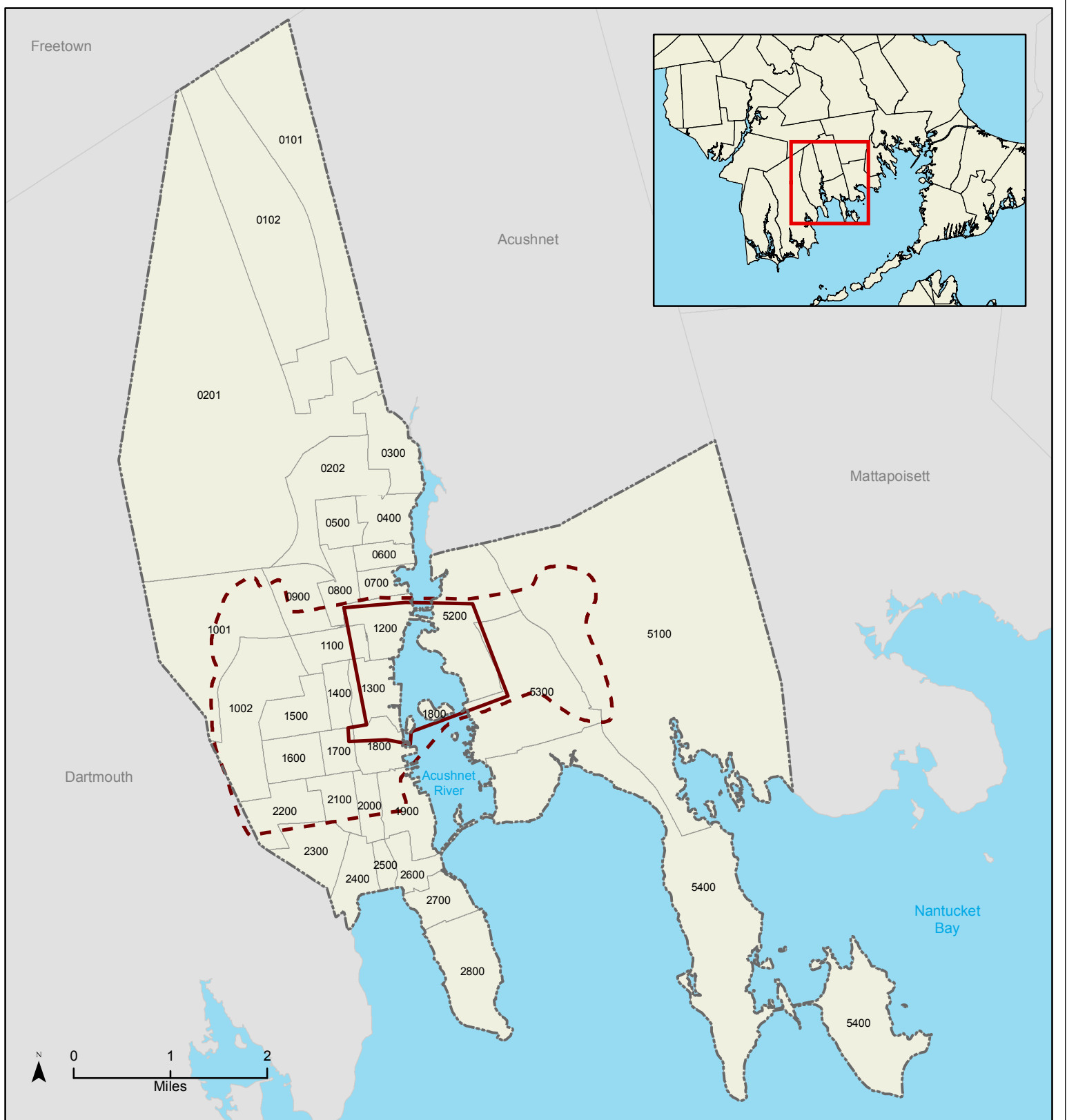




NEW BEDFORD-FAIRHAVEN BRIDGE
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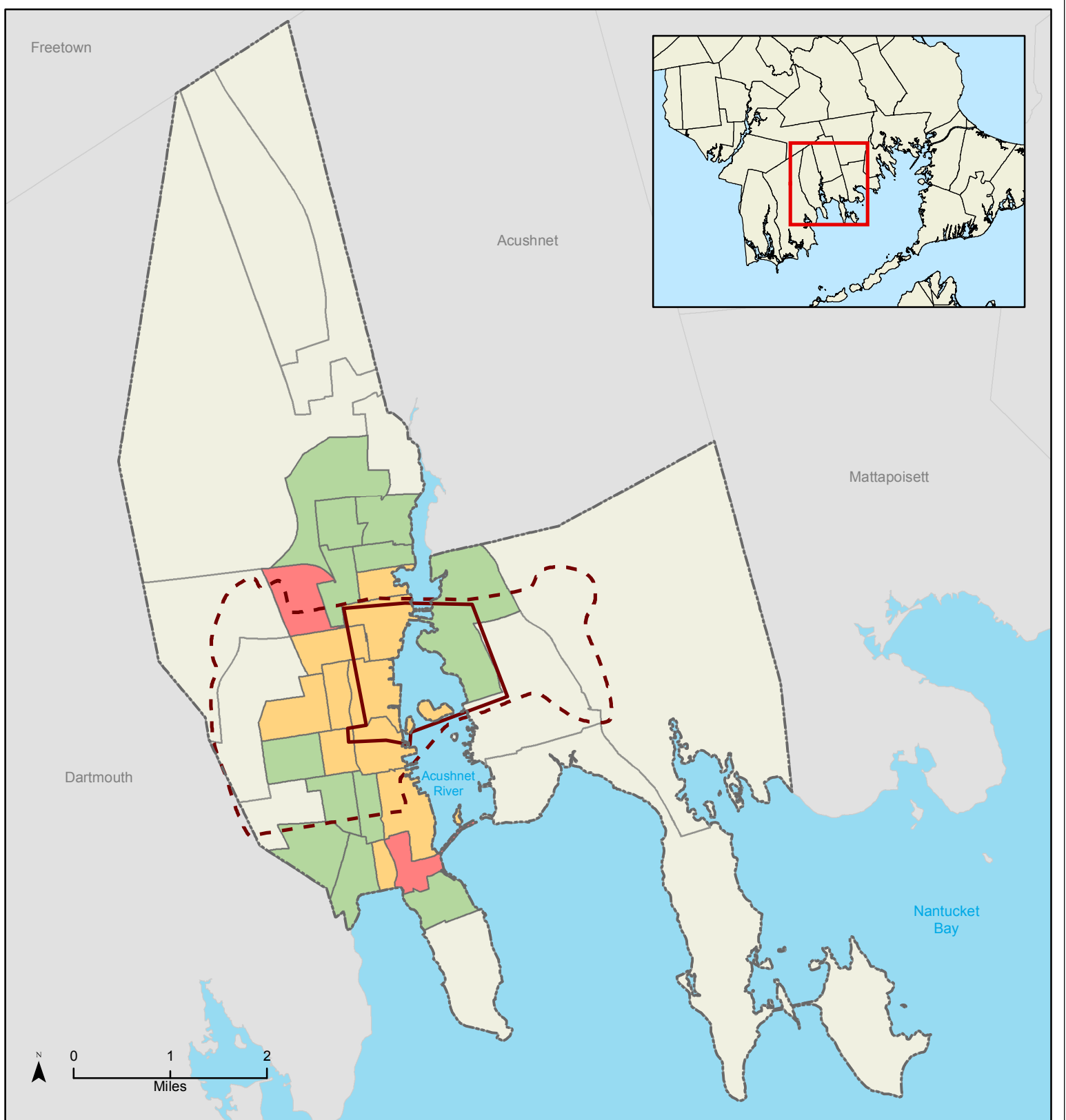
Appendix D

