | 96   |      |
| cM capacity (veh/h)    | 121  | 348  |      |      | 717  |      |

| Direction, Lane #  | WB 1 | NB 1 | SB 1 |
|--------------------|------|------|------|
| Volume Total       | 116  | 837  | 491  |
| Volume Left        | 67   | 0    | 31   |
| Volume Right       | 48   | 71   | 0    |
| cSH                | 166  | 1700 | 717  |
| Volume to Capacity | 0.70 | 0.49 | 0.04 |
| Queue Length (m)   | 31.5 | 0.0  | 1.0  |
| Control Delay (s)  | 65.3 | 0.0  | 1.2  |
| Lane LOS           | F    |      | A    |
| Approach Delay (s) | 65.3 | 0.0  | 1.2  |
| Approach LOS       | F    |      |      |

| Intersection Summary              |       |                      |   |
|-----------------------------------|-------|----------------------|---|
| Average Delay                     |       | 5.6                  |   |
| Intersection Capacity Utilization | 59.8% | ICU Level of Service | B |
| Analysis Period (min)             | 15    |                      |   |

# **Appendix C**

**2014 Total Traffic (with New Library)**

**Level of Service Conditions**

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# HCM Unsignalized Intersection Capacity Analysis

7: Int

Baseline

|                        | ↙    | ↖    | ↑    | ↗    | ↘    | ↓    |
|------------------------|------|------|------|------|------|------|
| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations    | ↔    |      | ↔    |      |      | ↔    |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Volume (veh/h)         | 33   | 22   | 1066 | 41   | 15   | 600  |
| Peak Hour Factor       | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 36   | 24   | 1159 | 45   | 16   | 652  |
| Pedestrians            | 18   |      | 14   |      |      |      |
| Lane Width (m)         | 3.7  |      | 3.7  |      |      |      |
| Walking Speed (m/s)    | 1.2  |      | 1.2  |      |      |      |
| Percent Blockage       | 2    |      | 1    |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            | None |      |      |      |      |      |
| Median storage veh     |      |      |      |      |      |      |
| Upstream signal (m)    |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1898 | 1199 |      |      | 1221 |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1898 | 1199 |      |      | 1221 |      |
| tC, single (s)         | 6.4  | 6.3  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.4  |      |      | 2.2  |      |
| p0 queue free %        | 51   | 89   |      |      | 97   |      |
| cM capacity (veh/h)    | 73   | 217  |      |      | 569  |      |

| Direction, Lane #  | WB 1 | NB 1 | SB 1 |
|--------------------|------|------|------|
| Volume Total       | 60   | 1203 | 668  |
| Volume Left        | 36   | 0    | 16   |
| Volume Right       | 24   | 45   | 0    |
| cSH                | 99   | 1700 | 569  |
| Volume to Capacity | 0.60 | 0.71 | 0.03 |
| Queue Length (m)   | 21.8 | 0.0  | 0.7  |
| Control Delay (s)  | 85.2 | 0.0  | 0.8  |
| Lane LOS           | F    |      | A    |
| Approach Delay (s) | 85.2 | 0.0  | 0.8  |
| Approach LOS       | F    |      |      |

| Intersection Summary              |       |                      |   |
|-----------------------------------|-------|----------------------|---|
| Average Delay                     | 2.9   |                      |   |
| Intersection Capacity Utilization | 68.7% | ICU Level of Service | C |
| Analysis Period (min)             | 15    |                      |   |

# HCM Unsignalized Intersection Capacity Analysis

11: Int

Baseline

|                        | ↙    | ↖    | ↑    | ↗    | ↘    | ↓    |
|------------------------|------|------|------|------|------|------|
| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations    | ↖    |      | ↗    |      |      | ↘    |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Volume (veh/h)         | 85   | 55   | 728  | 91   | 39   | 437  |
| Peak Hour Factor       | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 89   | 58   | 766  | 96   | 41   | 460  |
| Pedestrians            | 45   |      | 60   |      |      |      |
| Lane Width (m)         | 3.7  |      | 3.7  |      |      |      |
| Walking Speed (m/s)    | 1.2  |      | 1.2  |      |      |      |
| Percent Blockage       | 4    |      | 5    |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            | None |      |      |      |      |      |
| Median storage veh     |      |      |      |      |      |      |
| Upstream signal (m)    |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1461 | 859  |      |      | 907  |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1461 | 859  |      |      | 907  |      |
| tC, single (s)         | 6.6  | 6.2  |      |      | 4.2  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.6  | 3.3  |      |      | 2.3  |      |
| p0 queue free %        | 21   | 83   |      |      | 94   |      |
| cM capacity (veh/h)    | 113  | 342  |      |      | 702  |      |

