

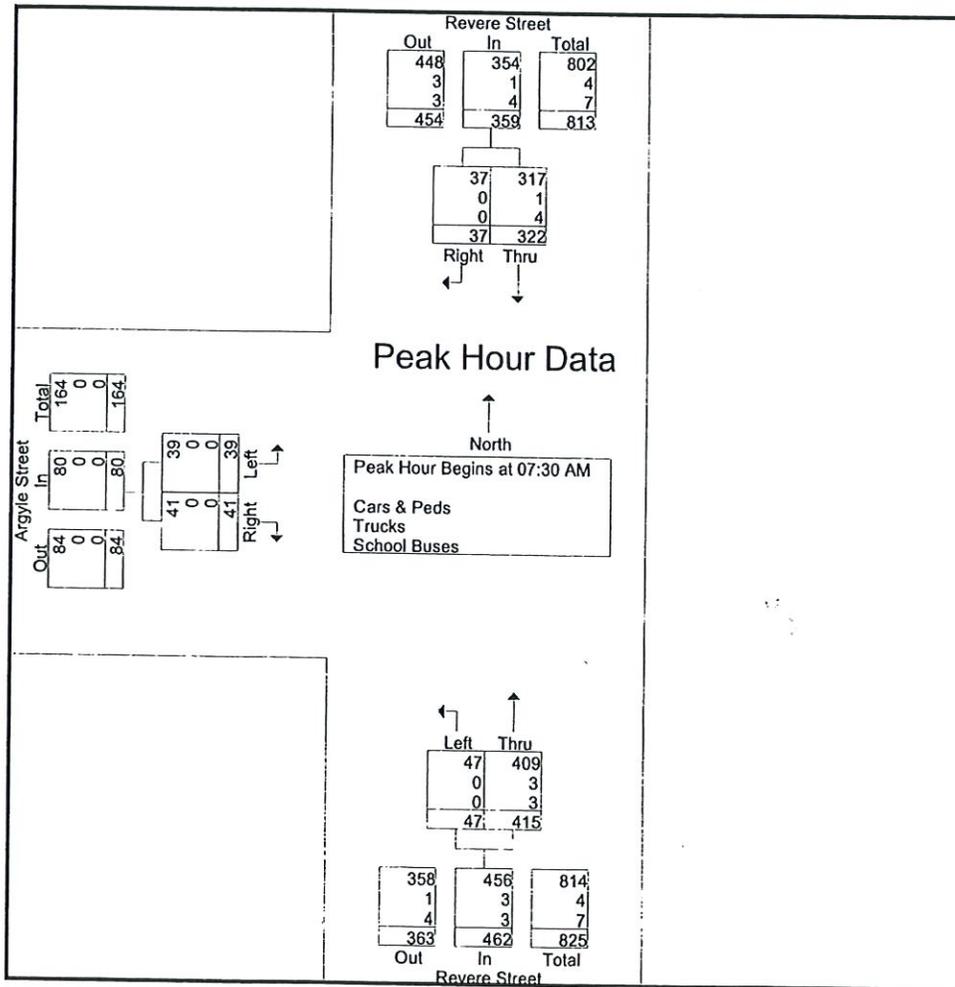
***ATTACHMENT A***

***TRAFFIC***

N/S: Revere Street  
 W: Argyle Street  
 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794A  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	7	76	83	99	6	105	9	9	18	206
07:45 AM	7	85	92	107	11	118	10	8	18	228
08:00 AM	17	79	96	107	11	118	10	8	18	232
08:15 AM	6	82	88	102	19	121	12	14	26	235
<b>Total Volume</b>	<b>37</b>	<b>322</b>	<b>359</b>	<b>415</b>	<b>47</b>	<b>462</b>	<b>41</b>	<b>39</b>	<b>80</b>	<b>901</b>
<b>% App. Total</b>	<b>10.3</b>	<b>89.7</b>		<b>89.8</b>	<b>10.2</b>		<b>51.2</b>	<b>48.8</b>		
PHF	.544	.947	.935	.970	.618	.955	.854	.696	.769	.959
Cars & Peds	37	317	354	409	47	456	41	39	80	890
% Cars & Peds	100	98.4	98.6	98.6	100	98.7	100	100	100	98.8
Trucks	0	1	1	3	0	3	0	0	0	4
% Trucks	0	0.3	0.3	0.7	0	0.6	0	0	0	0.4
School Buses	0	4	4	3	0	3	0	0	0	7
% School Buses	0	1.2	1.1	0.7	0	0.6	0	0	0	0.8



**Transportation Data Corporation**  
 Mario Perone, mperone1@verizon.net  
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N/S: Revere Street  
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 Client: GEOD/J. Gaudette

File Name : 03794A  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

**Groups Printed- Cars & Peds - Trucks - School Buses**

Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds			
07:30 AM	7	76	0	99	6	0	9	9	0	0	206	206
07:45 AM	7	85	0	107	11	0	10	8	0	0	228	228
Total	14	161	0	206	17	0	19	17	0	0	434	434
08:00 AM	17	79	0	107	11	0	10	8	0	0	232	232
08:15 AM	6	82	0	102	19	0	12	14	0	0	235	235
Grand Total	37	322	0	415	47	0	41	39	0	0	901	901
Apprch %	10.3	89.7		89.8	10.2		51.2	48.8				
Total %	4.1	35.7		46.1	5.2		4.6	4.3		0	100	
Cars & Peds	37	317		409	47		41	39		0	0	890
% Cars & Peds	100	98.4	0	98.6	100	0	100	100	0	0	0	98.8
Trucks	0	1		3	0		0	0	0	0	0	4
% Trucks	0	0.3	0	0.7	0	0	0	0	0	0	0	0.4
School Buses	0	4		3	0		0	0	0	0	0	7
% School Buses	0	1.2	0	0.7	0	0	0	0	0	0	0	0.8

Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	7	76	83	99	6	105	9	9	18	206
07:45 AM	7	85	92	107	11	118	10	8	18	228
08:00 AM	17	79	96	107	11	118	10	8	18	232
08:15 AM	6	82	88	102	19	121	12	14	26	235
Total Volume	37	322	359	415	47	462	41	39	80	901
% App. Total	10.3	89.7		89.8	10.2		51.2	48.8		
PHF	.544	.947	.935	.970	.618	.955	.854	.696	.769	.959
Cars & Peds	37	317	354	409	47	456	41	39	80	890
% Cars & Peds	100	98.4	98.6	98.6	100	98.7	100	100	100	98.8
Trucks	0	1	1	3	0	3	0	0	0	4
% Trucks	0	0.3	0.3	0.7	0	0.6	0	0	0	0.4
School Buses	0	4	4	3	0	3	0	0	0	7
% School Buses	0	1.2	1.1	0.7	0	0.6	0	0	0	0.8

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 Client: GEOD/J. Gaudette

File Name : 03794A  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- School Buses

Start Time	Revere Street From North		Revere Street From South			Argyle Street From West		Int. Total
	Right	Thru	Thru	Left	Right	Left		
07:30 AM	0	0	1	0	0	0	1	
07:45 AM	0	1	1	0	0	0	2	
Total	0	1	2	0	0	0	3	
08:00 AM	0	3	0	0	0	0	3	
08:15 AM	0	0	1	0	0	0	1	
Grand Total	0	4	3	0	0	0	7	
Apprch %	0	100	100	0	0	0		
Total %	0	57.1	42.9	0	0	0		

Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	1	1	1	0	1	0	0	0	2
08:00 AM	0	3	3	0	0	0	0	0	0	3
08:15 AM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	4	4	3	0	3	0	0	0	7
% App. Total	0	100		100	0		0	0		
PHF	.000	.333	.333	.750	.000	.750	.000	.000	.000	.583

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File Name : 03794A  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- Trucks

Start Time	Revere Street From North		Revere Street From South			Argyle Street From West		Int. Total
	Right	Thru	Thru	Left	Right	Left		
07:30 AM	0	0	0	0	0	0	0	
07:45 AM	0	0	1	0	0	0	1	
Total	0	0	1	0	0	0	1	
08:00 AM	0	1	0	0	0	0	1	
08:15 AM	0	0	2	0	0	0	2	
Grand Total	0	1	3	0	0	0	4	
Apprch %	0	100	100	0	0	0		
Total %	0	25	75	0	0	0		

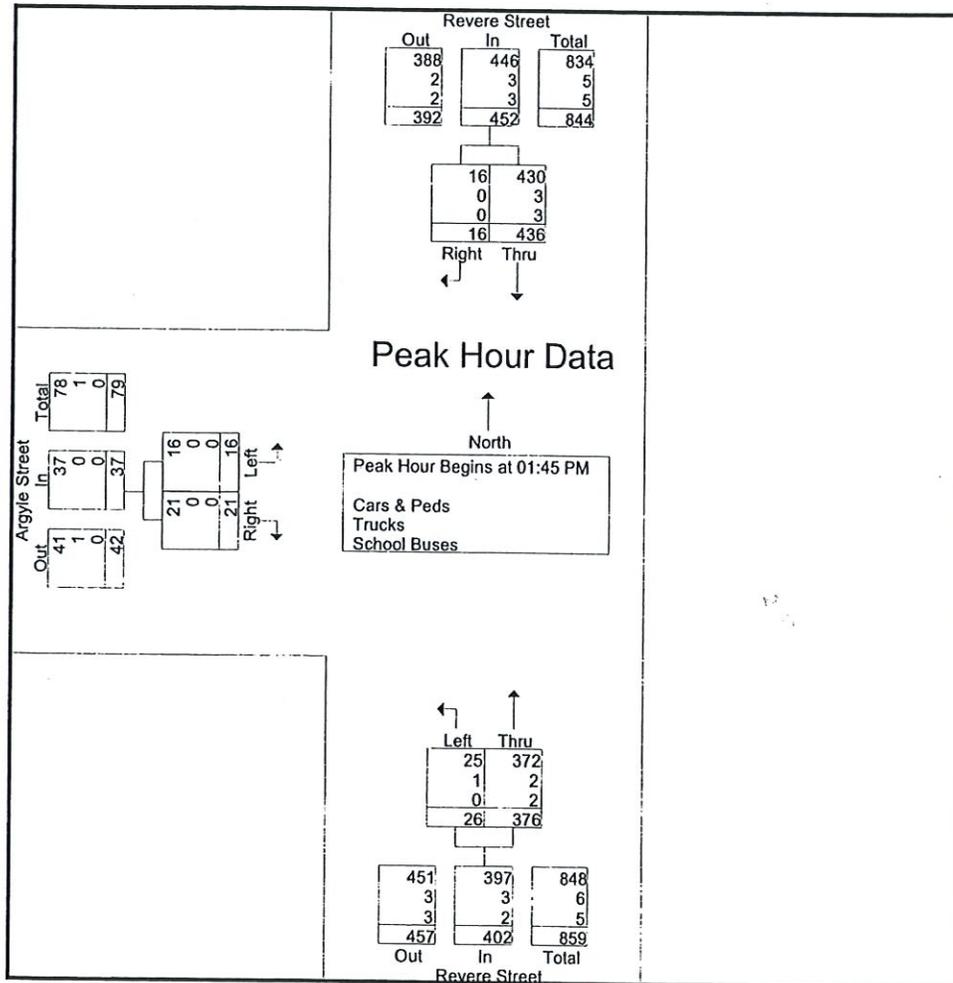
Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	1	1	3	0	3	0	0	0	4
% App. Total	0	100	1	100	0	375	0	0	0	500
PHF	.000	.250	.250	.375	.000	.375	.000	.000	.000	.500

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File Name : 03794AA  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	1	116	117	84	5	89	6	3	9	215
02:00 PM	4	93	97	85	4	89	6	2	8	194
02:15 PM	5	103	108	97	9	106	4	6	10	224
02:30 PM	6	124	130	110	8	118	5	5	10	258
Total Volume	16	436	452	376	26	402	21	16	37	891
% App. Total	3.5	96.5		93.5	6.5		56.8	43.2		
PHF	.667	.879	.869	.855	.722	.852	.875	.667	.925	.863
Cars & Peds	16	430	446	372	25	397	21	16	37	880
% Cars & Peds	100	98.6	98.7	98.9	96.2	98.8	100	100	100	98.8
Trucks	0	3	3	2	1	3	0	0	0	6
% Trucks	0	0.7	0.7	0.5	3.8	0.7	0	0	0	0.7
School Buses	0	3	3	2	0	2	0	0	0	5
% School Buses	0	0.7	0.7	0.5	0	0.5	0	0	0	0.6



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 Client: GEOD/J. Gaudette

File Name : 03794AA  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- Cars & Peds - Trucks - School Buses

Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds			
01:45 PM	1	116	0	84	5	0	6	3	0	0	215	215
Total	1	116	0	84	5	0	6	3	0	0	215	215
02:00 PM	4	93	0	85	4	0	6	2	0	0	194	194
02:15 PM	5	103	0	97	9	0	4	6	0	0	224	224
02:30 PM	6	124	0	110	8	0	5	5	0	0	258	258
Grand Total	16	436	0	376	26	0	21	16	0	0	891	891
Apprch %	3.5	96.5		93.5	6.5		56.8	43.2				
Total %	1.8	48.9		42.2	2.9		2.4	1.8		0	100	
Cars & Peds	16	430		372	25		21	16		0	0	880
% Cars & Peds	100	98.6	0	98.9	96.2	0	100	100	0	0	0	98.8
Trucks	0	3		2	1		0	0		0	0	6
% Trucks	0	0.7	0	0.5	3.8	0	0	0	0	0	0	0.7
School Buses	0	3		2	0		0	0		0	0	5
% School Buses	0	0.7	0	0.5	0	0	0	0	0	0	0	0.6

Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	1	116	117	84	5	89	6	3	9	215
02:00 PM	4	93	97	85	4	89	6	2	8	194
02:15 PM	5	103	108	97	9	106	4	6	10	224
02:30 PM	6	124	130	110	8	118	5	5	10	258
Total Volume	16	436	452	376	26	402	21	16	37	891
% App. Total	3.5	96.5		93.5	6.5		56.8	43.2		
PHF	.667	.879	.869	.855	.722	.852	.875	.667	.925	.863
Cars & Peds	16	430	446	372	25	397	21	16	37	880
% Cars & Peds	100	98.6	98.7	98.9	96.2	98.8	100	100	100	98.8
Trucks	0	3	3	2	1	3	0	0	0	6
% Trucks	0	0.7	0.7	0.5	3.8	0.7	0	0	0	0.7
School Buses	0	3	3	2	0	2	0	0	0	5
% School Buses	0	0.7	0.7	0.5	0	0.5	0	0	0	0.6

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File Name : 03794AA  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- School Buses								
Start Time	Revere Street From North		Revere Street From South			Argyle Street From West		Int. Total
	Right	Thru	Thru	Left	Right	Left		
01:45 PM	0	1	2	0	0	0	3	
Total	0	1	2	0	0	0	3	
02:00 PM	0	1	0	0	0	0	1	
02:15 PM	0	0	0	0	0	0	0	
02:30 PM	0	1	0	0	0	0	1	
Grand Total	0	3	2	0	0	0	5	
Apprch %	0	100	100	0	0	0		
Total %	0	60	40	0	0	0		

Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	0	1	1	2	0	2	0	0	0	3
02:00 PM	0	1	1	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	3	3	2	0	2	0	0	0	5
% App. Total	0	100		100	0		0	0		
PHF	.000	.750	.750	.250	.000	.250	.000	.000	.000	.417

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 Client: GEOD/J. Gaudette

File Name : 03794AA  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Start Time	Groups Printed- Trucks						Int. Total
	Revere Street From North		Revere Street From South		Argyle Street From West		
	Right	Thru	Thru	Left	Right	Left	
01:45 PM	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	1
02:00 PM	0	1	1	1	0	0	3
02:15 PM	0	1	1	0	0	0	2
02:30 PM	0	0	0	0	0	0	0
Grand Total	0	3	2	1	0	0	6
Approch %	0	100	66.7	33.3	0	0	
Total %	0	50	33.3	16.7	0	0	

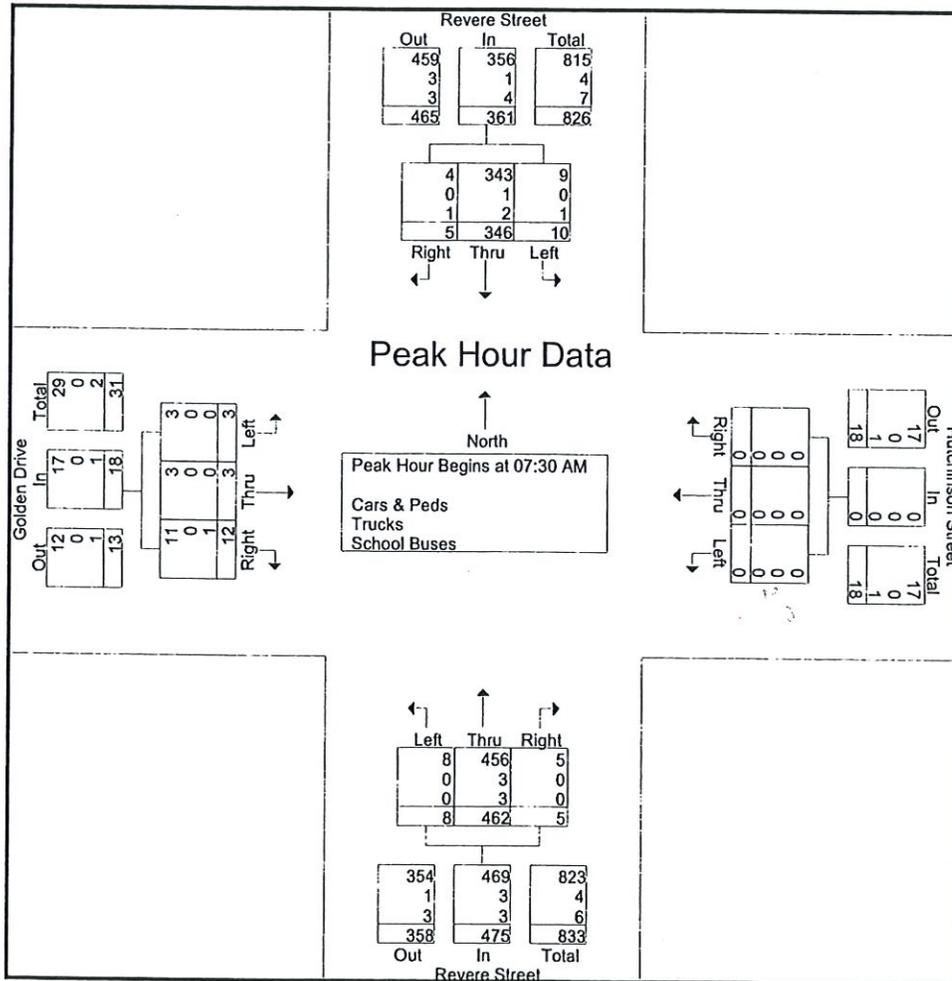
Start Time	Revere Street From North			Revere Street From South			Argyle Street From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	0	1	1	0	0	0	0	0	0	1
02:00 PM	0	1	1	1	1	2	0	0	0	3
02:15 PM	0	1	1	1	0	1	0	0	0	2
02:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	2	1	3	0	0	0	6
% App. Total	0	100		66.7	33.3		0	0		
PHF	.000	.750	.750	.500	.250	.375	.000	.000	.000	.500

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N/S: Revere Street  
 E/W: Hutchinson Street/Golden Drive  
 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794B  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Start Time	Revere Street From North				Hutchinson Street From East				Revere Street From South				Golden Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	80	1	82	0	0	0	0	1	107	3	111	5	1	0	6	199
07:45 AM	2	94	0	96	0	0	0	0	1	116	2	119	2	0	0	2	217
08:00 AM	1	81	6	88	0	0	0	0	0	117	2	119	3	2	3	8	215
08:15 AM	1	91	3	95	0	0	0	0	3	122	1	126	2	0	0	2	223
Total Volume	5	346	10	361	0	0	0	0	5	462	8	475	12	3	3	18	854
% App. Total	1.4	95.8	2.8		0.000	0.000	0.000	0.000	1.1	97.3	1.7	94.2	66.7	16.7	16.7		
PHF	.625	.920	.417	.940	.000	.000	.000	.000	.417	.947	.667	.942	.600	.375	.250	.563	.957
Cars & Peds	4	343	9	356	0	0	0	0	5	456	8	469	11	3	3	17	842
% Cars & Peds	80.0	99.1	90.0	98.6	0	0	0	0	100	98.7	100	98.7	91.7	100	100	94.4	98.6
Trucks	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% Trucks	0	0.3	0	0.3	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0.5
School Buses	1	2	1	4	0	0	0	0	0	3	0	3	1	0	0	1	8
% School Buses	20.0	0.6	10.0	1.1	0	0	0	0	0	0.6	0	0.6	8.3	0	0	5.6	0.9



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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794B  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

**Groups Printed- Cars & Peds - Trucks - School Buses**

Start Time	Revere Street From North				Hutchinson Street From East				Revere Street From South				Golden Drive From West				Exclu Total	Inclu Total	Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds			
07:30 AM	1	80	1	2	0	0	0	3	1	107	3	2	5	1	0	2	9	199	208
07:45 AM	2	94	0	1	0	0	0	1	1	116	2	1	2	0	0	2	5	217	222
<b>Total</b>	<b>3</b>	<b>174</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>223</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>14</b>	<b>416</b>	<b>430</b>
08:00 AM	1	81	6	1	0	0	0	5	0	117	2	0	3	2	3	1	7	215	222
08:15 AM	1	91	3	1	0	0	0	3	3	122	1	1	2	0	0	2	7	223	230
<b>Grand Total</b>	<b>5</b>	<b>346</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>462</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>28</b>	<b>854</b>	<b>882</b>
Apprch %	1.4	95.8	2.8		0	0	0		1.1	97.3	1.7		66.7	16.7	16.7				
<b>Total %</b>	<b>0.6</b>	<b>40.5</b>	<b>1.2</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>0.6</b>	<b>54.1</b>	<b>0.9</b>		<b>1.4</b>	<b>0.4</b>	<b>0.4</b>		<b>3.2</b>	<b>96.8</b>	
Cars & Peds	4	343	9		0	0	0		5	456	8		11	3	3		0	0	870
% Cars & Peds	80	99.1	90	100	0	0	0	100	100	98.7	100	100	91.7	100	100	100	0	0	98.6
Trucks	0	1	0		0	0	0		0	3	0		0	0	0		0	0	4
% Trucks	0	0.3	0	0	0	0	0	0	0	0.6	0	0	0	0	0	0	0	0	0.5
School Buses	1	2	1		0	0	0		0	3	0		1	0	0		0	0	8
% School Buses	20	0.6	10	0	0	0	0	0	0	0.6	0	0	8.3	0	0	0	0	0	0.9

Start Time	Revere Street From North				Hutchinson Street From East				Revere Street From South				Golden Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	80	1	82	0	0	0	0	1	107	3	111	5	1	0	6	199
07:45 AM	2	94	0	96	0	0	0	0	1	116	2	119	2	0	0	2	217
08:00 AM	1	81	6	88	0	0	0	0	0	117	2	119	3	2	3	8	215
08:15 AM	1	91	3	95	0	0	0	0	3	122	1	126	2	0	0	2	223
<b>Total Volume</b>	<b>5</b>	<b>346</b>	<b>10</b>	<b>361</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>462</b>	<b>8</b>	<b>475</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>18</b>	<b>854</b>
<b>% App. Total</b>	<b>1.4</b>	<b>95.8</b>	<b>2.8</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>1.1</b>	<b>97.3</b>	<b>1.7</b>		<b>66.7</b>	<b>16.7</b>	<b>16.7</b>		
PHF	.625	.920	.417	.940	.000	.000	.000	.000	.417	.947	.667	.942	.600	.375	.250	.563	.957
Cars & Peds	4	343	9	356	0	0	0	0	5	456	8	469	11	3	3	17	842
% Cars & Peds	80.0	99.1	90.0	98.6	0	0	0	0	100	98.7	100	98.7	91.7	100	100	94.4	98.6
Trucks	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% Trucks	0	0.3	0	0.3	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0.5
School Buses	1	2	1	4	0	0	0	0	0	3	0	3	1	0	0	1	8
% School Buses	20.0	0.6	10.0	1.1	0	0	0	0	0	0.6	0	0.6	8.3	0	0	5.6	0.9

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N/S: Revere Street  
 E/W: Hutchinson Street/Golden Drive  
 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794B  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- School Buses

Start Time	Revere Street From North			Hutchinson Street From East			Revere Street From South			Golden Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	0	0	0	0	0	2	0	0	0	0	3
08:00 AM	1	1	1	0	0	0	0	0	0	1	0	0	4
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Grand Total	1	2	1	0	0	0	0	3	0	1	0	0	8
Apprch %	25	50	25	0	0	0	0	100	0	100	0	0	8
Total %	12.5	25	12.5	0	0	0	0	37.5	0	12.5	0	0	3

Start Time	Revere Street From North				Hutchinson Street From East				Revere Street From South				Golden Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	1	1	1	3	0	0	0	0	0	0	0	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	2	1	4	0	0	0	0	0	3	0	3	1	0	0	1	8
% App. Total	25	50	25	.333	0	0	0	.000	0	100	0	.750	25	0	0	.250	.500
PHF	.250	.500	.250	.333	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.500

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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794B  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- Trucks

Start Time	Revere Street From North			Hutchinson Street From East			Revere Street From South			Golden Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Grand Total	0	1	0	0	0	0	0	3	0	0	0	0	4
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	4
Total %	0	25	0	0	0	0	0	75	0	0	0	0	0