Environmental Justice Maps



New Bedford-Fairhaven Bridge Corridor Study

Source: ACS 2012 5 YR Estimates



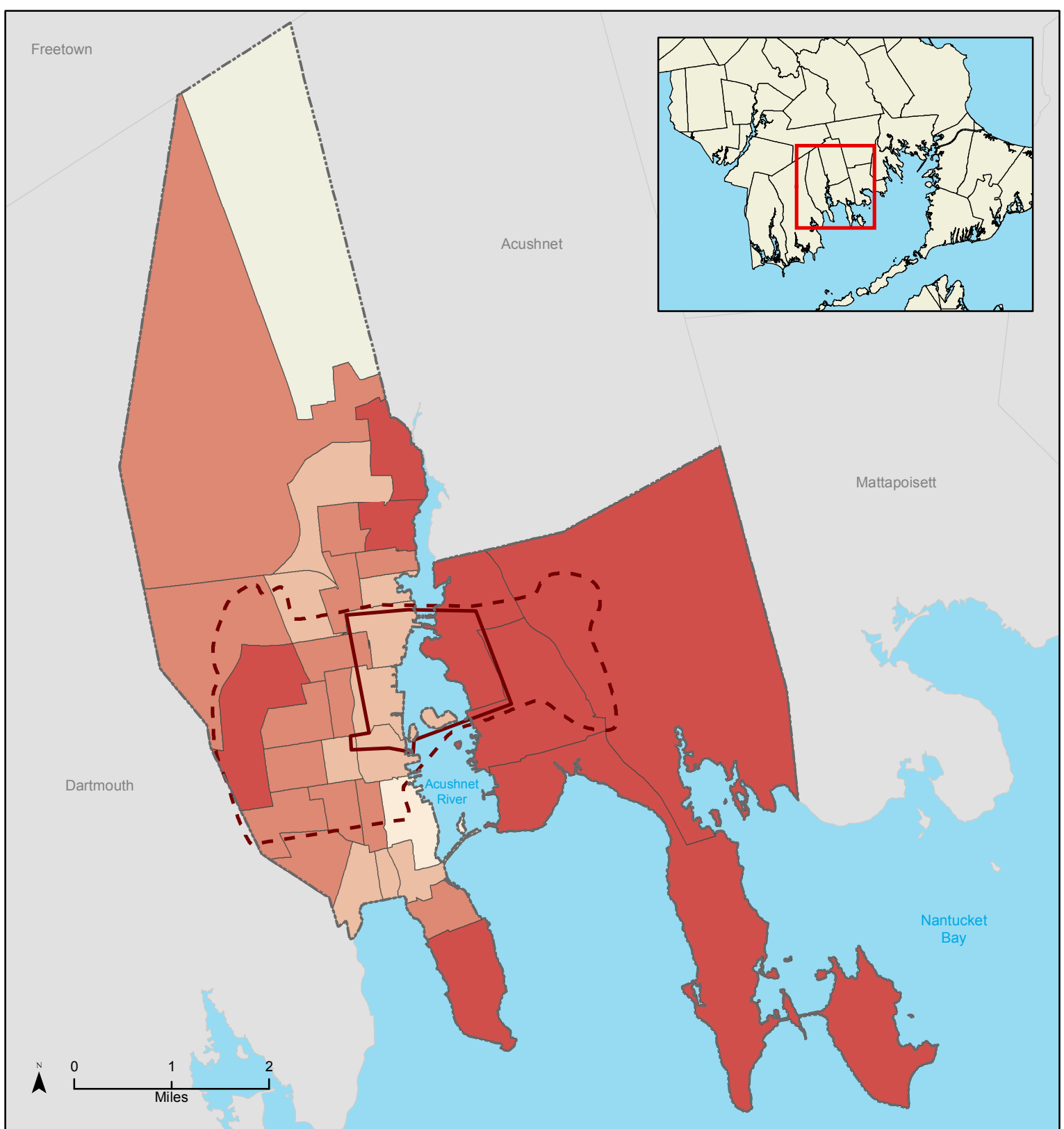
New Bedford-Fairhaven Bridge Corridor Study

Environmental Justice (EJ) - New Bedford-Fairhaven Study Area

- Census Tracts meeting 1 EJ Threshold
- Census Tracts meeting 2 EJ Thresholds
- Census Tracts meeting 3 EJ Thresholds
- Non-EJ areas; no threshold met
- Regional Study Area
- Local Study Area

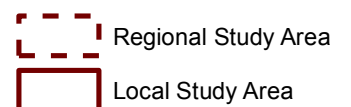
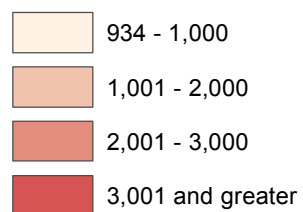
EJ Thresholds

- 25% or more of residents identify as a race other than white
- 25% or more of households earn 65% or less than the MA median household income
- 25% or more of the households have Limited English Proficiency