| Direction, Lane #  | WB 1  | NB 1 | SB 1 |
|--------------------|-------|------|------|
| Volume Total       | 147   | 862  | 501  |
| Volume Left        | 89    | 0    | 41   |
| Volume Right       | 58    | 96   | 0    |
| cSH                | 154   | 1700 | 702  |
| Volume to Capacity | 0.96  | 0.51 | 0.06 |
| Queue Length (m)   | 53.6  | 0.0  | 1.4  |
| Control Delay (s)  | 120.0 | 0.0  | 1.6  |
| Lane LOS           | F     |      | A    |
| Approach Delay (s) | 120.0 | 0.0  | 1.6  |
| Approach LOS       | F     |      |      |

| Intersection Summary              |  |       |                        |
|-----------------------------------|--|-------|------------------------|
| Average Delay                     |  | 12.2  |                        |
| Intersection Capacity Utilization |  | 70.0% | ICU Level of Service C |
| Analysis Period (min)             |  | 15    |                        |



# Appendix D

## Traffic Counts

---

# Main St @ School Ln

## Morning Peak Diagram

### Specified Period

**From:** 8:00:00  
**To:** 10:00:00

### One Hour Peak

**From:** 8:15:00  
**To:** 9:15:00

**Municipality:** Acton  
**Site #:** 4250000001  
**Intersection:** Main St & School Ln  
**TFR File #:** 2  
**Count date:** 1-Dec-2009

### Weather conditions:

Partly cloudy

### Person(s) who counted:

Allen

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

**Major Road:** Main St runs N/S

North Leg Total: 938  
North Entering: 619  
North Peds: 0  
Peds Cross: ∅

|               |            |           |     |
|---------------|------------|-----------|-----|
| Heavys        | 31         | 0         | 31  |
| Trucks        | 15         | 2         | 17  |
| Cars          | 537        | 34        | 571 |
| <b>Totals</b> | <b>583</b> | <b>36</b> |     |

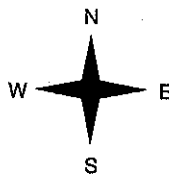


|               |            |
|---------------|------------|
| Heavys        | 23         |
| Trucks        | 14         |
| Cars          | 282        |
| <b>Totals</b> | <b>319</b> |

East Leg Total: 236  
East Entering: 107  
East Peds: 24  
Peds Cross: ∅



Main St



| Cars      | Trucks   | Heavys   | Totals |
|-----------|----------|----------|--------|
| 33        | 2        | 0        | 35     |
| 64        | 3        | 5        | 72     |
| <b>97</b> | <b>5</b> | <b>5</b> |        |



School Ln



Main St



|               |            |
|---------------|------------|
| Cars          | 601        |
| Trucks        | 18         |
| Heavys        | 36         |
| <b>Totals</b> | <b>655</b> |



|               |            |           |     |
|---------------|------------|-----------|-----|
| Cars          | 249        | 86        | 335 |
| Trucks        | 12         | 2         | 14  |
| Heavys        | 23         | 5         | 28  |
| <b>Totals</b> | <b>284</b> | <b>93</b> |     |

Peds Cross: ∅  
South Peds: 49  
South Entering: 377  
South Leg Total: 1032

## Comments

# Main St @ School Ln

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00

**To:** 13:00:00

### One Hour Peak

**From:** 11:00:00

**To:** 12:00:00

**Municipality:** Acton  
**Site #:** 4250000001  
**Intersection:** Main St & School Ln  
**TFR File #:** 2  
**Count date:** 1-Dec-2009