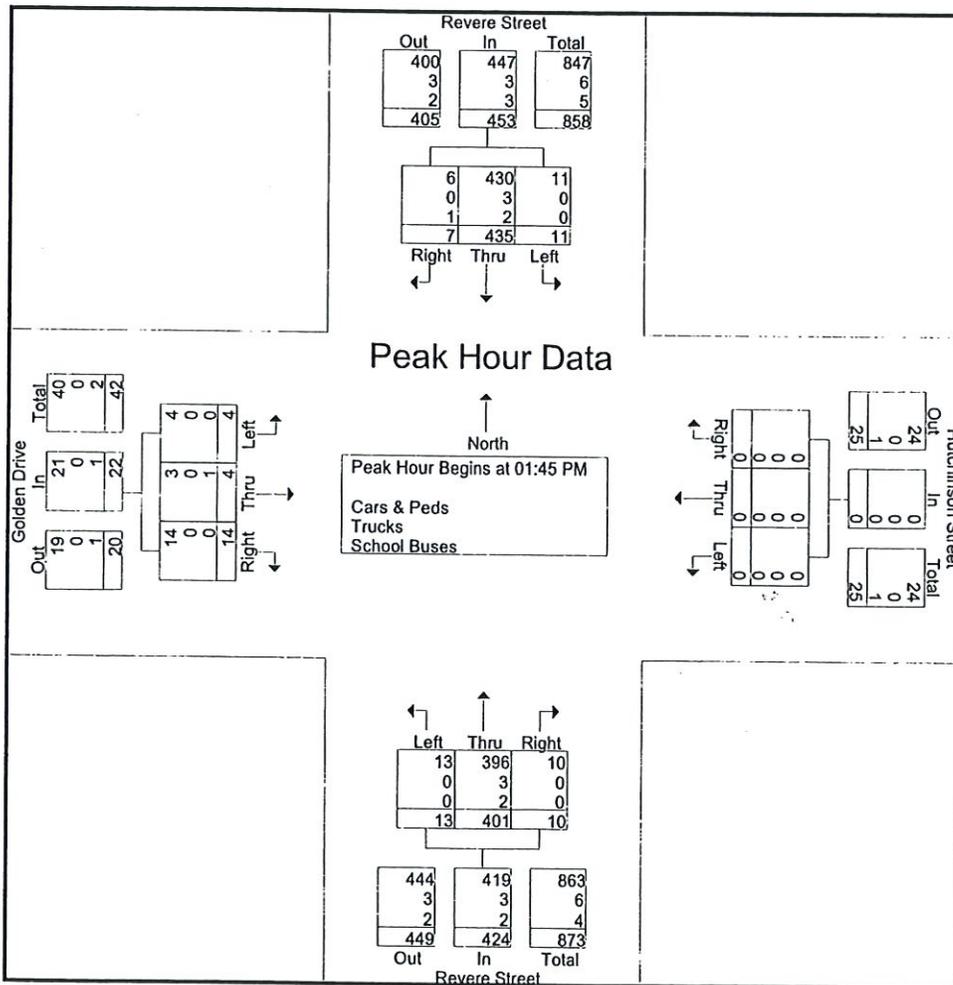
Start Time	Revere Street From North				Hutchinson Street From East				Revere Street From South				Golden Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	4
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500

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N/S: Revere Street  
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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794BB  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Start Time	Revere Street From North				Hutchinson Street From East				Revere Street From South				Golden Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	120	0	122	0	0	0	0	2	89	3	94	5	1	0	6	222
02:00 PM	1	93	1	95	0	0	0	0	0	88	5	93	0	1	2	3	191
02:15 PM	2	99	6	107	0	0	0	0	4	104	4	112	4	1	2	7	226
02:30 PM	2	123	4	129	0	0	0	0	4	120	1	125	5	1	0	6	260
Total Volume	7	435	11	453	0	0	0	0	10	401	13	424	14	4	4	22	899
% App. Total	1.5	96	2.4		0	0	0		2.4	94.6	3.1		63.6	18.2	18.2		
PHF	.875	.884	.458	.878	.000	.000	.000	.000	.625	.835	.650	.848	.700	1.000	.500	.786	.864
Cars & Peds	6	430	11	447	0	0	0	0	10	396	13	419	14	3	4	21	887
% Cars & Peds	85.7	98.9	100	98.7	0	0	0	0	100	98.8	100	98.8	100	75.0	100	95.5	98.7
Trucks	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% Trucks	0	0.7	0	0.7	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0.7
School Buses	1	2	0	3	0	0	0	0	0	2	0	2	0	1	0	1	6
% School Buses	14.3	0.5	0	0.7	0	0	0	0	0	0.5	0	0.5	0	25.0	0	4.5	0.7



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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794BB  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- Cars & Peds - Trucks - School Buses

Start Time	Revere Street From North				Hutchinson Street From East				Revere Street From South				Golden Drive From West				Exclu Total	Inclu Total	Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds			
01:45 PM	2	120	0	1	0	0	0	0	2	89	3	1	5	1	0	0	2	222	224
Total	2	120	0	1	0	0	0	0	2	89	3	1	5	1	0	0	2	222	224
02:00 PM	1	93	1	0	0	0	0	3	0	88	5	2	0	1	2	0	5	191	196
02:15 PM	2	99	6	1	0	0	0	0	4	104	4	0	4	1	2	1	2	226	228
02:30 PM	2	123	4	1	0	0	0	5	4	120	1	2	5	1	0	3	11	260	271
Grand Total	7	435	11	3	0	0	0	8	10	401	13	5	14	4	4	4	20	899	919
Apprch %	1.5	96	2.4		0	0	0		2.4	94.6	3.1		63.6	18.2	18.2				
Total %	0.8	48.4	1.2		0	0	0		1.1	44.6	1.4		1.6	0.4	0.4		2.2	97.8	
Cars & Peds	6	430	11		0	0	0		10	396	13		14	3	4		0	0	907
% Cars & Peds	85.7	98.9	100	100	0	0	0	100	100	98.8	100	100	100	75	100	100	0	0	98.7
Trucks	0	3	0		0	0	0		0	3	0		0	0	0		0	0	6
% Trucks	0	0.7	0	0	0	0	0	0	0	0.7	0	0	0	0	0	0	0	0	0.7
School Buses	1	2	0		0	0	0		0	2	0		0	1	0		0	0	6
% School Buses	14.3	0.5	0	0	0	0	0	0	0	0.5	0	0	0	25	0	0	0	0	0.7

Start Time	Revere Street From North				Hutchinson Street From East				Revere Street From South				Golden Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	120	0	122	0	0	0	0	2	89	3	94	5	1	0	6	222
02:00 PM	1	93	1	95	0	0	0	0	0	88	5	93	0	1	2	3	191
02:15 PM	2	99	6	107	0	0	0	0	4	104	4	112	4	1	2	7	226
02:30 PM	2	123	4	129	0	0	0	0	4	120	1	125	5	1	0	6	260
Total Volume	7	435	11	453	0	0	0	0	10	401	13	424	14	4	4	22	899
% App. Total	1.5	96	2.4		0	0	0		2.4	94.6	3.1		63.6	18.2	18.2		
PHF	.875	.884	.458	.878	.000	.000	.000	.000	.625	.835	.650	.848	.700	1.000	.500	.786	.864
Cars & Peds	6	430	11	447	0	0	0	0	10	396	13	419	14	3	4	21	887
% Cars & Peds	85.7	98.9	100	98.7	0	0	0	0	100	98.8	100	98.8	100	75.0	100	95.5	98.7
Trucks	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% Trucks	0	0.7	0	0.7	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0.7
School Buses	1	2	0	3	0	0	0	0	0	2	0	2	0	1	0	1	6
% School Buses	14.3	0.5	0	0.7	0	0	0	0	0	0.5	0	0.5	0	25.0	0	4.5	0.7

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 E/W: Hutchinson Street/Golden Drive  
 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794BB  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- Trucks

Start Time	Revere Street From North			Hutchinson Street From East			Revere Street From South			Golden Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
02:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	0	0	0	0	0	3	0	0	0	0	6
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	0
Total %	0	50	0	0	0	0	0	50	0	0	0	0	0

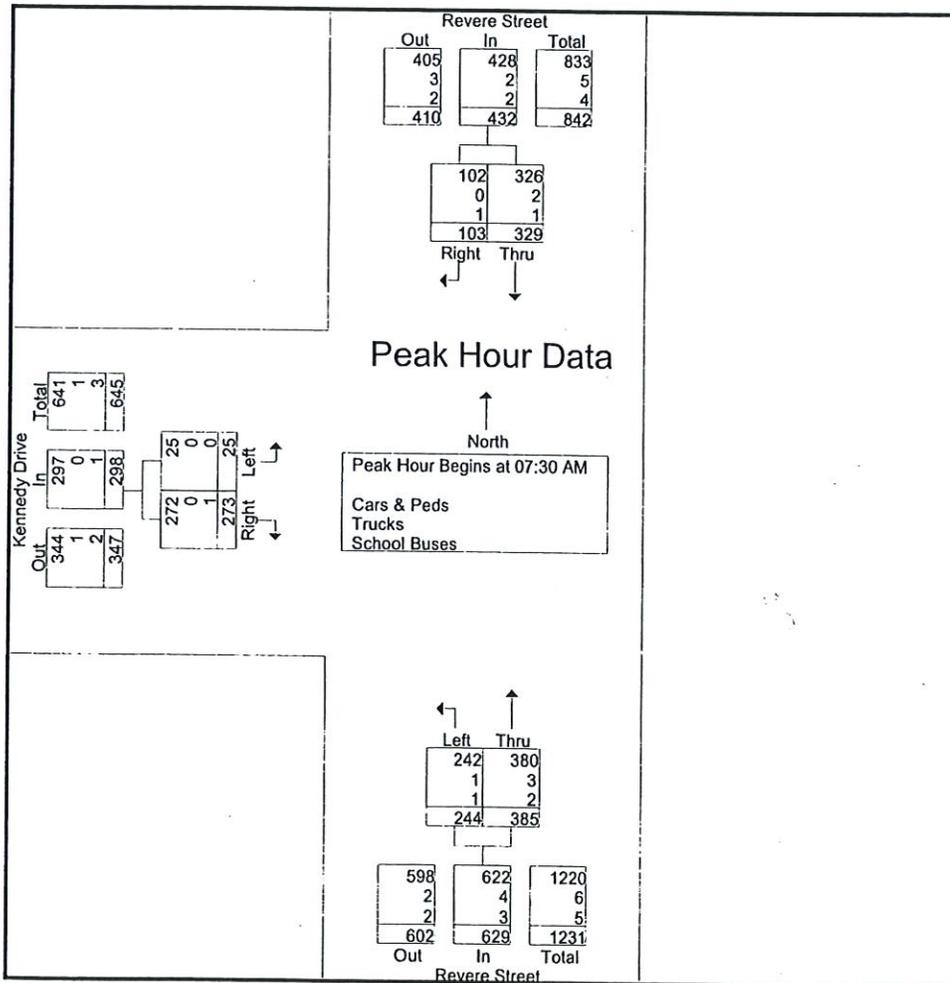
Start Time	Revere Street From North				Hutchinson Street From East				Revere Street From South				Golden Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
02:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		0
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500

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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794C  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	15	87	102	91	47	138	20	5	25	265
07:45 AM	47	77	124	88	102	190	98	6	104	418
08:00 AM	36	78	114	90	75	165	129	4	133	412
08:15 AM	5	87	92	116	20	136	26	10	36	264
Total Volume	103	329	432	385	244	629	273	25	298	1359
% App. Total	23.8	76.2		61.2	38.8		91.6	8.4		
PHF	.548	.945	.871	.830	.598	.828	.529	.625	.560	.813
Cars & Peds	102	326	428	380	242	622	272	25	297	1347
% Cars & Peds	99.0	99.1	99.1	98.7	99.2	98.9	99.6	100	99.7	99.1
Trucks	0	2	2	3	1	4	0	0	0	6
% Trucks	0	0.6	0.5	0.8	0.4	0.6	0	0	0	0.4
School Buses	1	1	2	2	1	3	1	0	1	6
% School Buses	1.0	0.3	0.5	0.5	0.4	0.5	0.4	0	0.3	0.4



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N/S: Revere Street  
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 Client: GEOD/J. Gaudette

File Name : 03794C  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

**Groups Printed- Cars & Peds - Trucks - School Buses**

Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds			
07:30 AM	15	87	0	91	47	0	20	5	0	0	265	265
07:45 AM	47	77	0	88	102	0	98	6	1	1	418	419
<b>Total</b>	<b>62</b>	<b>164</b>	<b>0</b>	<b>179</b>	<b>149</b>	<b>0</b>	<b>118</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>683</b>	<b>684</b>
08:00 AM	36	78	0	90	75	0	129	4	2	2	412	414
08:15 AM	5	87	0	116	20	0	26	10	3	3	264	267
<b>Grand Total</b>	<b>103</b>	<b>329</b>	<b>0</b>	<b>385</b>	<b>244</b>	<b>0</b>	<b>273</b>	<b>25</b>	<b>6</b>	<b>6</b>	<b>1359</b>	<b>1365</b>
Apprch %	23.8	76.2		61.2	38.8		91.6	8.4				
Total %	7.6	24.2		28.3	18		20.1	1.8		0.4	99.6	
Cars & Peds	102	326		380	242		272	25		0	0	1353
% Cars & Peds	99	99.1	0	98.7	99.2	0	99.6	100	100	0	0	99.1
Trucks	0	2		3	1		0	0		0	0	6
% Trucks	0	0.6	0	0.8	0.4	0	0	0	0	0	0	0.4
School Buses	1	1		2	1		1	0		0	0	6
% School Buses	1	0.3	0	0.5	0.4	0	0.4	0	0	0	0	0.4

Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
<b>Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1</b>										
<b>Peak Hour for Entire Intersection Begins at 07:30 AM</b>										
07:30 AM	15	87	102	91	47	138	20	5	25	265
07:45 AM	47	77	124	88	102	190	98	6	104	418
08:00 AM	36	78	114	90	75	165	129	4	133	412
08:15 AM	5	87	92	116	20	136	26	10	36	264
<b>Total Volume</b>	<b>103</b>	<b>329</b>	<b>432</b>	<b>385</b>	<b>244</b>	<b>629</b>	<b>273</b>	<b>25</b>	<b>298</b>	<b>1359</b>
% App. Total	23.8	76.2		61.2	38.8		91.6	8.4		
PHF	.548	.945	.871	.830	.598	.828	.529	.625	.560	.813
Cars & Peds	102	326	428	380	242	622	272	25	297	1347
% Cars & Peds	99.0	99.1	99.1	98.7	99.2	98.9	99.6	100	99.7	99.1
Trucks	0	2	2	3	1	4	0	0	0	6
% Trucks	0	0.6	0.5	0.8	0.4	0.6	0	0	0	0.4
School Buses	1	1	2	2	1	3	1	0	1	6
% School Buses	1.0	0.3	0.5	0.5	0.4	0.5	0.4	0	0.3	0.4

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N/S: Revere Street  
 W: Kennedy Drive  
 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794C  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- School Buses										
Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	1	0	1	1	1	2	0	0	0	3
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	0	0	1	0	1	0	0	0	1
Grand Total	1	1	2	2	1	3	1	0	1	6
Apprch %	50	50	66.7	66.7	33.3	100	100	0	0	
Total %	16.7	16.7	33.3	33.3	16.7	50	16.7	0	0	

Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	0	0	1	0	1	0	0	0	1
Total Volume	1	1	2	2	1	3	1	0	1	6
% App. Total	50	50	66.7	66.7	33.3	100	100	0	16.7	
PHF	.250	.250	.500	.500	.250	.750	.250	.000	.250	.750

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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794C  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- Trucks

Start Time	Revere Street From North		Revere Street From South		Kennedy Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left	
07:30 AM	0	1	0	0	0	0	1
07:45 AM	0	0	1	0	0	0	1
Total	0	1	1	0	0	0	2
08:00 AM	0	1	0	0	0	0	1
08:15 AM	0	0	2	1	0	0	3
Grand Total	0	2	3	1	0	0	6
Apprch %	0	100	75	25	0	0	
Total %	0	33.3	50	16.7	0	0	

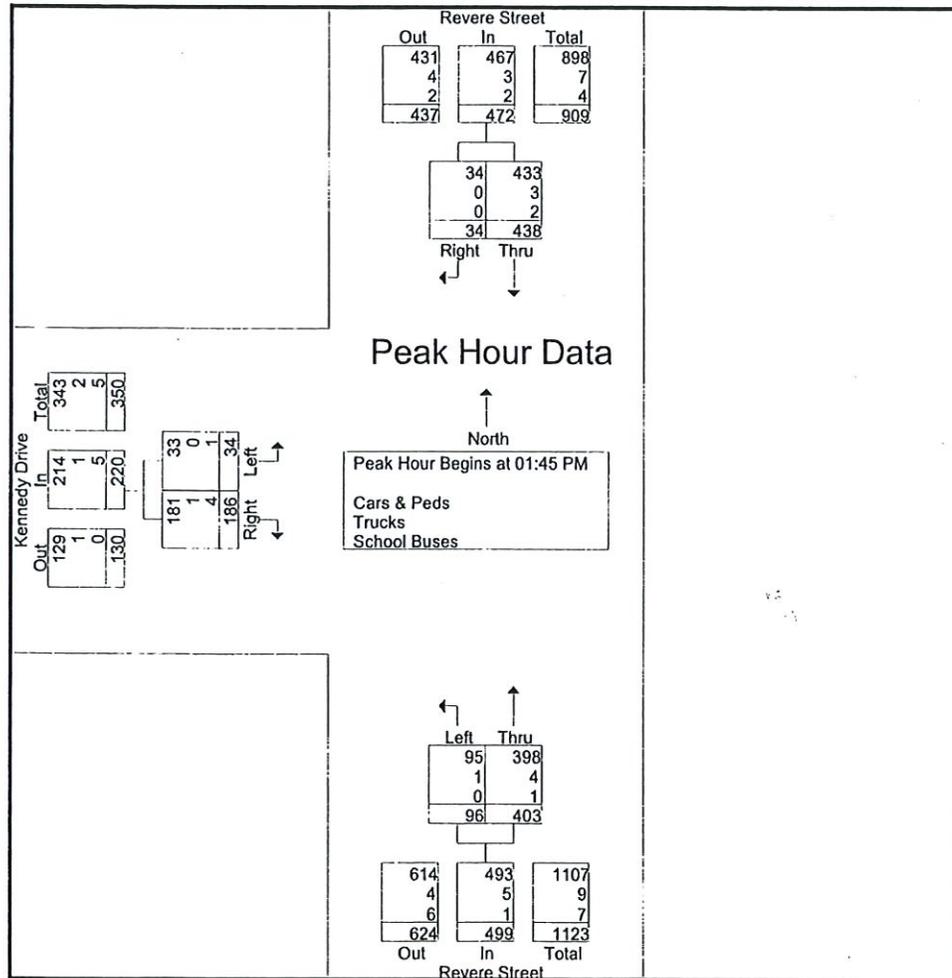
Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	2	1	3	0	0	0	3
Total Volume	0	2	2	3	1	4	0	0	0	6
% App. Total	0	100		75	25		0	0		
PHF	.000	.500	.500	.375	.250	.333	.000	.000	.000	.500

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File Name : 03794CC  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	20	115	135	92	61	153	20	5	25	313
02:00 PM	6	94	100	90	21	111	83	8	91	302
02:15 PM	2	105	107	102	8	110	66	14	80	297
02:30 PM	6	124	130	119	6	125	17	7	24	279
<b>Total Volume</b>	<b>34</b>	<b>438</b>	<b>472</b>	<b>403</b>	<b>96</b>	<b>499</b>	<b>186</b>	<b>34</b>	<b>220</b>	<b>1191</b>
% App. Total	7.2	92.8		80.8	19.2		84.5	15.5		
PHF	.425	.883	.874	.847	.393	.815	.560	.607	.604	.951
Cars & Peds	34	433	467	398	95	493	181	33	214	1174
% Cars & Peds	100	98.9	98.9	98.8	99.0	98.8	97.3	97.1	97.3	98.6
Trucks	0	3	3	4	1	5	1	0	1	9
% Trucks	0	0.7	0.6	1.0	1.0	1.0	0.5	0	0.5	0.8
School Buses	0	2	2	1	0	1	4	1	5	8
% School Buses	0	0.5	0.4	0.2	0	0.2	2.2	2.9	2.3	0.7



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N/S: Revere Street  
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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794CC  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- Cars & Peds - Trucks - School Buses

Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds			
01:45 PM	20	115	0	92	61	0	20	5	2	2	313	315
Total	20	115	0	92	61	0	20	5	2	2	313	315
02:00 PM	6	94	0	90	21	0	83	8	4	4	302	306
02:15 PM	2	105	1	102	8	0	66	14	1	2	297	299
02:30 PM	6	124	0	119	6	0	17	7	4	4	279	283
Grand Total	34	438	1	403	96	0	186	34	11	12	1191	1203
Apprch %	7.2	92.8		80.8	19.2		84.5	15.5				
Total %	2.9	36.8		33.8	8.1		15.6	2.9		1	99	
Cars & Peds	34	433		398	95		181	33		0	0	1186
% Cars & Peds	100	98.9	100	98.8	99	0	97.3	97.1	100	0	0	98.6
Trucks	0	3		4	1		1	0		0	0	9
% Trucks	0	0.7	0	1	1	0	0.5	0	0	0	0	0.7
School Buses	0	2		1	0		4	1		0	0	8
% School Buses	0	0.5	0	0.2	0	0	2.2	2.9	0	0	0	0.7

Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	20	115	135	92	61	153	20	5	25	313
02:00 PM	6	94	100	90	21	111	83	8	91	302
02:15 PM	2	105	107	102	8	110	66	14	80	297
02:30 PM	6	124	130	119	6	125	17	7	24	279
Total Volume	34	438	472	403	96	499	186	34	220	1191
% App. Total	7.2	92.8		80.8	19.2		84.5	15.5		
PHF	.425	.883	.874	.847	.393	.815	.560	.607	.604	.951
Cars & Peds	34	433	467	398	95	493	181	33	214	1174
% Cars & Peds	100	98.9	98.9	98.8	99.0	98.8	97.3	97.1	97.3	98.6
Trucks	0	3	3	4	1	5	1	0	1	9
% Trucks	0	0.7	0.6	1.0	1.0	1.0	0.5	0	0.5	0.7
School Buses	0	2	2	1	0	1	4	1	5	8
% School Buses	0	0.5	0.4	0.2	0	0.2	2.2	2.9	2.3	0.7

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N/S: Revere Street  
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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794CC  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- School Buses								
Start Time	Revere Street From North		Revere Street From South			Kennedy Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left		
01:45 PM	0	1	1	0	3	1		6
Total	0	1	1	0	3	1		6
02:00 PM	0	1	0	0	1	0		2
02:15 PM	0	0	0	0	0	0		0
02:30 PM	0	0	0	0	0	0		0
Grand Total	0	2	1	0	4	1		8
Apprch %	0	100	100	0	80	20		
Total %	0	25	12.5	0	50	12.5		

Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	0	1	1	1	0	1	3	1	4	6
02:00 PM	0	1	1	0	0	0	1	0	1	2
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	1	0	1	4	1	5	8
% App. Total	0	100		100	0		80	20		
PHF	.000	.500	.500	.250	.000	.250	.333	.250	.313	.333

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N/S: Revere Street  
 W: Kennedy Drive  
 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794CC  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- Trucks

Start Time	Revere Street From North		Revere Street From South		Kennedy Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left	
01:45 PM	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	1
02:00 PM	0	1	2	0	0	0	3
02:15 PM	0	1	2	1	1	0	5
02:30 PM	0	0	0	0	0	0	0
Grand Total	0	3	4	1	1	0	9
Apprch %	0	100	80	20	100	0	
Total %	0	33.3	44.4	11.1	11.1	0	

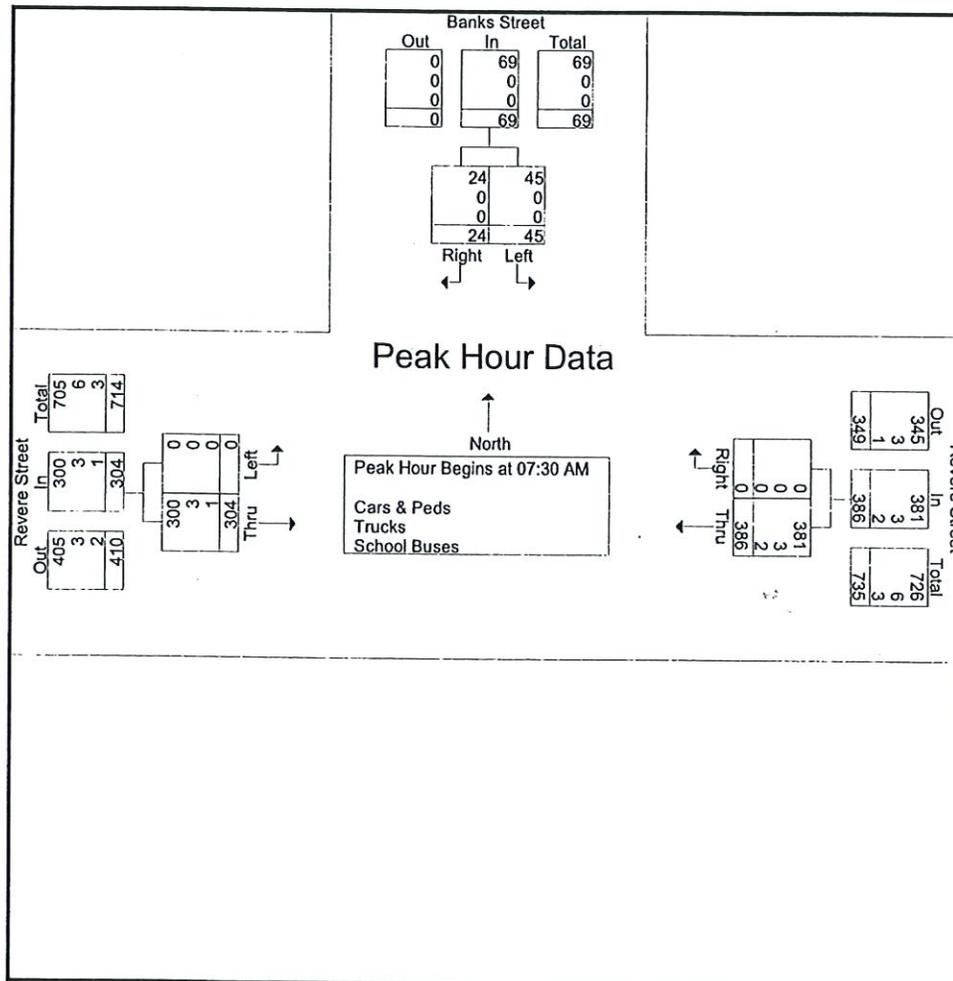
Start Time	Revere Street From North			Revere Street From South			Kennedy Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	0	1	1	0	0	0	0	0	0	1
02:00 PM	0	1	1	2	0	2	0	0	0	3
02:15 PM	0	1	1	2	1	3	1	0	1	5
02:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	4	1	5	1	0	1	9
% App. Total	0	100		80	20		100	0		
PHF	.000	.750	.750	.500	.250	.417	.250	.000	.250	.450