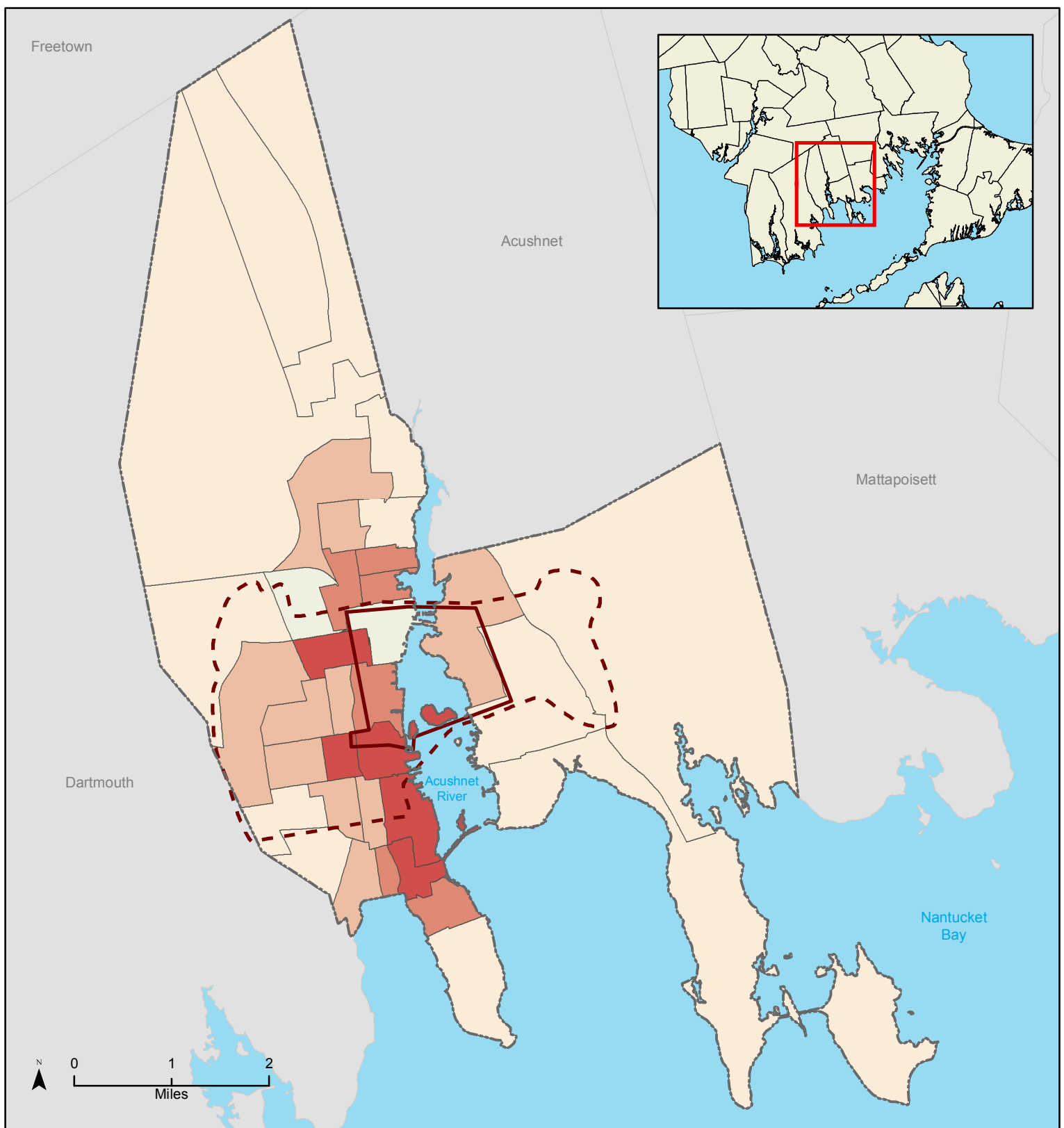


New Bedford-Fairhaven Bridge Corridor Study

Total White Population by Census Tract

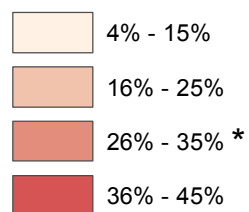


Source: ACS 2012 5 YR Estimates

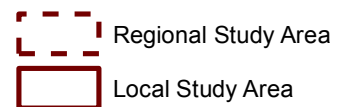


New Bedford-Fairhaven Bridge Corridor Study

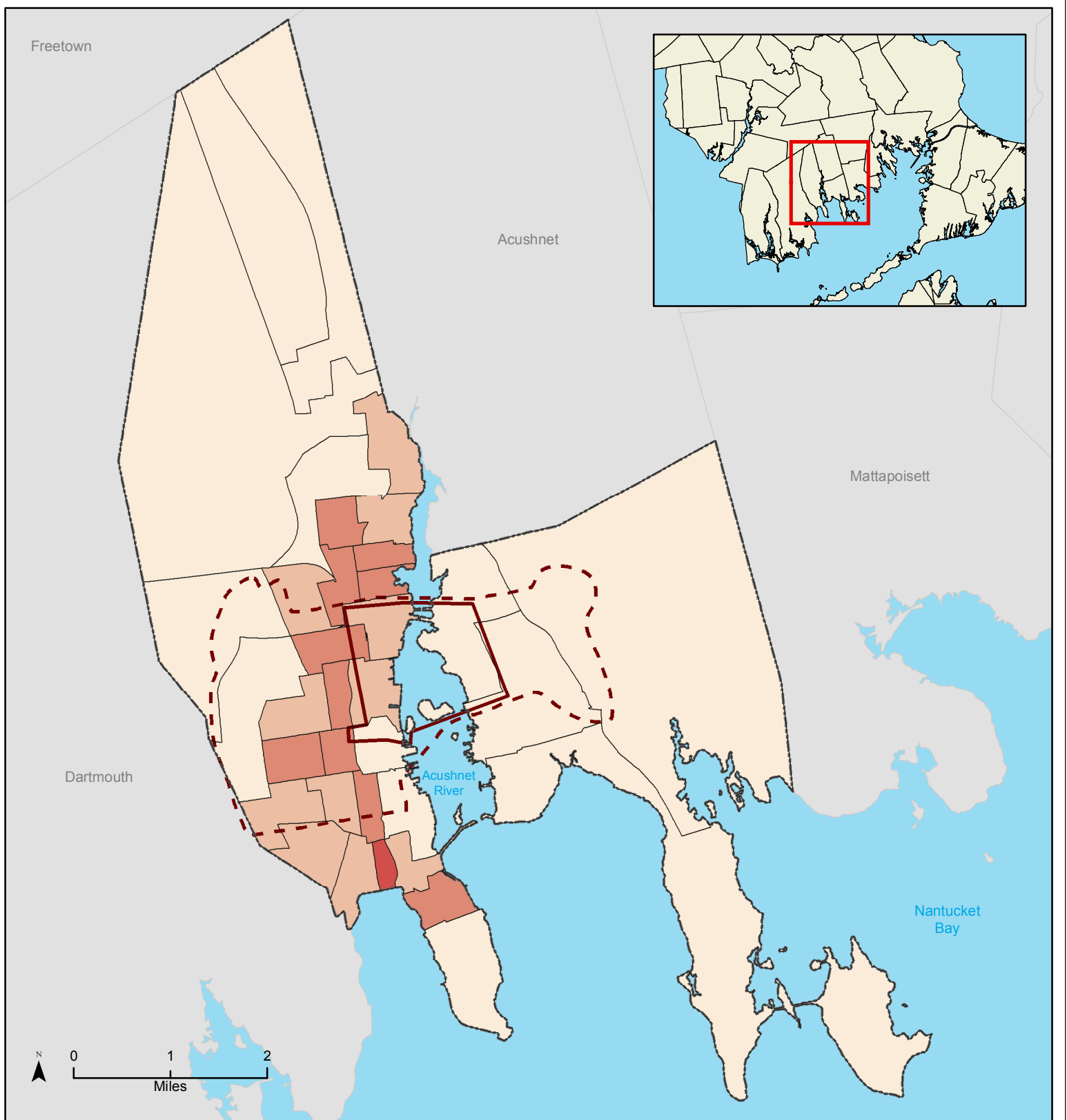
Percent of Population Below Poverty Level by Census Tract