### Weather conditions:

Partly cloudy

### Person(s) who counted:

Allen

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

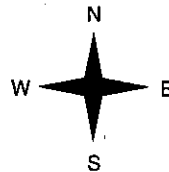
**Major Road:** Main St runs N/S

North Leg Total: 766  
 North Entering: 415  
 North Peds: 1  
 Peds Cross: ∞

|               |            |           |     |
|---------------|------------|-----------|-----|
| Heavys        | 34         | 0         | 34  |
| Trucks        | 20         | 0         | 20  |
| Cars          | 334        | 27        | 361 |
| <b>Totals</b> | <b>388</b> | <b>27</b> |     |

|               |            |
|---------------|------------|
| Heavys        | 19         |
| Trucks        | 11         |
| Cars          | 321        |
| <b>Totals</b> | <b>351</b> |

East Leg Total: 132  
 East Entering: 66  
 East Peds: 6  
 Peds Cross: ∞



|               | Cars      | Trucks   | Heavys   | Totals |
|---------------|-----------|----------|----------|--------|
| Northbound    | 27        | 0        | 0        | 27     |
| Southbound    | 38        | 1        | 0        | 39     |
| <b>Totals</b> | <b>65</b> | <b>1</b> | <b>0</b> |        |

School Ln



|               |            |
|---------------|------------|
| Cars          | 372        |
| Trucks        | 21         |
| Heavys        | 34         |
| <b>Totals</b> | <b>427</b> |

|               |            |           |     |
|---------------|------------|-----------|-----|
| Cars          | 294        | 37        | 332 |
| Trucks        | 11         | 2         | 13  |
| Heavys        | 19         | 0         | 19  |
| <b>Totals</b> | <b>324</b> | <b>39</b> |     |

Peds Cross: ∞  
 South Peds: 2  
 South Entering: 364  
 South Leg Total: 791

## Comments

# Main St @ School Ln

## Afternoon Peak Diagram

### Specified Period

**From:** 14:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:30:00

**To:** 17:30:00

**Municipality:** Acton  
**Site #:** 4250000001  
**Intersection:** Main St & School Ln  
**TFR File #:** 2  
**Count date:** 1-Dec-2009

### Weather conditions:

Partly cloudy

### Person(s) who counted:

Allen

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

**Major Road:** Main St runs N/S

North Leg Total: 1338  
 North Entering: 483  
 North Peds: 0  
 Peds Cross: ∞

|               |            |          |     |
|---------------|------------|----------|-----|
| Heavys        | 18         | 0        | 18  |
| Trucks        | 13         | 0        | 13  |
| Cars          | 445        | 7        | 452 |
| <b>Totals</b> | <b>476</b> | <b>7</b> |     |

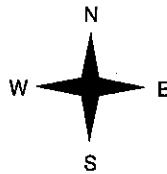


|               |            |
|---------------|------------|
| Heavys        | 23         |
| Trucks        | 9          |
| Cars          | 823        |
| <b>Totals</b> | <b>855</b> |

East Leg Total: 57  
 East Entering: 27  
 East Peds: 18  
 Peds Cross: ∞



Main St



| Cars      | Trucks   | Heavys   | Totals |
|-----------|----------|----------|--------|
| 13        | 1        | 0        | 14     |
| 13        | 0        | 0        | 13     |
| <b>26</b> | <b>1</b> | <b>0</b> |        |

School Ln



Main St



|               |            |
|---------------|------------|
| Cars          | 458        |
| Trucks        | 13         |
| Heavys        | 18         |
| <b>Totals</b> | <b>489</b> |



|               |            |           |     |
|---------------|------------|-----------|-----|
| Cars          | 810        | 23        | 833 |
| Trucks        | 8          | 0         | 8   |
| Heavys        | 23         | 0         | 23  |
| <b>Totals</b> | <b>841</b> | <b>23</b> |     |

|      |    |        |   |        |   |        |    |
|------|----|--------|---|--------|---|--------|----|
| Cars | 30 | Trucks | 0 | Heavys | 0 | Totals | 30 |
|------|----|--------|---|--------|---|--------|----|

Peds Cross: ∞  
 South Peds: 14  
 South Entering: 864  
 South Leg Total: 1353

## Comments

# Main St @ School Ln

## Total Count Diagram

**Municipality:** Acton  
**Site #:** 4250000001  
**Intersection:** Main St & School Ln  
**TFR File #:** 2  
**Count date:** 1-Dec-2009