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N: Banks Street  
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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794D  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Start Time	Banks Street From North			Revere Street From East			Revere Street From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	8	15	23	0	110	110	79	0	79	212
07:45 AM	8	10	18	0	110	110	111	0	111	239
08:00 AM	5	13	18	0	90	90	53	0	53	161
08:15 AM	3	7	10	0	76	76	61	0	61	147
Total Volume	24	45	69	0	386	386	304	0	304	759
% App. Total	34.8	65.2		0	100		100	0		
PHF	.750	.750	.750	.000	.877	.877	.685	.000	.685	.794
Cars & Peds	24	45	69	0	381	381	300	0	300	750
% Cars & Peds	100	100	100	0	98.7	98.7	98.7	0	98.7	98.8
Trucks	0	0	0	0	3	3	3	0	3	6
% Trucks	0	0	0	0	0.8	0.8	1.0	0	1.0	0.8
School Buses	0	0	0	0	2	2	1	0	1	3
% School Buses	0	0	0	0	0.5	0.5	0.3	0	0.3	0.4



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 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794D  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

**Groups Printed- Cars & Peds - Trucks - School Buses**

Start Time	Banks Street From North			Revere Street From East			Revere Street From West			Exclu. Total	Inclu. Total	Int. Total
	Right	Left	Peds	Right	Thru	Peds	Thru	Left	Peds			
07:30 AM	8	15	2	0	110	1	79	0	0	3	212	215
07:45 AM	8	10	3	0	110	0	111	0	1	4	239	243
<b>Total</b>	<b>16</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>220</b>	<b>1</b>	<b>190</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>451</b>	<b>458</b>
08:00 AM	5	13	0	0	90	0	53	0	0	0	161	161
08:15 AM	3	7	1	0	76	0	61	0	0	1	147	148
<b>Grand Total</b>	<b>24</b>	<b>45</b>	<b>6</b>	<b>0</b>	<b>386</b>	<b>1</b>	<b>304</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>759</b>	<b>767</b>
Apprch %	34.8	65.2	0	0	100	0	100	0	0	0	0	0
Total %	3.2	5.9	0	0	50.9	0	40.1	0	0	1	99	0
Cars & Peds	24	45	0	0	381	0	300	0	0	0	0	758
% Cars & Peds	100	100	100	0	98.7	100	98.7	0	100	0	0	98.8
Trucks	0	0	0	0	3	0	3	0	0	0	0	6
% Trucks	0	0	0	0	0.8	0	1	0	0	0	0	0.8
School Buses	0	0	0	0	2	0	1	0	0	0	0	3
% School Buses	0	0	0	0	0.5	0	0.3	0	0	0	0	0.4

Start Time	Banks Street From North			App. Total	Revere Street From East			Revere Street From West			Int. Total
	Right	Left			Right	Thru	App. Total	Thru	Left	App. Total	
<b>Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1</b>											
<b>Peak Hour for Entire Intersection Begins at 07:30 AM</b>											
07:30 AM	8	15	23	0	110	110	79	0	79	212	
07:45 AM	8	10	18	0	110	110	111	0	111	239	
08:00 AM	5	13	18	0	90	90	53	0	53	161	
08:15 AM	3	7	10	0	76	76	61	0	61	147	
<b>Total Volume</b>	<b>24</b>	<b>45</b>	<b>69</b>	<b>0</b>	<b>386</b>	<b>386</b>	<b>304</b>	<b>0</b>	<b>304</b>	<b>759</b>	
% App. Total	34.8	65.2	0	0	100	0	100	0	0	0	
PHF	.750	.750	.750	.000	.877	.877	.685	.000	.685	.794	
Cars & Peds	24	45	69	0	381	381	300	0	300	750	
% Cars & Peds	100	100	100	0	98.7	98.7	98.7	0	98.7	98.8	
Trucks	0	0	0	0	3	3	3	0	3	6	
% Trucks	0	0	0	0	0.8	0.8	1.0	0	1.0	0.8	
School Buses	0	0	0	0	2	2	1	0	1	3	
% School Buses	0	0	0	0	0.5	0.5	0.3	0	0.3	0.4	

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 Client: GEOD/J. Gaudette

File Name : 03794D  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- School Buses

Start Time	Banks Street From North		Revere Street From East			Revere Street From West		Int. Total
	Right	Left	Right	Thru	Thru	Left		
07:30 AM	0	0	0	0	1	0	1	
07:45 AM	0	0	0	1	0	0	1	
Total	0	0	0	1	1	0	2	
08:00 AM	0	0	0	0	0	0	0	
08:15 AM	0	0	0	1	0	0	1	
Grand Total	0	0	0	2	1	0	3	
Apprch %	0	0	0	100	100	0		
Total %	0	0	0	66.7	33.3	0		

Start Time	Banks Street From North			Revere Street From East			Revere Street From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	2	2	1	0	1	3
% App. Total	0	0	0	0	100	100	100	0		
PHF	.000	.000	.000	.000	.500	.500	.250	.000	.250	.750

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 Client: GEOD/J. Gaudette

File Name : 03794D  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- Trucks								
Start Time	Banks Street From North		Revere Street From East			Revere Street From West		Int. Total
	Right	Left	Right	Thru	Thru	Left		
07:30 AM	0	0	0	1	0	0	1	
07:45 AM	0	0	0	0	1	0	1	
Total	0	0	0	1	1	0	2	
08:00 AM	0	0	0	0	1	0	1	
08:15 AM	0	0	0	2	1	0	3	
Grand Total	0	0	0	3	3	0	6	
Apprch %	0	0	0	100	100	0		
Total %	0	0	0	50	50	0		

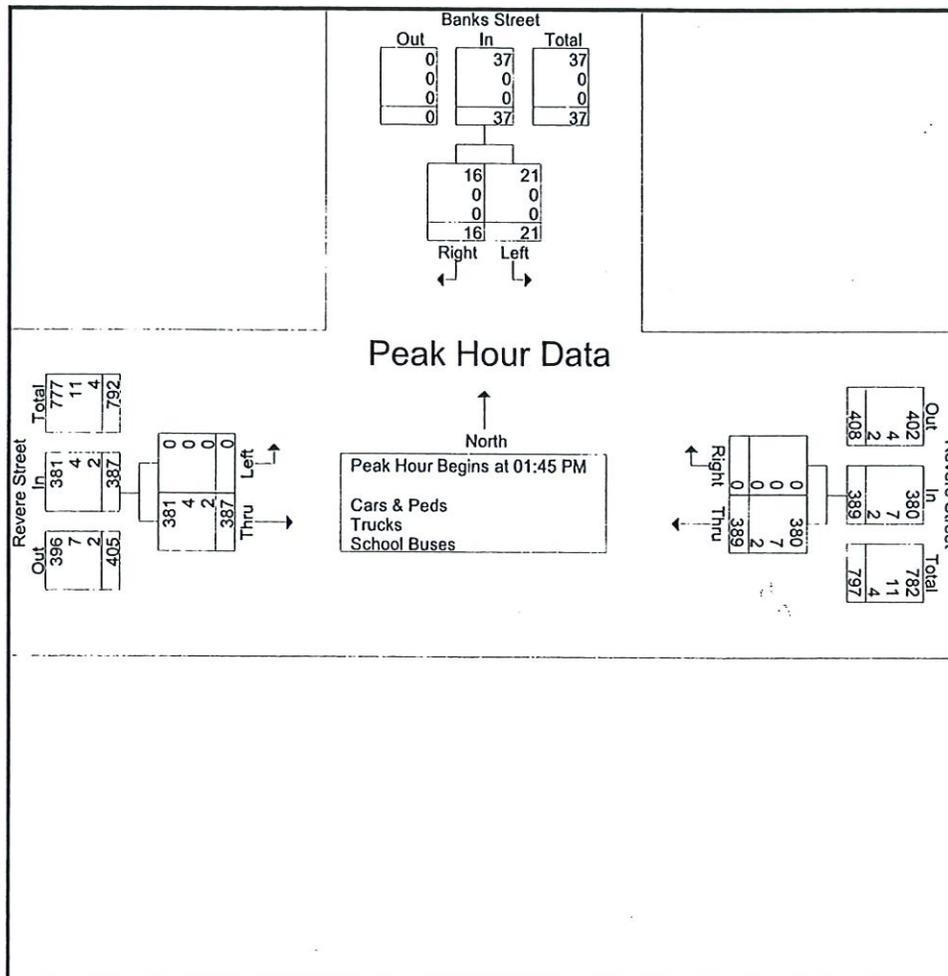
Start Time	Banks Street From North			Revere Street From East			Revere Street From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	2	2	1	0	1	3
Total Volume	0	0	0	0	3	3	3	0	3	6
% App. Total	0	0	0	0	100	100	100	0	100	100
PHF	.000	.000	.000	.000	.375	.375	.750	.000	.750	.500

**Transportation Data Corporation**  
 Mario Perone, mperone1@verizon.net  
 Tel. (781) 587-0086 Fax (781) 587-0189

N: Banks Street  
 E/W: Revere Street  
 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794DD  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Start Time	Banks Street From North			Revere Street From East			Revere Street From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	3	4	7	0	60	60	97	0	97	164
02:00 PM	4	8	12	0	94	94	79	0	79	185
02:15 PM	4	3	7	0	118	118	97	0	97	222
02:30 PM	5	6	11	0	117	117	114	0	114	242
Total Volume	16	21	37	0	389	389	387	0	387	813
% App. Total	43.2	56.8		0	100		100	0		
PHF	.800	.656	.771	.000	.824	.824	.849	.000	.849	.840
Cars & Peds	16	21	37	0	380	380	381	0	381	798
% Cars & Peds	100	100	100	0	97.7	97.7	98.4	0	98.4	98.2
Trucks	0	0	0	0	7	7	4	0	4	11
% Trucks	0	0	0	0	1.8	1.8	1.0	0	1.0	1.4
School Buses	0	0	0	0	2	2	2	0	2	4
% School Buses	0	0	0	0	0.5	0.5	0.5	0	0.5	0.5



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File Name : 03794DD  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

**Groups Printed- Cars & Peds - Trucks - School Buses**

Start Time	Banks Street From North			Revere Street From East			Revere Street From West			Exclu. Total	Inclu. Total	Int. Total
	Right	Left	Peds	Right	Thru	Peds	Thru	Left	Peds			
01:45 PM	3	4	2	0	60	0	97	0	0	2	164	166
Total	3	4	2	0	60	0	97	0	0	2	164	166
02:00 PM	4	8	1	0	94	0	79	0	0	1	185	186
02:15 PM	4	3	9	0	118	1	97	0	0	10	222	232
02:30 PM	5	6	9	0	117	0	114	0	2	11	242	253
Grand Total	16	21	21	0	389	1	387	0	2	24	813	837
Apprch %	43.2	56.8		0	100		100	0				
Total %	2	2.6		0	47.8		47.6	0		2.9	97.1	
Cars & Peds	16	21		0	380		381	0		0	0	822
% Cars & Peds	100	100	100	0	97.7	100	98.4	0	100	0	0	98.2
Trucks	0	0		0	7		4	0		0	0	11
% Trucks	0	0	0	0	1.8	0	1	0	0	0	0	1.3
School Buses	0	0		0	2		2	0		0	0	4
% School Buses	0	0	0	0	0.5	0	0.5	0	0	0	0	0.5

Start Time	Banks Street From North			Revere Street From East			Revere Street From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	3	4	7	0	60	60	97	0	97	164
02:00 PM	4	8	12	0	94	94	79	0	79	185
02:15 PM	4	3	7	0	118	118	97	0	97	222
02:30 PM	5	6	11	0	117	117	114	0	114	242
Total Volume	16	21	37	0	389	389	387	0	387	813
% App. Total	43.2	56.8		0	100		100	0		
PHF	.800	.656	.771	.000	.824	.824	.849	.000	.849	.840
Cars & Peds	16	21	37	0	380	380	381	0	381	798
% Cars & Peds	100	100	100	0	97.7	97.7	98.4	0	98.4	98.2
Trucks	0	0	0	0	7	7	4	0	4	11
% Trucks	0	0	0	0	1.8	1.8	1.0	0	1.0	1.4
School Buses	0	0	0	0	2	2	2	0	2	4
% School Buses	0	0	0	0	0.5	0.5	0.5	0	0.5	0.5