* Environmental Justice Threshold
greater than 25%

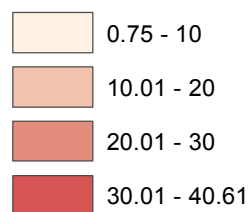


Source: ACS 2012 5 YR Estimates

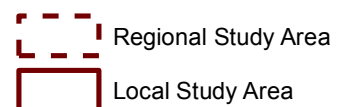


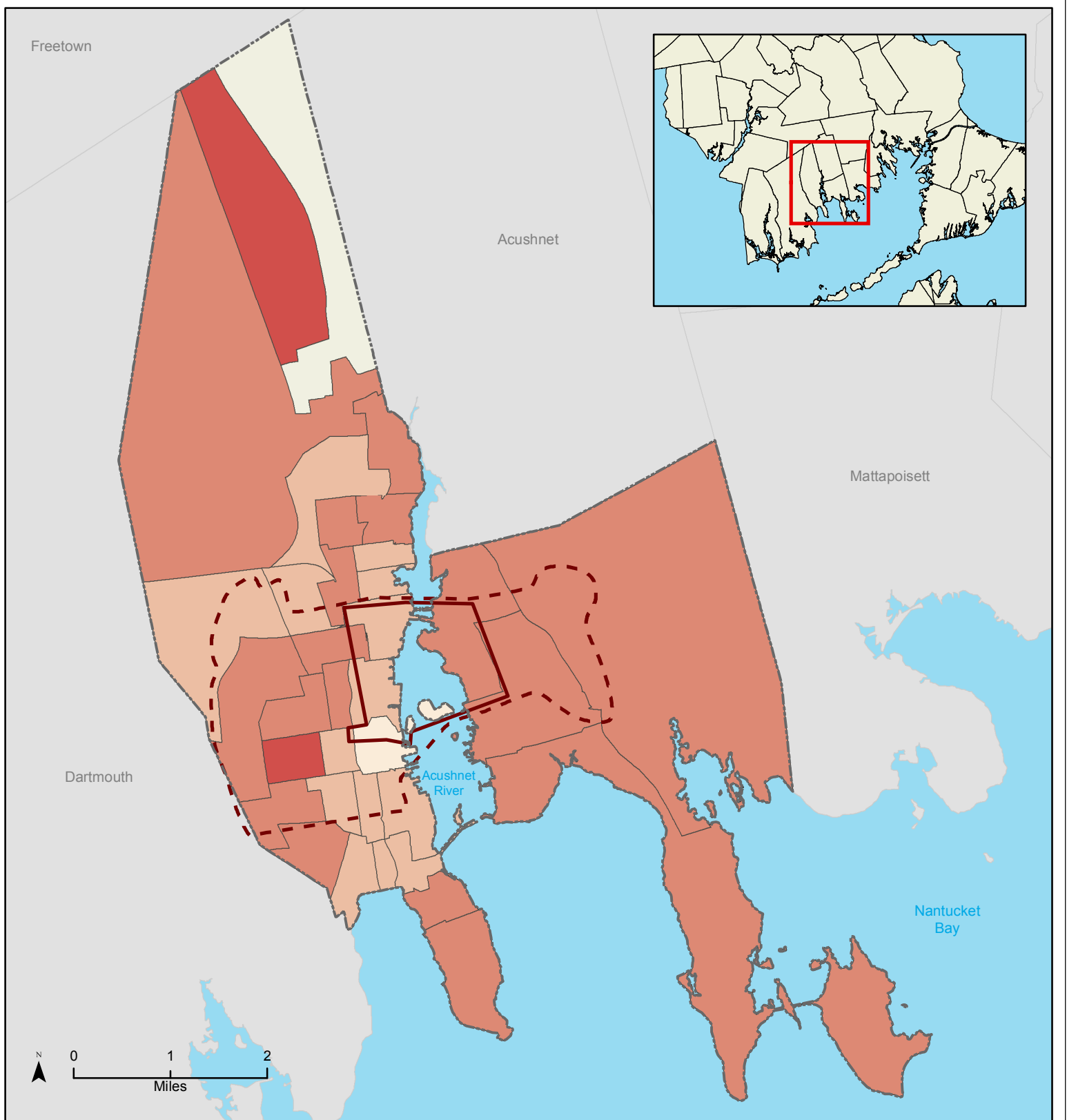
New Bedford-Fairhaven Bridge Corridor Study

Population Density by Census Tract (People per Acre)



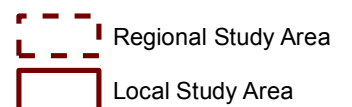
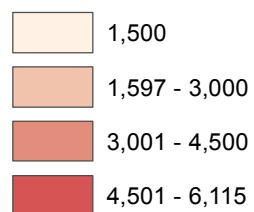
Source: ACS 2012 5 YR Estimates