**Weather conditions:**  
 Partly cloudy  
**Person(s) who counted:**  
 Allen

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

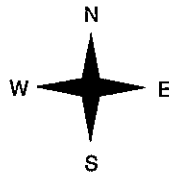
**Major Road:** Main St runs N/S

North Leg Total: 7618  
 North Entering: 3580  
 North Peds: 2  
 Peds Cross: ∞

|               |             |            |      |
|---------------|-------------|------------|------|
| Heavys        | 223         | 2          | 225  |
| Trucks        | 132         | 2          | 134  |
| Cars          | 3102        | 117        | 3221 |
| <b>Totals</b> | <b>3457</b> | <b>121</b> |      |

|               |             |
|---------------|-------------|
| Heavys        | 183         |
| Trucks        | 111         |
| Cars          | 3744        |
| <b>Totals</b> | <b>4038</b> |

East Leg Total: 863  
 East Entering: 432  
 East Peds: 144  
 Peds Cross: ∞



| Cars       | Trucks    | Heavys    | Totals |
|------------|-----------|-----------|--------|
| 175        | 4         | 0         | 179    |
| 232        | 10        | 11        | 253    |
| <b>407</b> | <b>14</b> | <b>11</b> |        |

School Ln



|               |             |
|---------------|-------------|
| Cars          | 3334        |
| Trucks        | 142         |
| Heavys        | 234         |
| <b>Totals</b> | <b>3710</b> |



|               |             |            |      |
|---------------|-------------|------------|------|
| Cars          | 3569        | 291        | 3862 |
| Trucks        | 107         | 11         | 118  |
| Heavys        | 183         | 8          | 191  |
| <b>Totals</b> | <b>3859</b> | <b>310</b> |      |

Peds Cross: ∞  
 South Peds: 161  
 South Entering: 4171  
 South Leg Total: 7881

### Comments

Prepared For: PARADIGM  
 Prepared By: PYRAMID Traffic Inc.  
 Location: School Lane in Acton  
 Start Date: Tuesday Dec 1, 2009

Site ID: 1  
 Interval: 15 min.