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N: Banks Street  
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 Client: GEOD/J. Gaudette

File Name : 03794DD  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

Groups Printed- School Buses								
Start Time	Banks Street From North		Revere Street From East		Revere Street From West		Int. Total	
	Right	Left	Right	Thru	Thru	Left		
01:45 PM	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	
02:00 PM	0	0	0	1	0	0	1	
02:15 PM	0	0	0	0	0	0	0	
02:30 PM	0	0	0	1	2	0	3	
Grand Total	0	0	0	2	2	0	4	
Apprch %	0	0	0	100	100	0		
Total %	0	0	0	50	50	0		

Start Time	Banks Street From North			Revere Street From East			Revere Street From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	1	1	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	1	1	2	0	2	3
Total Volume	0	0	0	0	2	2	2	0	2	4
% App. Total	0	0	0	0	100	100	100	0	250	333
PHF	.000	.000	.000	.000	.500	.500	.250	.000	.250	.333

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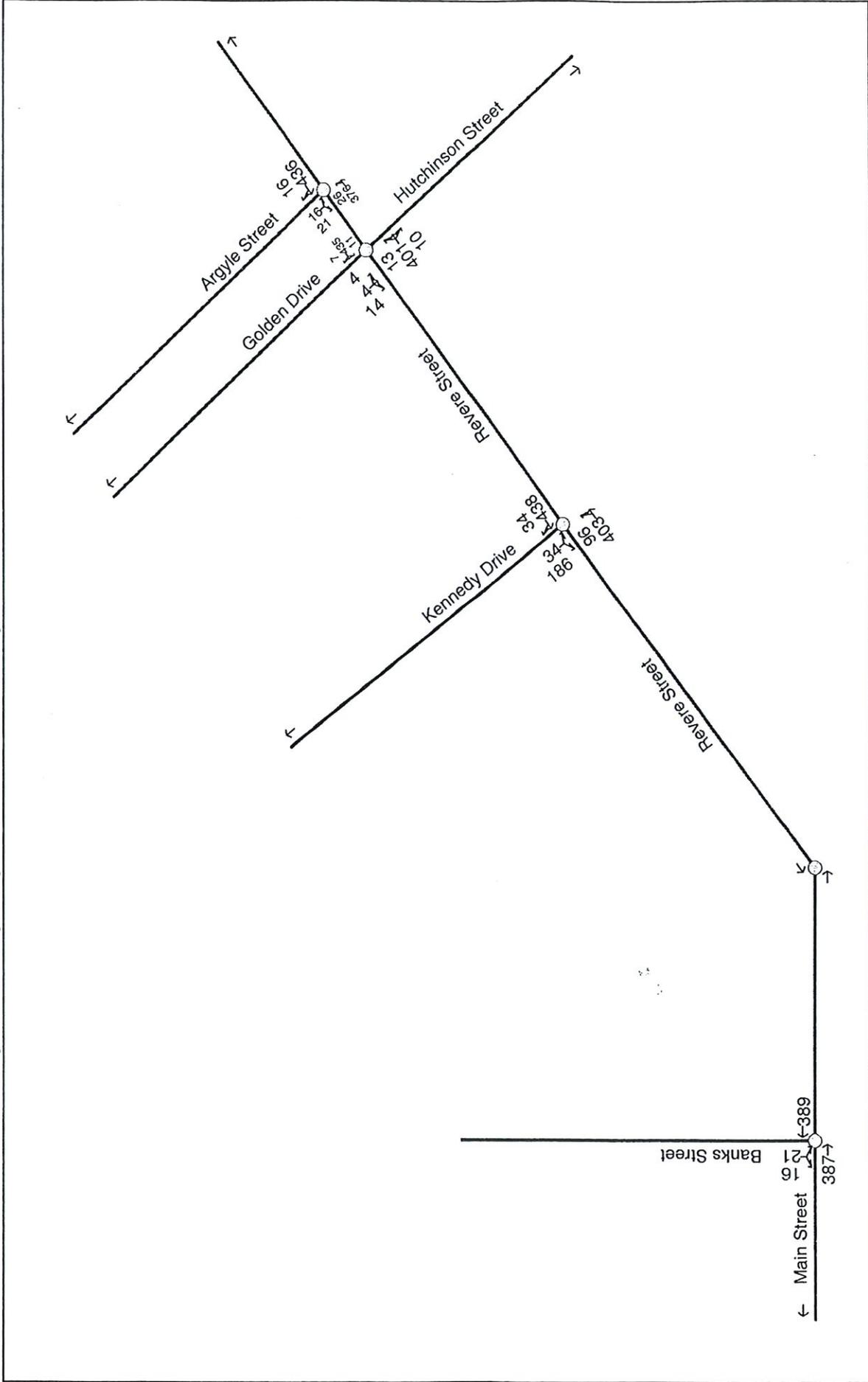
N: Banks Street  
 E/W: Revere Street  
 City/State: Winthrop, MA  
 Client: GEOD/J. Gaudette

File Name : 03794DD  
 Site Code : 03794  
 Start Date : 6/5/2008  
 Page No : 1

**Groups Printed- Trucks**

Start Time	Banks Street From North		Revere Street From East		Revere Street From West		Int. Total
	Right	Left	Right	Thru	Thru	Left	
01:45 PM	0	0	0	1	1	0	2
Total	0	0	0	1	1	0	2
02:00 PM	0	0	0	2	2	0	4
02:15 PM	0	0	0	4	1	0	5
02:30 PM	0	0	0	0	0	0	0
Grand Total	0	0	0	7	4	0	11
Apprch %	0	0	0	100	100	0	
Total %	0	0	0	63.6	36.4	0	

Start Time	Banks Street From North			Revere Street From East			Revere Street From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	0	0	0	0	1	1	1	0	1	2
02:00 PM	0	0	0	0	2	2	2	0	2	4
02:15 PM	0	0	0	0	4	4	1	0	1	5
02:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	7	7	4	0	4	11
% App. Total	0	0	0	0	100		100	0		
PHF	.000	.000	.000	.000	.438	.438	.500	.000	.500	.550

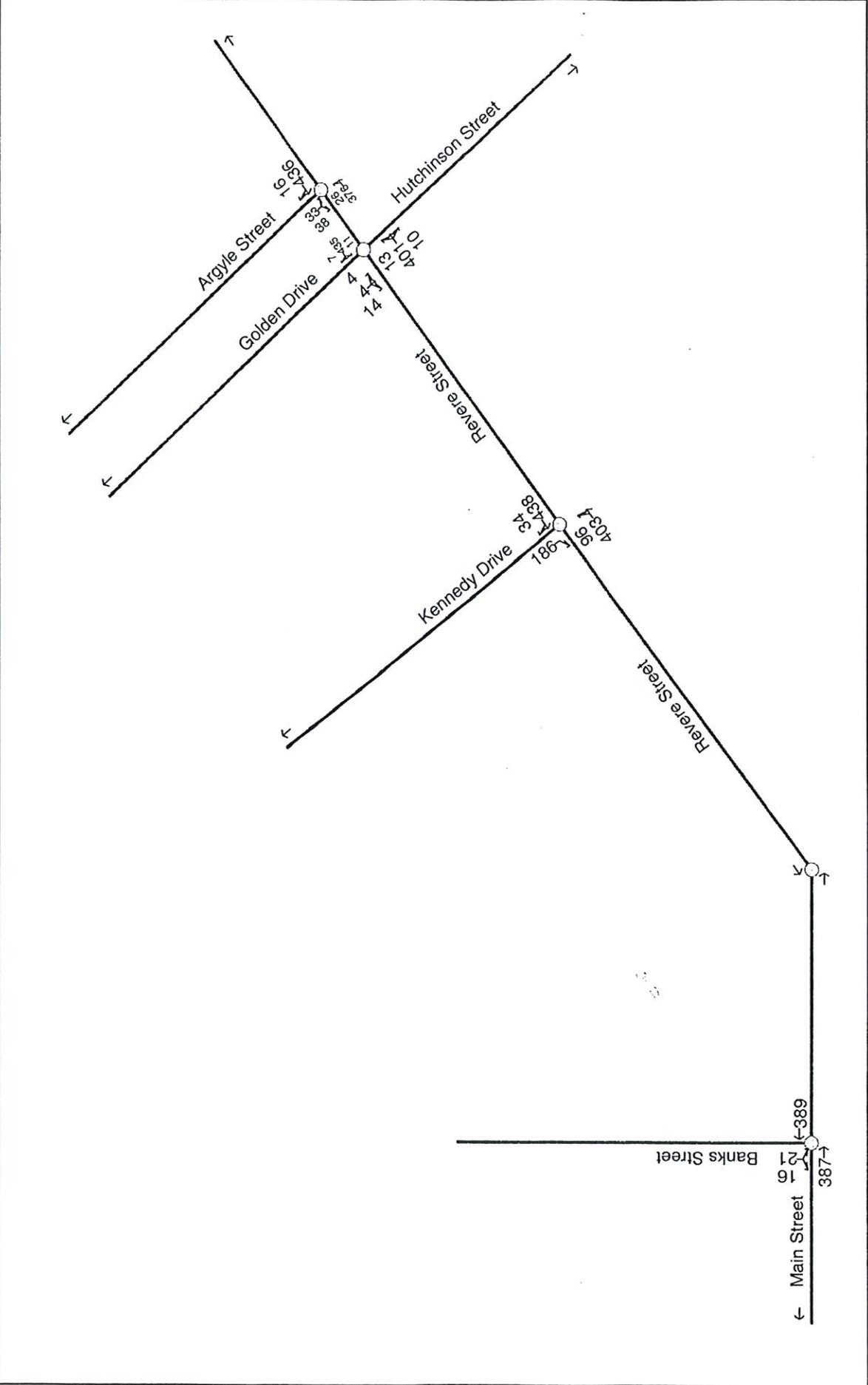


						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	21	26	376	436	16
Peak Hour Factor	0.67	0.88	0.72	0.85	0.88	0.67
Hourly flow rate (vph)	24	24	36	442	495	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1022	507	519			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1022	507	519			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	96	97			
cM capacity (veh/h)	255	569	1037			
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total	48	478	519			
Volume Left	24	36	0			
Volume Right	24	0	24			
cSH	352	1037	1700			
Volume to Capacity	0.14	0.03	0.31			
Queue Length 95th (ft)	12	3	0			
Control Delay (s)	16.8	1.0	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.8	1.0	0.0			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			1.2			
Intersection Capacity Utilization		51.1%		ICU Level of Service		A
Analysis Period (min)			15			

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕						↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	4	14	0	0	0	13	401	10	11	435	7
Peak Hour Factor	0.50	1.00	0.70	0.92	0.92	0.92	0.65	0.83	0.62	0.46	0.88	0.88
Hourly flow rate (vph)	8	4	20	0	0	0	20	483	16	24	494	8
Pedestrians		5			5			8			8	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1090	1095	511	1112	1091	504	507			504		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1090	1095	511	1112	1091	504	507			504		
tC, single (s)	7.1	6.8	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.2	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	96	100	100	100	98			98		
cM capacity (veh/h)	186	185	560	171	207	568	1064			1071		
Direction, Lane #	SE 1	NE 1	SW 1									
Volume Total	32	519	526									
Volume Left	8	20	24									
Volume Right	20	16	8									
cSH	319	1064	1071									
Volume to Capacity	0.10	0.02	0.02									
Queue Length 95th (ft)	8	1	2									
Control Delay (s)	17.5	0.5	0.6									
Lane LOS	C	A	A									
Approach Delay (s)	17.5	0.5	0.6									
Approach LOS	C											
<b>Intersection Summary</b>												
Average Delay			1.1									
Intersection Capacity Utilization			40.8%		ICU Level of Service					A		
Analysis Period (min)			15									

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	34	186	96	403	438	34
Peak Hour Factor	0.61	0.56	0.39	0.85	0.88	0.42
Hourly flow rate (vph)	56	332	246	474	498	81
Pedestrians	1			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1509	542	580			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1509	542	580			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	44	38	75			
cM capacity (veh/h)	99	537	998			
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total	388	720	579			
Volume Left	56	246	0			
Volume Right	332	0	81			
cSH	328	998	1700			
Volume to Capacity	1.18	0.25	0.34			
Queue Length 95th (ft)	408	24	0			
Control Delay (s)	143.3	5.5	0.0			
Lane LOS	F	A				
Approach Delay (s)	143.3	5.5	0.0			
Approach LOS	F					
<b>Intersection Summary</b>						
Average Delay			35.3			
Intersection Capacity Utilization			75.3%	ICU Level of Service		D
Analysis Period (min)			15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	387	389	0	21	16
Peak Hour Factor	0.92	0.85	0.82	0.92	0.66	0.80
Hourly flow rate (vph)	0	455	474	0	32	20
Pedestrians		21	21		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	476				953	497
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476				953	497
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				89	96
cM capacity (veh/h)	1094				284	566
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	455	474	52			
Volume Left	0	0	32			
Volume Right	0	0	20			
cSH	1700	1700	352			
Volume to Capacity	0.27	0.28	0.15			
Queue Length 95th (ft)	0	0	13			
Control Delay (s)	0.0	0.0	17.0			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	17.0			
Approach LOS			C			
<b>Intersection Summary</b>						
Average Delay			0.9			
Intersection Capacity Utilization		35.5%		ICU Level of Service	A	
Analysis Period (min)		15				