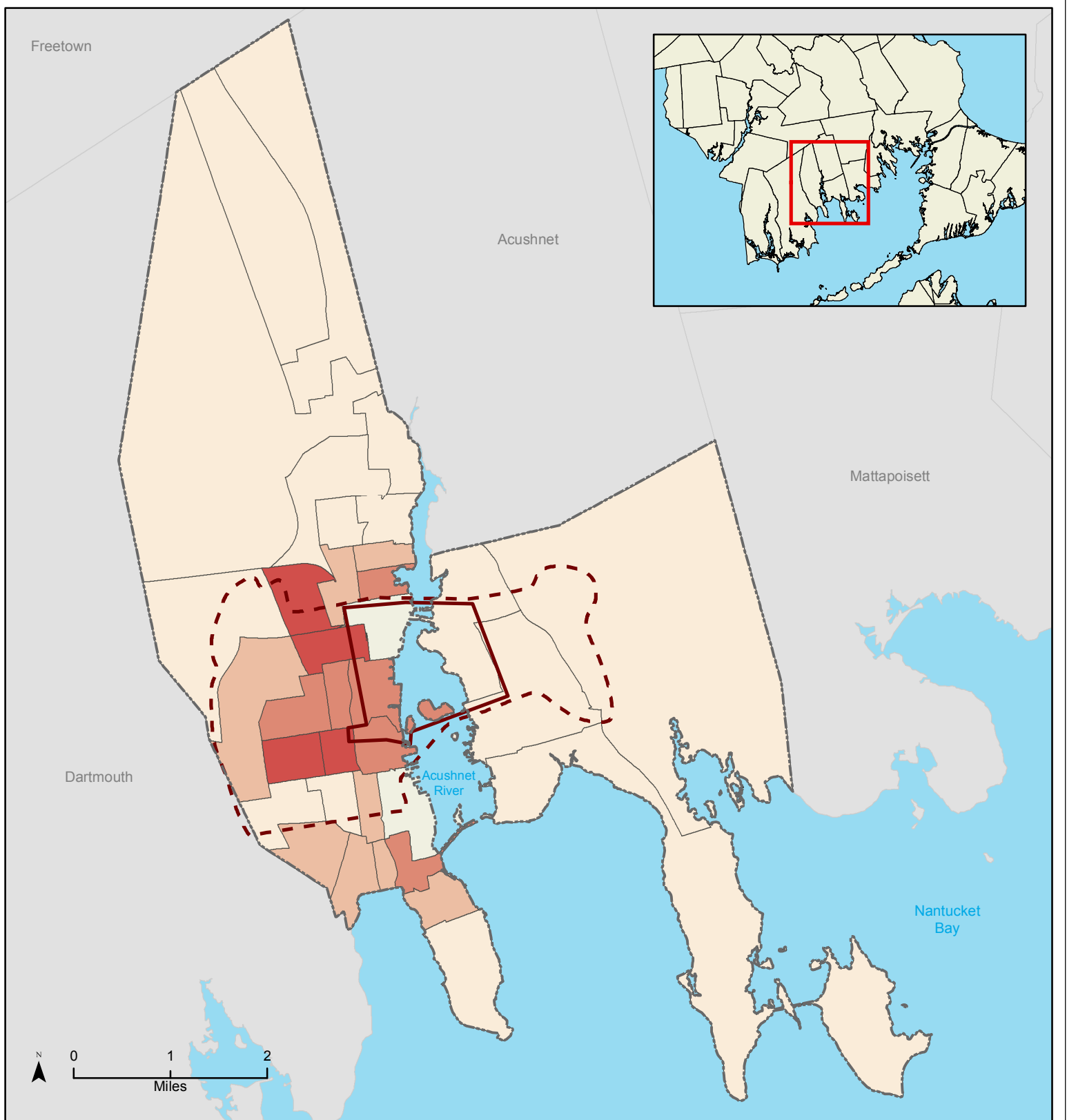


New Bedford-Fairhaven Bridge Corridor Study

Total Population by Census Tract

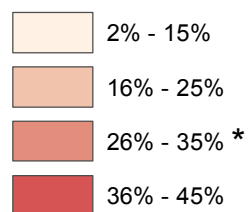


Source: ACS 2012 5 YR Estimates

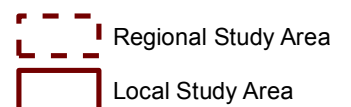


New Bedford-Fairhaven Bridge Corridor Study

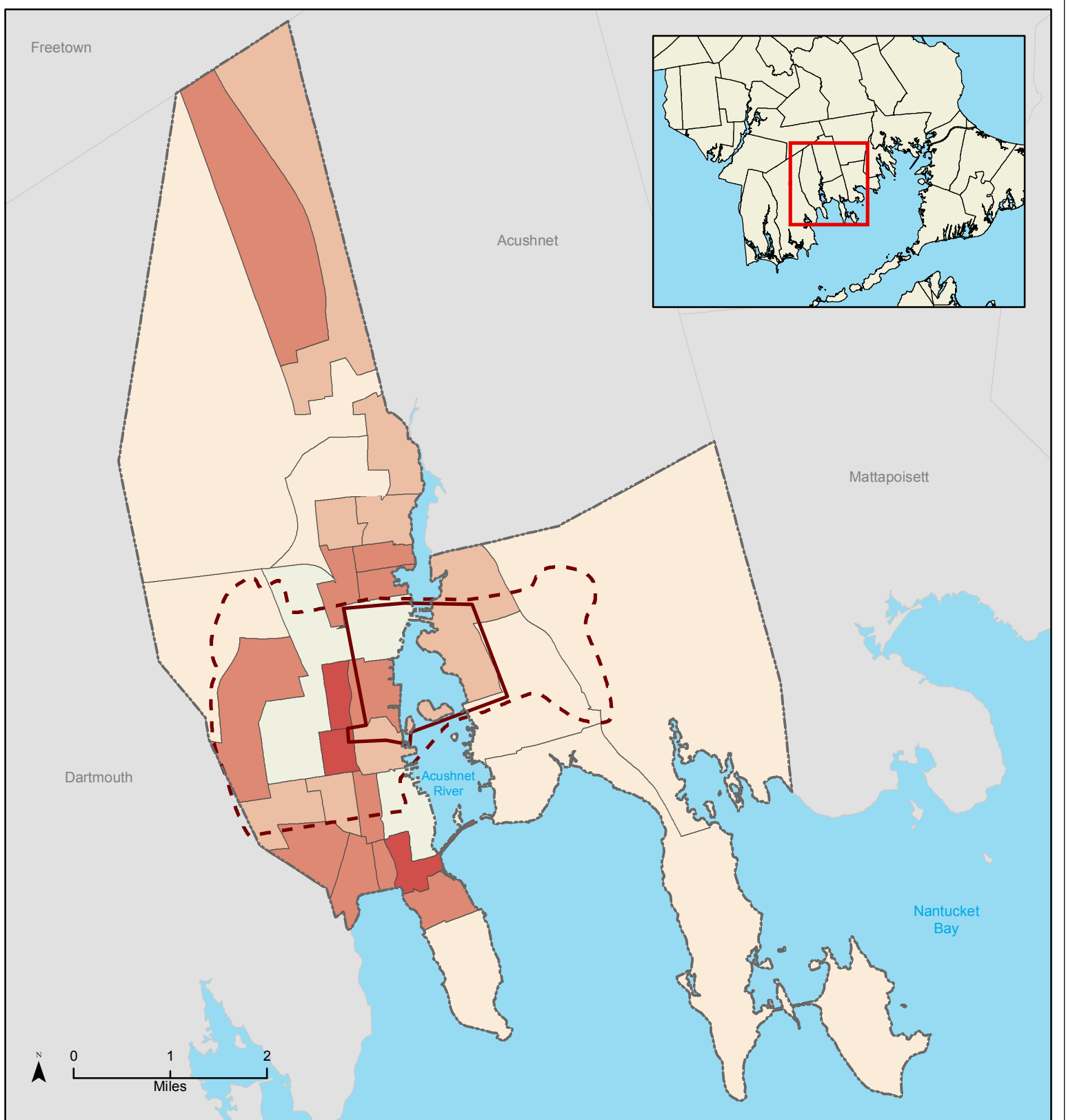
Percent Minority Population by Census Tract



* Environmental Justice Threshold
greater than 25%

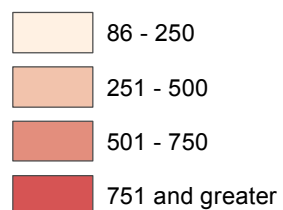


Source: ACS 2012 5 YR Estimates

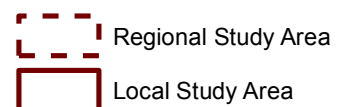


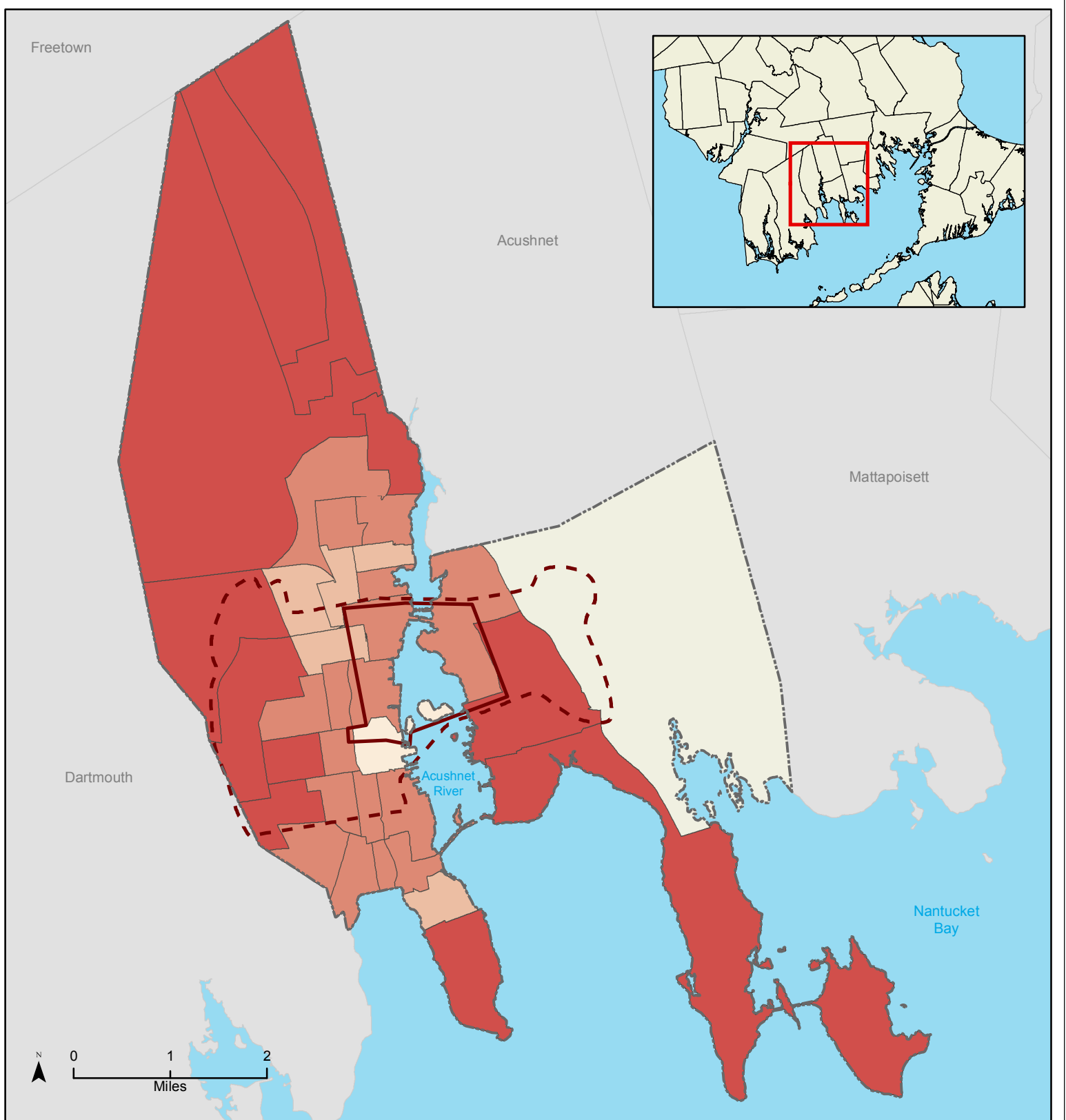
New Bedford-Fairhaven Bridge Corridor Study