| Period Ending | Channel 1 EB | Channel 2 WB | Hourly Summary | Period Ending | Channel 1 EB | Channel 2 WB | Hourly Summary | Period Ending | Tuesday Dec 1 | Wednesday Dec 2 | Thursday Dec 3 | Average Wed-Thur |
|---------------|--------------|--------------|----------------|---------------|--------------|--------------|----------------|---------------|---------------|-----------------|----------------|------------------|
| 0:15          | 0            | 0            |                | 12:15         | 6            | 5            | 54             | 100           | 0             | 4               | 4              | 4                |
| 0:30          | 0            | 0            |                | 12:30         | 5            | 4            | 40             | 200           | 0             | 0               | 2              | 1.0              |
| 0:45          | 0            | 0            |                | 12:45         | 4            | 3            | 37             | 300           | 1             | 6               | 0              | 3.0              |
| 1:00          | 0            | 0            | 0              | 13:00         | 3            | 2            | 32             | 400           | 0             | 0               | 1              | 0.5              |
| 1:15          | 0            | 0            | 0              | 13:15         | 11           | 10           | 42             | 500           | 4             | 6               | 2              | 4.0              |
| 1:30          | 0            | 0            | 0              | 13:30         | 9            | 7            | 49             | 600           | 8             | 3               | 0              | 1.5              |
| 1:45          | 0            | 0            | 0              | 13:45         | 3            | 0            | 45             | 700           | 0             | 10              | 7              | 8.5              |
| 2:00          | 0            | 0            | 0              | 14:00         | 7            | 8            | 55             | 800           | 4             | 10              | 5              | 7.5              |
| 2:15          | 0            | 1            | 1              | 14:15         | 3            | 1            | 38             | 900           | 145           | 98              | 152            | 125.0            |
| 2:30          | 0            | 0            | 1              | 14:30         | 3            | 1            | 26             | 1000          | 144           | 181             | 161            | 171.0            |
| 2:45          | 0            | 0            | 1              | 14:45         | 4            | 5            | 32             | 1100          | 60            | 41              | 61             | 51.0             |
| 3:00          | 0            | 0            | 1              | 15:00         | 5            | 4            | 26             | 1200          | 123           | 76              | 115            | 95.5             |
| 3:15          | 0            | 0            | 0              | 15:15         | 4            | 3            | 29             | 1300          | 32            | 27              | 24             | 25.5             |
| 3:30          | 0            | 0            | 0              | 15:30         | 21           | 25           | 71             | 1400          | 55            | 34              | 45             | 39.5             |
| 3:45          | 0            | 0            | 0              | 15:45         | 28           | 30           | 120            | 1500          | 26            | 31              | 25             | 28.0             |
| 4:00          | 0            | 0            | 0              | 16:00         | 29           | 32           | 172            | 1600          | 172           | 177             | 181            | 179.0            |
| 4:15          | 2            | 2            | 4              | 16:15         | 11           | 13           | 189            | 1700          | 39            | 47              | 51             | 49.0             |
| 4:30          | 0            | 0            | 4              | 16:30         | 6            | 7            | 156            | 1800          | 65            | 63              | 72             | 67.5             |
| 4:45          | 0            | 0            | 4              | 16:45         | 1            | 0            | 99             | 1900          | 31            | 98              | 46             | 72.0             |
| 5:00          | 0            | 0            | 4              | 17:00         | 1            | 0            | 39             | 2000          | 40            | 82              | 72             | 77.0             |
| 5:15          | 0            | 0            | 0              | 17:15         | 3            | 1            | 19             | 2100          | 24            | 94              | 44             | 69.0             |
| 5:30          | 0            | 0            | 0              | 17:30         | 7            | 8            | 21             | 2200          | 24            | 0               | 7              | 3.5              |
| 5:45          | 3            | 2            | 5              | 17:45         | 11           | 10           | 41             | 2300          | 10            | 13              | 15             | 14.0             |
| 6:00          | 2            | 1            | 8              | 18:00         | 12           | 13           | 65             | 2400          | 6             | 8               | 5              | 6.5              |
| 6:15          | 0            | 0            | 8              | 18:15         | 5            | 4            | 70             | Total         | 1013          | 1109            | 1097           | 1103             |
| 6:30          | 0            | 0            | 8              | 18:30         | 2            | 2            | 59             |               |               |                 |                |                  |
| 6:45          | 0            | 0            | 3              | 18:45         | 3            | 3            | 44             |               |               |                 |                |                  |
| 7:00          | 0            | 0            | 0              | 19:00         | 6            | 6            | 31             |               |               |                 |                |                  |
| 7:15          | 1            | 0            | 1              | 19:15         | 5            | 4            | 31             |               |               |                 |                |                  |
| 7:30          | 1            | 1            | 3              | 19:30         | 1            | 0            | 28             |               |               |                 |                |                  |
| 7:45          | 0            | 0            | 3              | 19:45         | 8            | 7            | 37             |               |               |                 |                |                  |
| 8:00          | 1            | 0            | 4              | 20:00         | 7            | 8            | 40             |               |               |                 |                |                  |
| 8:15          | 8            | 4            | 15             | 20:15         | 6            | 8            | 45             |               |               |                 |                |                  |
| 8:30          | 10           | 11           | 34             | 20:30         | 3            | 3            | 50             |               |               |                 |                |                  |
| 8:45          | 17           | 18           | 69             | 20:45         | 1            | 1            | 37             |               |               |                 |                |                  |
| 9:00          | 41           | 36           | 145            | 21:00         | 1            | 1            | 24             |               |               |                 |                |                  |
| 9:15          | 48           | 40           | 221            | 21:15         | 5            | 4            | 19             |               |               |                 |                |                  |
| 9:30          | 8            | 19           | 227            | 21:30         | 2            | 2            | 17             |               |               |                 |                |                  |
| 9:45          | 5            | 15           | 212            | 21:45         | 2            | 2            | 19             |               |               |                 |                |                  |
| 10:00         | 4            | 5            | 144            | 22:00         | 3            | 4            | 24             |               |               |                 |                |                  |
| 10:15         | 11           | 6            | 73             | 22:15         | 0            | 0            | 15             |               |               |                 |                |                  |
| 10:30         | 5            | 4            | 55             | 22:30         | 0            | 0            | 11             |               |               |                 |                |                  |
| 10:45         | 7            | 6            | 48             | 22:45         | 2            | 1            | 10             |               |               |                 |                |                  |
| 11:00         | 11           | 10           | 60             | 23:00         | 3            | 4            | 10             |               |               |                 |                |                  |
| 11:15         | 39           | 41           | 123            | 23:15         | 1            | 1            | 12             |               |               |                 |                |                  |
| 11:30         | 11           | 12           | 137            | 23:30         | 0            | 0            | 12             |               |               |                 |                |                  |
| 11:45         | 5            | 5            | 134            | 23:45         | 2            | 2            | 13             |               |               |                 |                |                  |
| 12:00         | 6            | 4            | 123            | 0:00          | 0            | 0            | 6              |               |               |                 |                |                  |