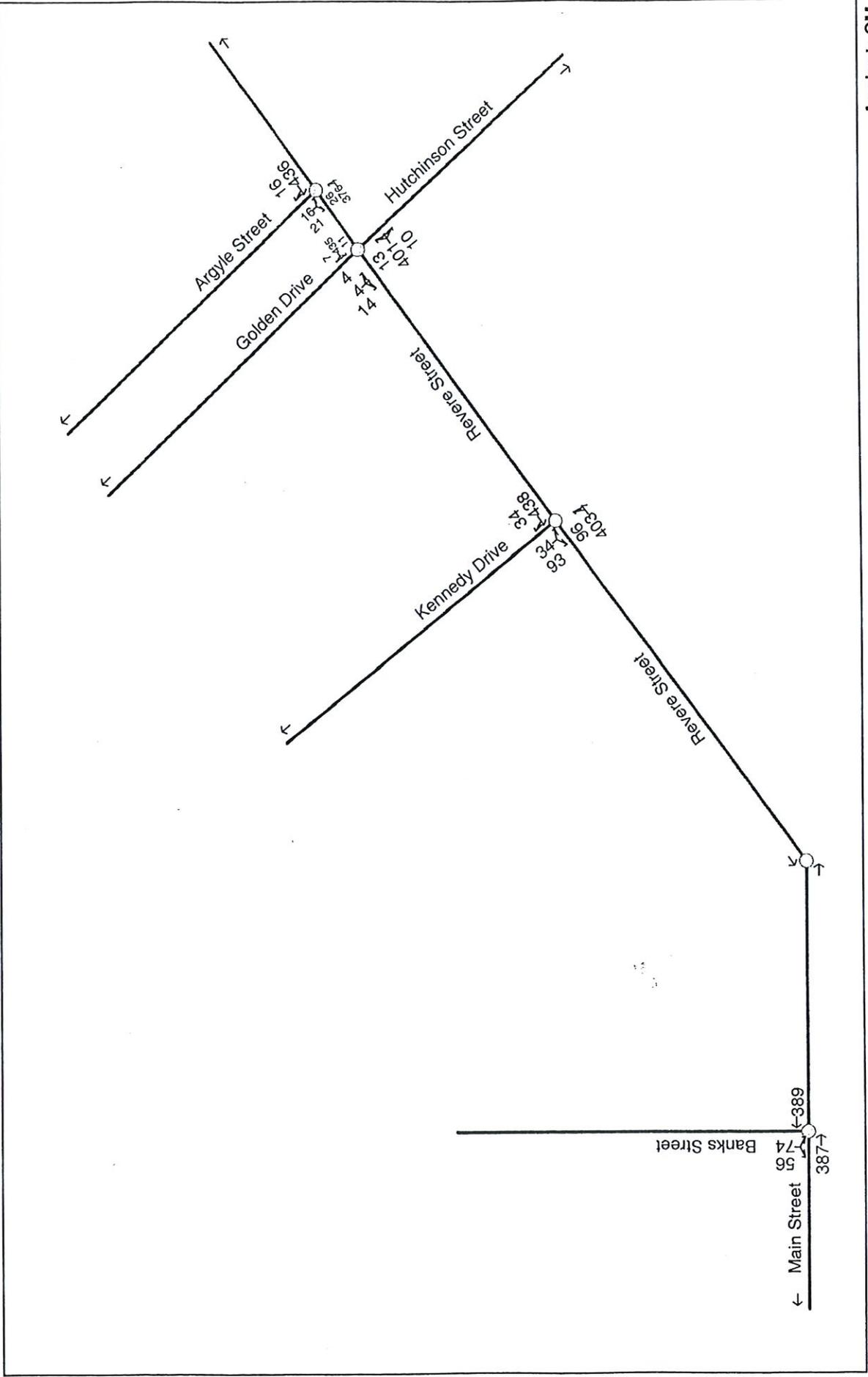


						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	33	38	26	376	436	16
Peak Hour Factor	0.67	0.88	0.72	0.85	0.88	0.67
Hourly flow rate (vph)	49	43	36	442	495	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1022	507	519			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1022	507	519			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	92	97			
cM capacity (veh/h)	255	569	1037			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	92	478	519			
Volume Left	49	36	0			
Volume Right	43	0	24			
cSH	343	1037	1700			
Volume to Capacity	0.27	0.03	0.31			
Queue Length 95th (ft)	27	3	0			
Control Delay (s)	19.3	1.0	0.0			
Lane LOS	C	A				
Approach Delay (s)	19.3	1.0	0.0			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			2.1			
Intersection Capacity Utilization		52.0%		ICU Level of Service		A
Analysis Period (min)			15			

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕						↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	4	14	0	0	0	13	401	10	11	435	7
Peak Hour Factor	0.50	1.00	0.70	0.92	0.92	0.92	0.65	0.83	0.62	0.46	0.88	0.88
Hourly flow rate (vph)	8	4	20	0	0	0	20	483	16	24	494	8
Pedestrians		5			5			8			8	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1090	1095	511	1112	1091	504	507			504		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1090	1095	511	1112	1091	504	507			504		
tC, single (s)	7.1	6.8	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.2	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	96	100	100	100	98			98		
cM capacity (veh/h)	186	185	560	171	207	568	1064			1071		
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NE 1</b>	<b>SW 1</b>									
Volume Total	32	519	526									
Volume Left	8	20	24									
Volume Right	20	16	8									
cSH	319	1064	1071									
Volume to Capacity	0.10	0.02	0.02									
Queue Length 95th (ft)	8	1	2									
Control Delay (s)	17.5	0.5	0.6									
Lane LOS	C	A	A									
Approach Delay (s)	17.5	0.5	0.6									
Approach LOS	C											
<b>Intersection Summary</b>												
Average Delay			1.1									
Intersection Capacity Utilization			40.8%			ICU Level of Service				A		
Analysis Period (min)			15									

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	186	96	403	438	34
Peak Hour Factor	0.61	0.56	0.39	0.85	0.88	0.42
Hourly flow rate (vph)	0	332	246	474	498	81
Pedestrians	1			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1509	542	580			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1509	542	580			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	38	75			
cM capacity (veh/h)	99	537	998			
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total	332	720	579			
Volume Left	0	246	0			
Volume Right	332	0	81			
cSH	537	998	1700			
Volume to Capacity	0.62	0.25	0.34			
Queue Length 95th (ft)	105	24	0			
Control Delay (s)	22.0	5.5	0.0			
Lane LOS	C	A				
Approach Delay (s)	22.0	5.5	0.0			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			6.9			
Intersection Capacity Utilization			65.9%	ICU Level of Service		C
Analysis Period (min)			15			

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	387	389	0	21	16
Peak Hour Factor	0.92	0.85	0.82	0.92	0.66	0.80
Hourly flow rate (vph)	0	455	474	0	32	20
Pedestrians		21	21		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	476				953	497
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476				953	497
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				89	96
cM capacity (veh/h)	1094				284	566
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	455	474	52			
Volume Left	0	0	32			
Volume Right	0	0	20			
cSH	1700	1700	352			
Volume to Capacity	0.27	0.28	0.15			
Queue Length 95th (ft)	0	0	13			
Control Delay (s)	0.0	0.0	17.0			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	17.0			
Approach LOS			C			
<b>Intersection Summary</b>						
Average Delay			0.9			
Intersection Capacity Utilization			35.5%	ICU Level of Service		A
Analysis Period (min)			15			





Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	21	26	376	436	16
Peak Hour Factor	0.67	0.88	0.72	0.85	0.88	0.67
Hourly flow rate (vph)	24	24	36	442	495	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1022	507	519			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1022	507	519			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	96	97			
cM capacity (veh/h)	255	569	1037			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	48	478	519			
Volume Left	24	36	0			
Volume Right	24	0	24			
cSH	352	1037	1700			
Volume to Capacity	0.14	0.03	0.31			
Queue Length 95th (ft)	12	3	0			
Control Delay (s)	16.8	1.0	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.8	1.0	0.0			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			1.2			
Intersection Capacity Utilization		51.1%		ICU Level of Service	A	
Analysis Period (min)			15			

2: Golden Drive & Revere Street

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕						↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	4	14	0	0	0	13	401	10	11	435	7
Peak Hour Factor	0.50	1.00	0.70	0.92	0.92	0.92	0.65	0.83	0.62	0.46	0.88	0.88
Hourly flow rate (vph)	8	4	20	0	0	0	20	483	16	24	494	8
Pedestrians		5			5			8			8	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked										504		
vC, conflicting volume	1090	1095	511	1112	1091	504	507			504		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1090	1095	511	1112	1091	504	507			504		
tC, single (s)	7.1	6.8	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.2	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	96	100	100	100	98			98		
cM capacity (veh/h)	186	185	560	171	207	568	1064			1071		
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NE 1</b>	<b>SW 1</b>									
Volume Total	32	519	526									
Volume Left	8	20	24									
Volume Right	20	16	8									
cSH	319	1064	1071									
Volume to Capacity	0.10	0.02	0.02									
Queue Length 95th (ft)	8	1	2									
Control Delay (s)	17.5	0.5	0.6									
Lane LOS	C	A	A									
Approach Delay (s)	17.5	0.5	0.6									
Approach LOS	C											
<b>Intersection Summary</b>												
Average Delay			1.1									
Intersection Capacity Utilization			40.8%	ICU Level of Service		A						
Analysis Period (min)			15									

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	34	93	96	403	438	34
Peak Hour Factor	0.61	0.56	0.39	0.85	0.88	0.42
Hourly flow rate (vph)	56	166	246	474	498	81
Pedestrians	1			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1509	542	580			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1509	542	580			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	44	69	75			
cM capacity (veh/h)	99	537	998			
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total	222	720	579			
Volume Left	56	246	0			
Volume Right	166	0	81			
cSH	254	998	1700			
Volume to Capacity	0.87	0.25	0.34			
Queue Length 95th (ft)	183	24	0			
Control Delay (s)	70.2	5.5	0.0			
Lane LOS	F	A				
Approach Delay (s)	70.2	5.5	0.0			
Approach LOS	F					
<b>Intersection Summary</b>						
Average Delay			12.9			
Intersection Capacity Utilization			70.0%	ICU Level of Service		C
Analysis Period (min)			15			

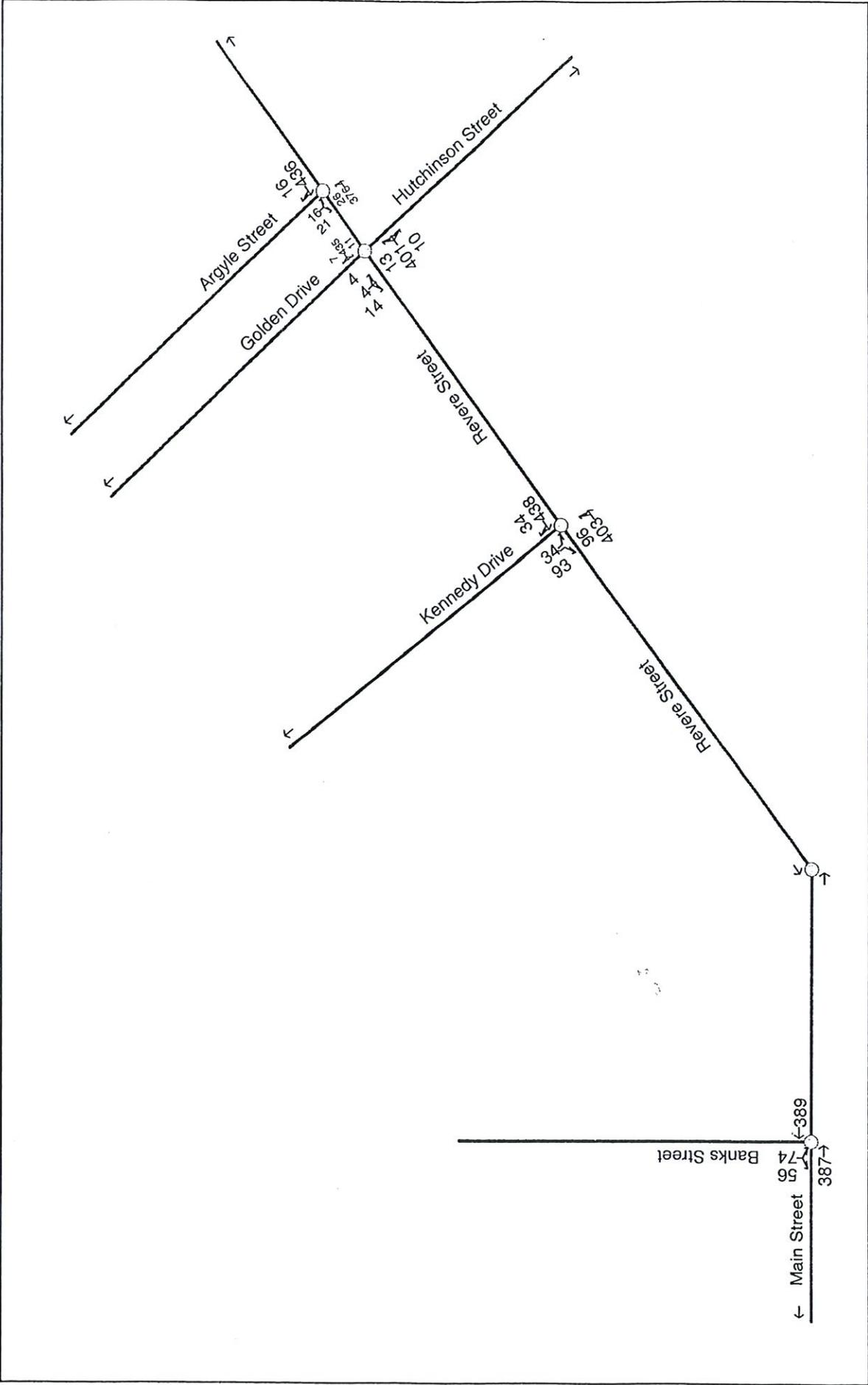


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	387	389	0	74	56
Peak Hour Factor	0.92	0.85	0.82	0.92	0.66	0.80
Hourly flow rate (vph)	0	455	474	0	112	70
Pedestrians		21	21		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	476				953	497
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476				953	497
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				61	88
cM capacity (veh/h)	1094				284	566