Total Minority Population by Census Tract



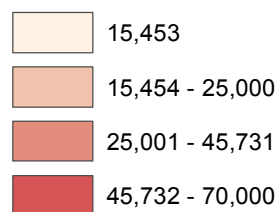
Source: ACS 2012 5 YR Estimates



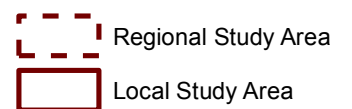


New Bedford-Fairhaven Bridge Corridor Study

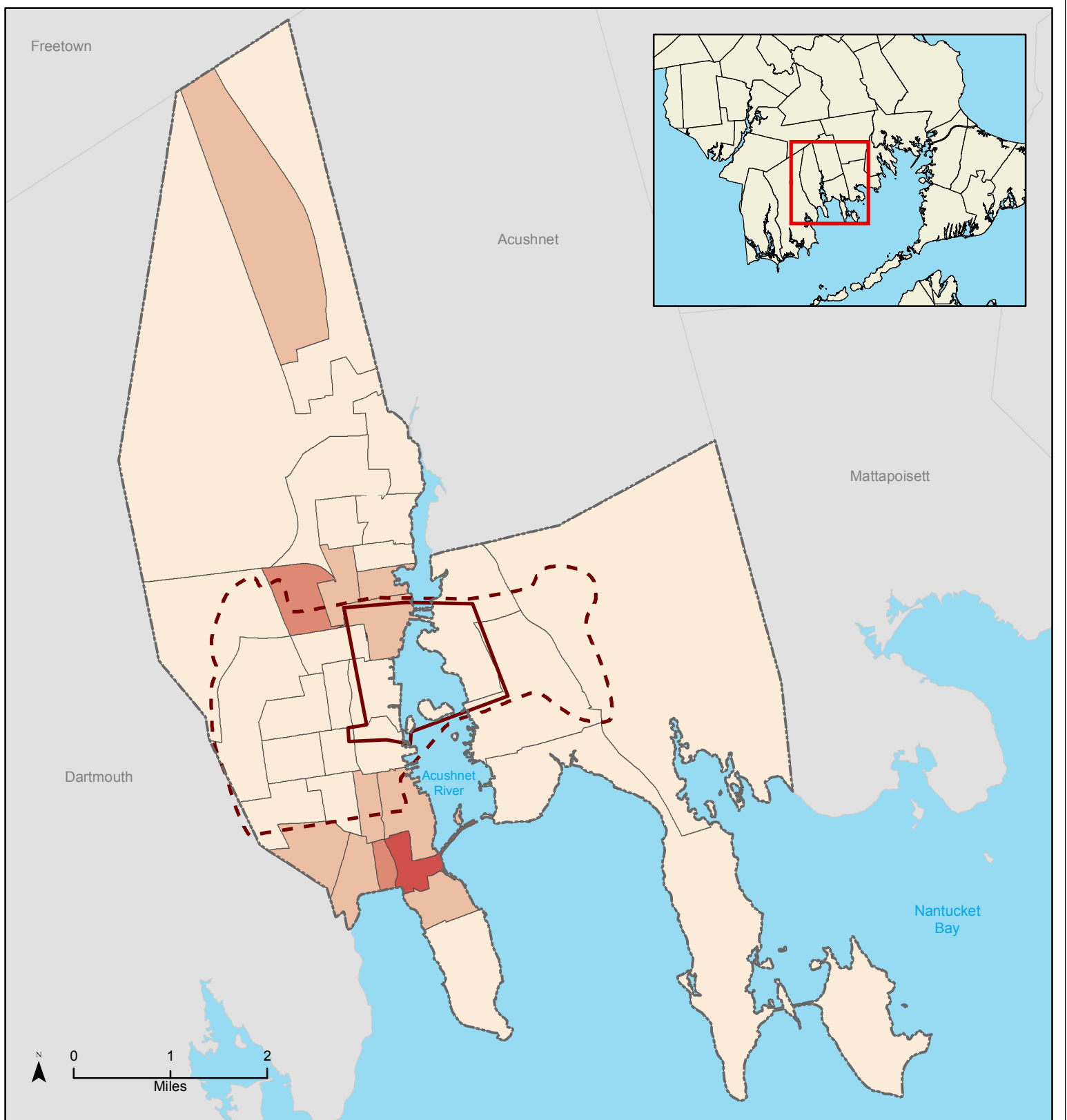
Median Household Income by Census Tract



Threshold for EJ is at \$45,731 or less in income

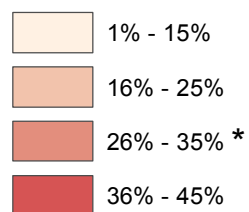


Source: ACS 2012 5 YR Estimates