AM Peak: 227      PM Peak: 189      24 HR VOLUME: 1013

Prepared For: PARADIGM  
 Prepared By: PYRAMID Traffic Inc.  
 Location: School Lane in Acton  
 Start Date: Wednesday Dec 2, 2009

Site ID: 1  
 Interval: 15 min.

| Period Ending | Channel 1 EB | Channel 2 WB | Hourly Summary | Period Ending | Channel 1 EB | Channel 2 WB | Hourly Summary | Period Ending | Wednesday Dec 2 |
|---------------|--------------|--------------|----------------|---------------|--------------|--------------|----------------|---------------|-----------------|
| 0:15          | 2            | 2            |                | 12:15         | 3            | 4            | 43             | 100           | 4               |
| 0:30          | 0            | 0            |                | 12:30         | 3            | 2            | 37             | 200           | 0               |
| 0:45          | 0            | 0            |                | 12:45         | 4            | 2            | 33             | 300           | 6               |
| 1:00          | 0            | 0            | 4              | 13:00         | 5            | 4            | 27             | 400           | 0               |
| 1:15          | 0            | 0            | 0              | 13:15         | 6            | 7            | 33             | 500           | 6               |
| 1:30          | 0            | 0            | 0              | 13:30         | 4            | 4            | 36             | 600           | 3               |
| 1:45          | 0            | 0            | 0              | 13:45         | 3            | 1            | 34             | 700           | 10              |
| 2:00          | 0            | 0            | 0              | 14:00         | 5            | 4            | 34             | 800           | 10              |
| 2:15          | 0            | 0            | 0              | 14:15         | 3            | 1            | 25             | 900           | 98              |
| 2:30          | 0            | 0            | 0              | 14:30         | 8            | 6            | 31             | 1000          | 181             |
| 2:45          | 3            | 3            | 6              | 14:45         | 3            | 1            | 31             | 1100          | 41              |
| 3:00          | 0            | 0            | 6              | 15:00         | 5            | 4            | 31             | 1200          | 76              |
| 3:15          | 0            | 0            | 6              | 15:15         | 13           | 12           | 52             | 1300          | 27              |
| 3:30          | 0            | 0            | 6              | 15:30         | 11           | 14           | 63             | 1400          | 34              |
| 3:45          | 0            | 0            | 0              | 15:45         | 37           | 43           | 139            | 1500          | 31              |
| 4:00          | 0            | 0            | 0              | 16:00         | 22           | 25           | 177            | 1600          | 177             |
| 4:15          | 0            | 0            | 0              | 16:15         | 12           | 14           | 178            | 1700          | 47              |
| 4:30          | 0            | 0            | 0              | 16:30         | 8            | 9            | 170            | 1800          | 63              |
| 4:45          | 1            | 1            | 2              | 16:45         | 1            | 1            | 92             | 1900          | 98              |
| 5:00          | 2            | 2            | 6              | 17:00         | 1            | 1            | 47             | 2000          | 82              |
| 5:15          | 0            | 0            | 6              | 17:15         | 5            | 3            | 29             | 2100          | 94              |
| 5:30          | 1            | 0            | 7              | 17:30         | 10           | 11           | 33             | 2200          | 0               |
| 5:45          | 1            | 1            | 7              | 17:45         | 9            | 8            | 48             | 2300          | 13              |
| 6:00          | 0            | 0            | 3              | 18:00         | 8            | 9            | 63             | 2400          | 8               |
| 6:15          | 3            | 3            | 9              | 18:15         | 9            | 5            | 69             | Total         | 1109            |
| 6:30          | 1            | 1            | 10             | 18:30         | 9            | 7            | 64             |               |                 |
| 6:45          | 1            | 1            | 10             | 18:45         | 11           | 13           | 71             |               |                 |
| 7:00          | 0            | 0            | 10             | 19:00         | 21           | 23           | 98             |               |                 |
| 7:15          | 1            | 1            | 6              | 19:15         | 8            | 8            | 100            |               |                 |
| 7:30          | 4            | 4            | 12             | 19:30         | 6            | 4            | 94             |               |                 |
| 7:45          | 0            | 0            | 10             | 19:45         | 16           | 15           | 101            |               |                 |
| 8:00          | 0            | 0            | 10             | 20:00         | 13           | 12           | 82             |               |                 |
| 8:15          | 8            | 7            | 8              | 20:15         | 19           | 18           | 103            |               |                 |
| 8:30          | 12           | 15           | 15             | 20:30         | 9            | 7            | 109            |               |                 |
| 8:45          | 25           | 31           | 42             | 20:45         | 17           | 18           | 113            |               |                 |
| 9:00          | 45           | 44           | 98             | 21:00         | 3            | 3            | 94             |               |                 |
| 9:15          | 32           | 33           | 187            | 21:15         | 0            | 0            | 57             |               |                 |
| 9:30          | 9            | 10           | 237            | 21:30         | 0            | 0            | 41             |               |                 |
| 9:45          | 3            | 3            | 235            | 21:45         | 0            | 0            | 6              |               |                 |
| 10:00         | 1            | 1            | 181            | 22:00         | 0            | 0            | 0              |               |                 |
| 10:15         | 5            | 4            | 101            | 22:15         | 0            | 0            | 0              |               |                 |
| 10:30         | 0            | 0            | 17             | 22:30         | 0            | 2            | 2              |               |                 |
| 10:45         | 5            | 6            | 22             | 22:45         | 1            | 1            | 4              |               |                 |
| 11:00         | 10           | 11           | 41             | 23:00         | 4            | 5            | 13             |               |                 |
| 11:15         | 19           | 21           | 72             | 23:15         | 2            | 1            | 16             |               |                 |
| 11:30         | 8            | 3            | 83             | 23:30         | 0            | 0            | 14             |               |                 |
| 11:45         | 6            | 4            | 82             | 23:45         | 3            | 2            | 17             |               |                 |
| 12:00         | 8            | 7            | 76             | 0:00          | 0            | 0            | 8              |               |                 |