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	455	474	182
Volume Left	0	0	112
Volume Right	0	0	70
cSH	1700	1700	352
Volume to Capacity	0.27	0.28	0.52
Queue Length 95th (ft)	0	0	71
Control Delay (s)	0.0	0.0	25.7
Lane LOS			D
Approach Delay (s)	0.0	0.0	25.7
Approach LOS			D

**Intersection Summary**

Average Delay		4.2	
Intersection Capacity Utilization		38.0%	ICU Level of Service
Analysis Period (min)		15	A





Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙			↘	↙	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	21	26	376	436	16
Peak Hour Factor	0.67	0.88	0.72	0.85	0.88	0.67
Hourly flow rate (vph)	24	24	36	442	495	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1022	507	519			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1022	507	519			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	96	97			
cM capacity (veh/h)	255	569	1037			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	48	478	519			
Volume Left	24	36	0			
Volume Right	24	0	24			
cSH	352	1037	1700			
Volume to Capacity	0.14	0.03	0.31			
Queue Length 95th (ft)	12	3	0			
Control Delay (s)	16.8	1.0	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.8	1.0	0.0			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			1.2			
Intersection Capacity Utilization		51.1%		ICU Level of Service		A
Analysis Period (min)			15			

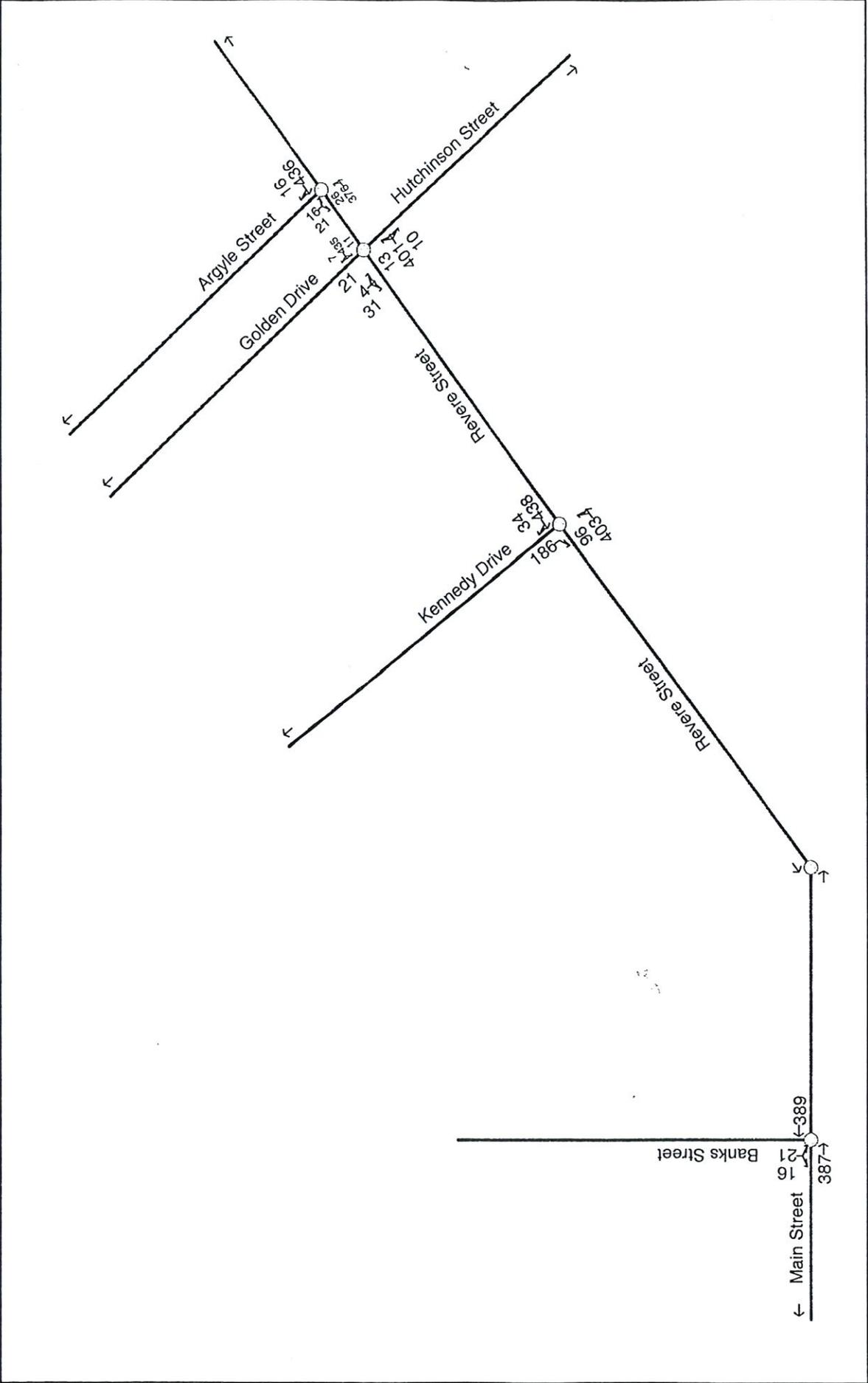
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕						↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	4	14	0	0	0	13	401	10	11	435	7
Peak Hour Factor	0.50	1.00	0.70	0.92	0.92	0.92	0.65	0.83	0.62	0.46	0.88	0.88
Hourly flow rate (vph)	8	4	20	0	0	0	20	483	16	24	494	8
Pedestrians		5			5			8			8	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1090	1095	511	1112	1091	504	507			504		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1090	1095	511	1112	1091	504	507			504		
tC, single (s)	7.1	6.8	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.2	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	96	100	100	100	98			98		
cM capacity (veh/h)	186	185	560	171	207	568	1064			1071		
Direction, Lane #	SE 1	NE 1	SW 1									
Volume Total	32	519	526									
Volume Left	8	20	24									
Volume Right	20	16	8									
cSH	319	1064	1071									
Volume to Capacity	0.10	0.02	0.02									
Queue Length 95th (ft)	8	1	2									
Control Delay (s)	17.5	0.5	0.6									
Lane LOS	C	A	A									
Approach Delay (s)	17.5	0.5	0.6									
Approach LOS	C											

**Intersection Summary**

Average Delay		1.1										
Intersection Capacity Utilization		40.8%		ICU Level of Service					A			
Analysis Period (min)		15										

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	34	93	96	403	438	34
Peak Hour Factor	0.61	0.56	0.39	0.85	0.88	0.42
Hourly flow rate (vph)	56	166	246	474	498	81
Pedestrians	1			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1509	542	580			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1509	542	580			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	44	69	75			
cM capacity (veh/h)	99	537	998			
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>SE 2</b>	<b>NE 1</b>	<b>SW 1</b>		
Volume Total	56	166	720	579		
Volume Left	56	0	246	0		
Volume Right	0	166	0	81		
cSH	99	537	998	1700		
Volume to Capacity	0.56	0.31	0.25	0.34		
Queue Length 95th (ft)	65	33	24	0		
Control Delay (s)	80.2	14.7	5.5	0.0		
Lane LOS	F	B	A			
Approach Delay (s)	31.2		5.5	0.0		
Approach LOS	D					
<b>Intersection Summary</b>						
Average Delay			7.2			
Intersection Capacity Utilization			65.9%		ICU Level of Service	C
Analysis Period (min)			15			

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	387	389	0	74	56
Peak Hour Factor	0.92	0.85	0.82	0.92	0.66	0.80
Hourly flow rate (vph)	0	455	474	0	112	70
Pedestrians		21	21		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	476				953	497
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476				953	497
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				61	88
cM capacity (veh/h)	1094				284	566
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	455	474	182			
Volume Left	0	0	112			
Volume Right	0	0	70			
cSH	1700	1700	352			
Volume to Capacity	0.27	0.28	0.52			
Queue Length 95th (ft)	0	0	71			
Control Delay (s)	0.0	0.0	25.7			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	25.7			
Approach LOS			D			
<b>Intersection Summary</b>						
Average Delay			4.2			
Intersection Capacity Utilization		38.0%		ICU Level of Service		A
Analysis Period (min)			15			



						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	21	26	376	436	16
Peak Hour Factor	0.67	0.88	0.72	0.85	0.88	0.67
Hourly flow rate (vph)	24	24	36	442	495	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1022	507	519			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1022	507	519			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	96	97			
cM capacity (veh/h)	255	569	1037			
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total	48	478	519			
Volume Left	24	36	0			
Volume Right	24	0	24			
cSH	352	1037	1700			
Volume to Capacity	0.14	0.03	0.31			
Queue Length 95th (ft)	12	3	0			
Control Delay (s)	16.8	1.0	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.8	1.0	0.0			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			1.2			
Intersection Capacity Utilization		51.1%		ICU Level of Service		A
Analysis Period (min)			15			

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		↕						↕			↕		
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Volume (veh/h)	21	4	31	0	0	0	13	401	10	11	435	7	
Peak Hour Factor	0.50	1.00	0.70	0.92	0.92	0.92	0.65	0.83	0.62	0.46	0.88	0.88	
Hourly flow rate (vph)	42	4	44	0	0	0	20	483	16	24	494	8	
Pedestrians		5			5			8			8		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		0			0			1			1		
Right turn flare (veh)													
Median type		None			None								
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1090	1095	511	1137	1091	504	507			504			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1090	1095	511	1137	1091	504	507			504			
tC, single (s)	7.1	6.8	6.2	7.1	6.5	6.2	4.1			4.1			
tC, 2 stage (s)													
tF (s)	3.5	4.2	3.3	3.5	4.0	3.3	2.2			2.2			
p0 queue free %	77	98	92	100	100	100	98			98			
cM capacity (veh/h)	186	185	560	157	207	568	1064			1071			
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NE 1</b>	<b>SW 1</b>										
Volume Total	90	519	526										
Volume Left	42	20	24										
Volume Right	44	16	8										
cSH	276	1064	1071										
Volume to Capacity	0.33	0.02	0.02										
Queue Length 95th (ft)	34	1	2										
Control Delay (s)	24.2	0.5	0.6										
Lane LOS	C	A	A										
Approach Delay (s)	24.2	0.5	0.6										
Approach LOS	C												
<b>Intersection Summary</b>													
Average Delay			2.5										
Intersection Capacity Utilization			45.2%			ICU Level of Service				A			
Analysis Period (min)			15										

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↖	↗	↖
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	186	96	403	438	34
Peak Hour Factor	0.61	0.56	0.39	0.85	0.88	0.42
Hourly flow rate (vph)	0	332	246	474	498	81
Pedestrians	1			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1509	542	580			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1509	542	580			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	38	75			
cM capacity (veh/h)	99	537	998			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	332	720	579			
Volume Left	0	246	0			
Volume Right	332	0	81			
cSH	537	998	1700			
Volume to Capacity	0.62	0.25	0.34			
Queue Length 95th (ft)	105	24	0			
Control Delay (s)	22.0	5.5	0.0			
Lane LOS	C	A				
Approach Delay (s)	22.0	5.5	0.0			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			6.9			
Intersection Capacity Utilization		65.9%		ICU Level of Service		C
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		∨	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	387	389	0	21	16
Peak Hour Factor	0.92	0.85	0.82	0.92	0.66	0.80
Hourly flow rate (vph)	0	455	474	0	32	20
Pedestrians		21	21		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	476				953	497
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476				953	497
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				89	96
cM capacity (veh/h)	1094				284	566

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	455	474	52
Volume Left	0	0	32
Volume Right	0	0	20
cSH	1700	1700	352
Volume to Capacity	0.27	0.28	0.15
Queue Length 95th (ft)	0	0	13
Control Delay (s)	0.0	0.0	17.0
Lane LOS			C
Approach Delay (s)	0.0	0.0	17.0
Approach LOS			C

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		35.5%	ICU Level of Service
Analysis Period (min)		15	A