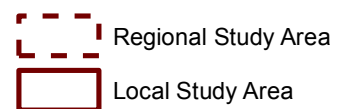


New Bedford-Fairhaven Bridge Corridor Study

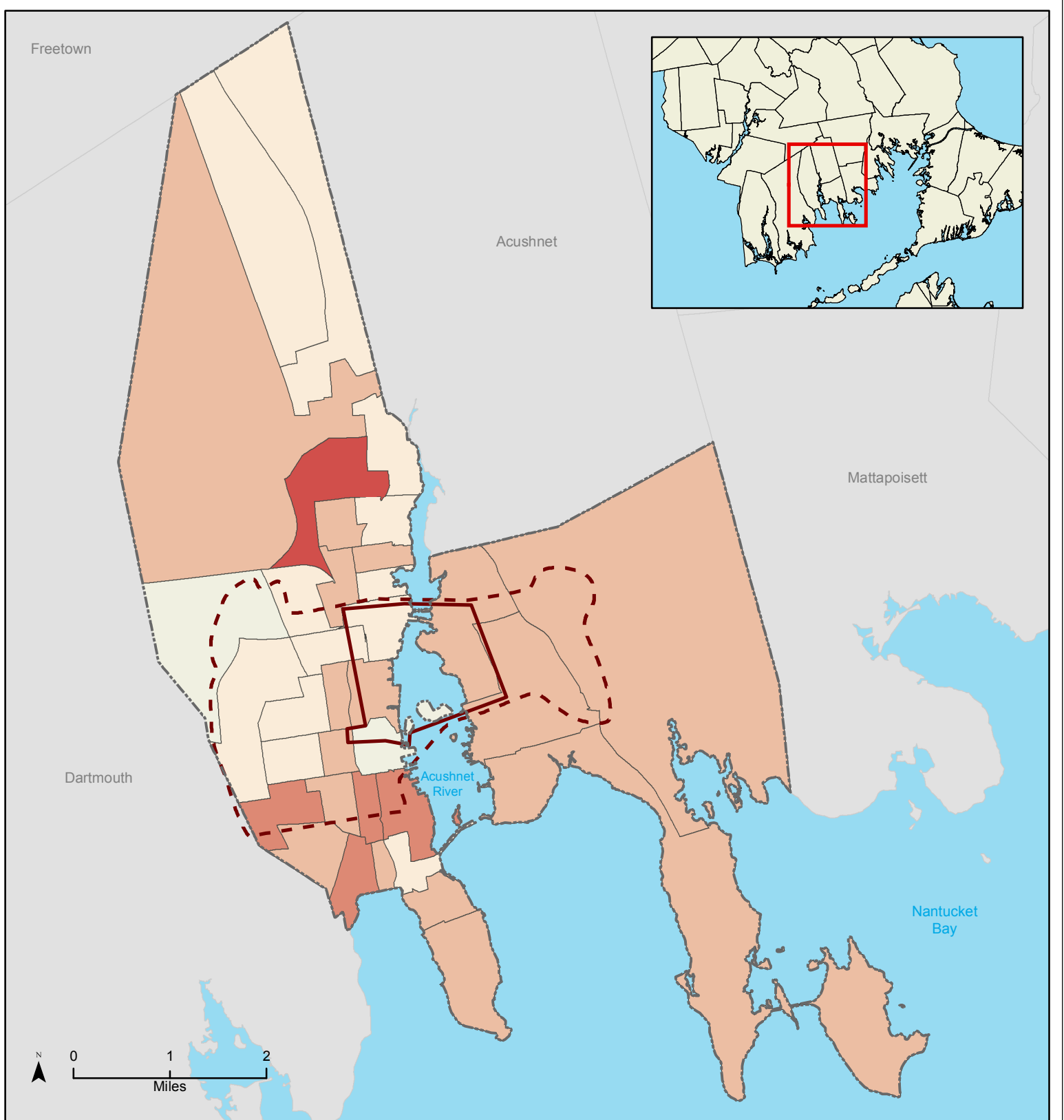
Percent of Population with Limited English Proficiency by Census Tract



* Environmental Justice Threshold
greater than 25%

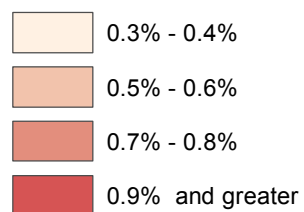


Source: ACS 2012 5 YR Estimates

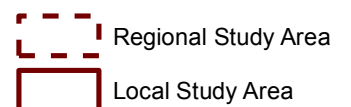


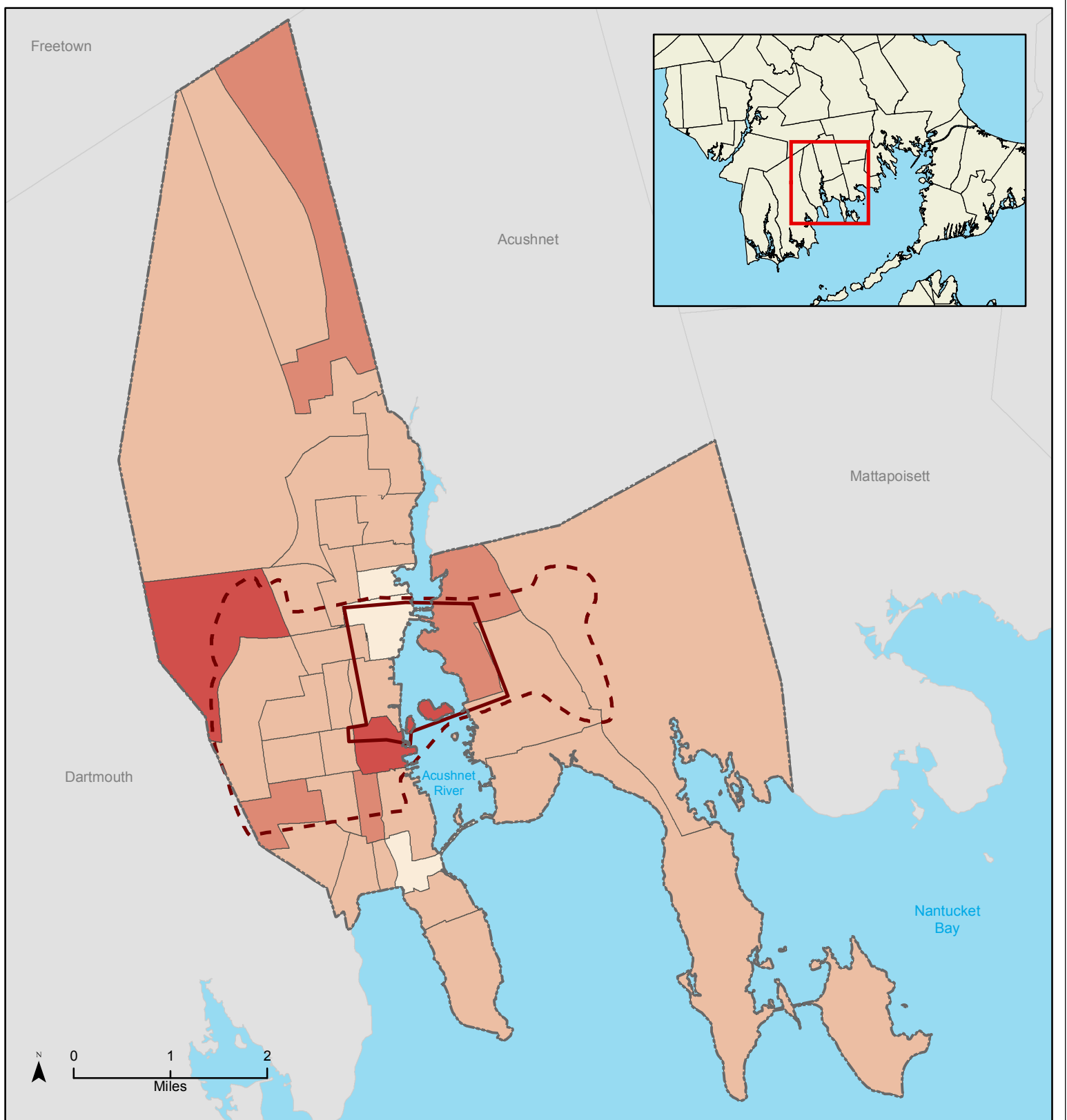
New Bedford-Fairhaven Bridge Corridor Study