AM Peak: 2373

PM Peak: 178

24 HR VOLUME: 1109

Prepared For: PARADIGM  
 Prepared By: PYRAMID Traffic Inc.  
 Location: School Lane in Acton  
 Start Date: Thursday Dec 3, 2009

Site ID: 1  
 Interval: 15 min.

| Period Ending | Channel 1 EB | Channel 2 WB | Hourly Summary |
|---------------|--------------|--------------|----------------|
| 0:15          | 1            | 1            |                |
| 0:30          | 1            | 1            |                |
| 0:45          | 0            | 0            |                |
| 1:00          | 0            | 0            | 4              |
| 1:15          | 0            | 0            | 2              |
| 1:30          | 0            | 0            | 0              |
| 1:45          | 1            | 1            | 2              |
| 2:00          | 0            | 0            | 2              |
| 2:15          | 0            | 0            | 2              |
| 2:30          | 0            | 0            | 2              |
| 2:45          | 0            | 0            | 0              |
| 3:00          | 0            | 0            | 0              |
| 3:15          | 0            | 0            | 0              |
| 3:30          | 0            | 0            | 0              |
| 3:45          | 1            | 0            | 1              |
| 4:00          | 0            | 0            | 1              |
| 4:15          | 1            | 1            | 3              |
| 4:30          | 0            | 0            | 3              |
| 4:45          | 0            | 0            | 2              |
| 5:00          | 0            | 0            | 2              |
| 5:15          | 0            | 0            | 0              |
| 5:30          | 0            | 0            | 0              |
| 5:45          | 0            | 0            | 0              |
| 6:00          | 0            | 0            | 0              |
| 6:15          | 0            | 0            | 0              |
| 6:30          | 0            | 0            | 0              |
| 6:45          | 1            | 0            | 1              |
| 7:00          | 4            | 2            | 7              |
| 7:15          | 1            | 1            | 9              |
| 7:30          | 0            | 0            | 9              |
| 7:45          | 2            | 1            | 11             |
| 8:00          | 0            | 0            | 5              |
| 8:15          | 4            | 5            | 12             |
| 8:30          | 9            | 10           | 31             |
| 8:45          | 21           | 24           | 73             |
| 9:00          | 39           | 40           | 152            |
| 9:15          | 44           | 46           | 233            |
| 9:30          | 24           | 22           | 260            |
| 9:45          | 8            | 9            | 232            |
| 10:00         | 5            | 3            | 161            |
| 10:15         | 3            | 3            | 77             |
| 10:30         | 7            | 6            | 44             |
| 10:45         | 11           | 5            | 43             |
| 11:00         | 14           | 12           | 61             |
| 11:15         | 40           | 38           | 133            |
| 11:30         | 6            | 7            | 133            |
| 11:45         | 7            | 6            | 130            |
| 12:00         | 6            | 5            | 115            |

| Period Ending | Channel 1 EB | Channel 2 WB | Hourly Summary | Period Ending | Thursday Dec 3 |
|---------------|--------------|--------------|----------------|---------------|----------------|
| 12:15         | 5            | 3            | 45             | 100           | 4              |
| 12:30         | 1            | 1            | 34             | 200           | 2              |
| 12:45         | 1            | 0            | 22             | 300           | 0              |
| 13:00         | 9            | 4            | 24             | 400           | 1              |
| 13:15         | 8            | 9            | 33             | 500           | 2              |
| 13:30         | 8            | 6            | 45             | 600           | 0              |
| 13:45         | 2            | 4            | 50             | 700           | 7              |
| 14:00         | 4            | 4            | 45             | 800           | 5              |
| 14:15         | 0            | 0            | 28             | 900           | 152            |
| 14:30         | 5            | 4            | 23             | 1000          | 161            |
| 14:45         | 4            | 1            | 22             | 1100          | 61             |
| 15:00         | 6            | 5            | 25             | 1200          | 115            |
| 15:15         | 6            | 8            | 39             | 1300          | 24             |
| 15:30         | 21           | 24           | 75             | 1400          | 45             |
| 15:45         | 29           | 31           | 130            | 1500          | 25             |
| 16:00         | 30           | 32           | 181            | 1600          | 181            |
| 16:15         | 14           | 11           | 92             | 1700          | 51             |
| 16:30         | 9            | 8            | 164            | 1800          | 72             |
| 16:45         | 3            | 2            | 109            | 1900          | 46             |
| 17:00         | 3            | 1            | 51             | 2000          | 72             |
| 17:15         | 1            | 1            | 28             | 2100          | 44             |
| 17:30         | 12           | 10           | 33             | 2200          | 7              |
| 17:45         | 14           | 13           | 55             | 2300          | 15             |
| 18:00         | 10           | 11           | 72             | 2400          | 5              |
| 18:15         | 5            | 8            | 83             | Total         | 1097           |
| 18:30         | 4            | 7            | 72             |               |                |
| 18:45         | 3            | 8            | 56             |               |                |
| 19:00         | 6            | 5            | 46             |               |                |
| 19:15         | 8            | 6            | 47             |               |                |
| 19:30         | 4            | 7            | 47             |               |                |
| 19:45         | 11           | 12           | 59             |               |                |
| 20:00         | 10           | 14           | 72             |               |                |
| 20:15         | 8            | 11           | 77             |               |                |
| 20:30         | 7            | 10           | 83             |               |                |
| 20:45         | 0            | 4            | 64             |               |                |
| 21:00         | 2            | 2            | 44             |               |                |
| 21:15         | 0            | 1            | 26             |               |                |
| 21:30         | 1            | 0            | 10             |               |                |
| 21:45         | 0            | 2            | 8              |               |                |
| 22:00         | 2            | 1            | 7              |               |                |
| 22:15         | 0            | 4            | 10             |               |                |
| 22:30         | 5            | 0            | 14             |               |                |
| 22:45         | 1            | 2            | 15             |               |                |
| 23:00         | 3            | 0            | 15             |               |                |
| 23:15         | 0            | 3            | 14             |               |                |
| 23:30         | 1            | 0            | 10             |               |                |
| 23:45         | 0            | 1            | 8              |               |                |
| 0:00          | 0            | 0            | 5              |               |                |

AM Peak: 260

PM Peak: 192

24 HR VOLUME: 1097