Percent of Population Age 65 and Over by Census Tract



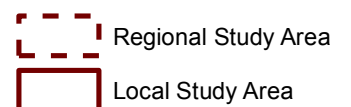
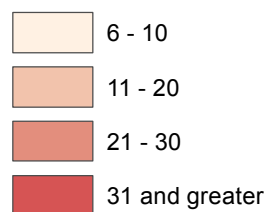
Source: ACS 2012 5 YR Estimates





New Bedford-Fairhaven Bridge Corridor Study

Population Age 65 and Over by Census Tract



Source: ACS 2012 5 YR Estimates



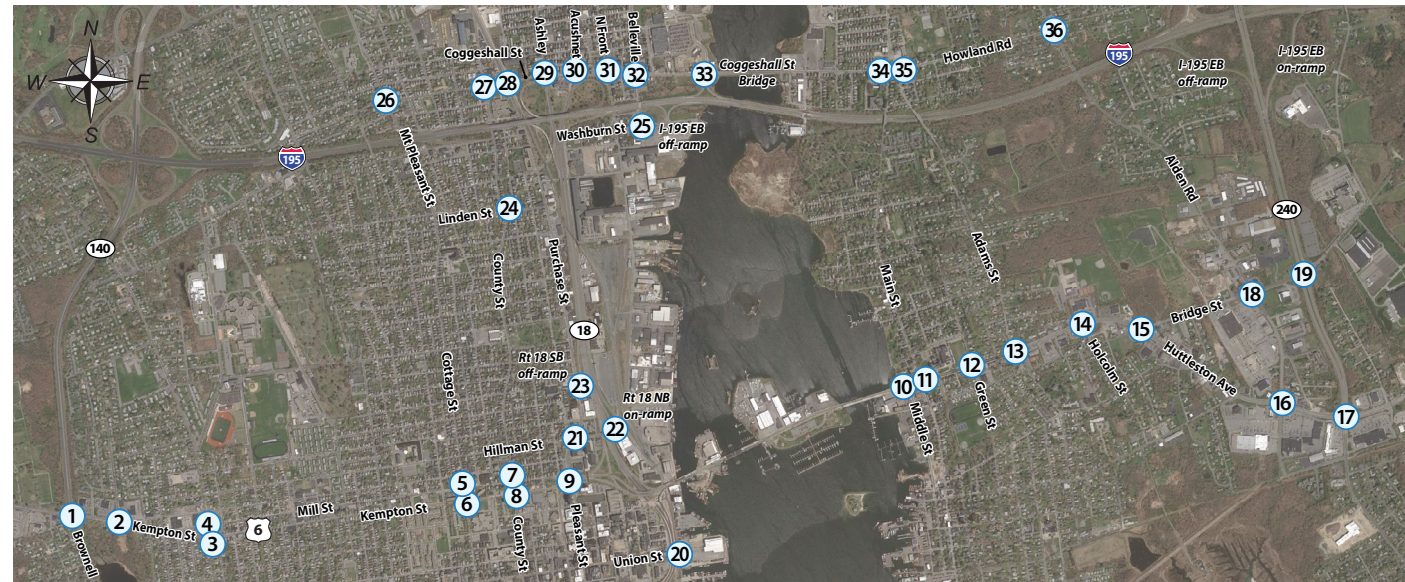
NEW BEDFORD-FAIRHAVEN BRIDGE
CORRIDOR STUDY

Appendix E

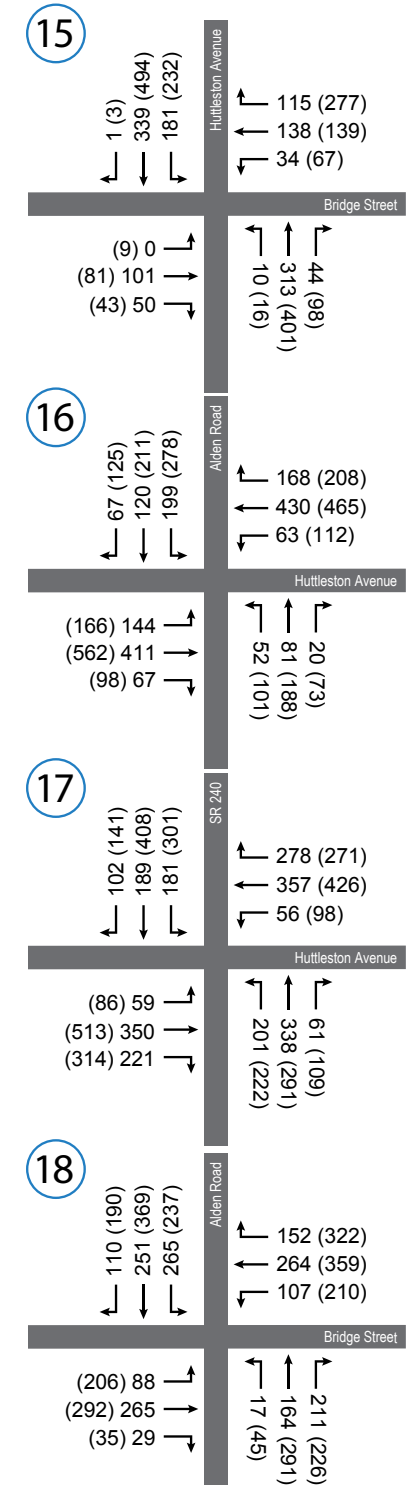
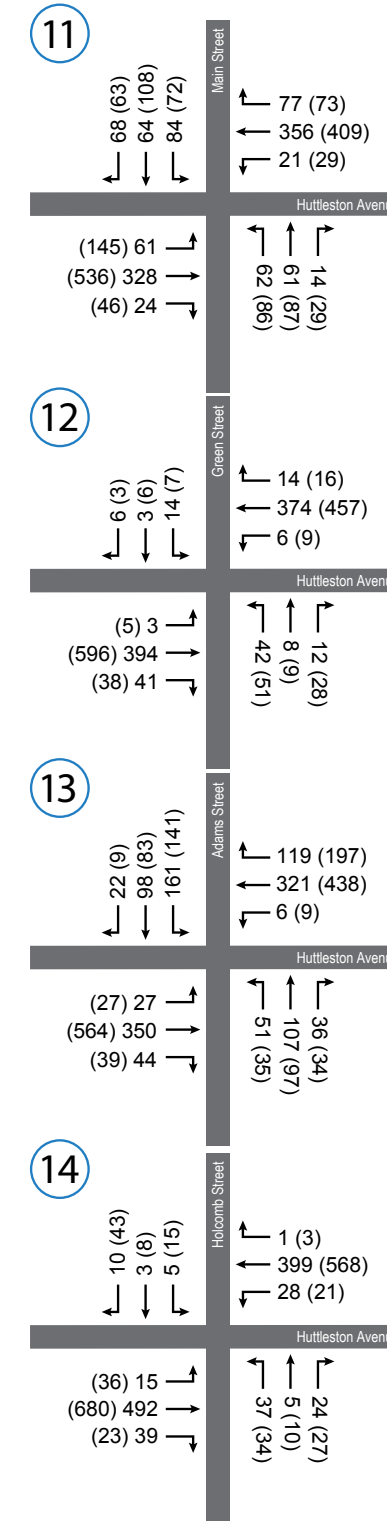
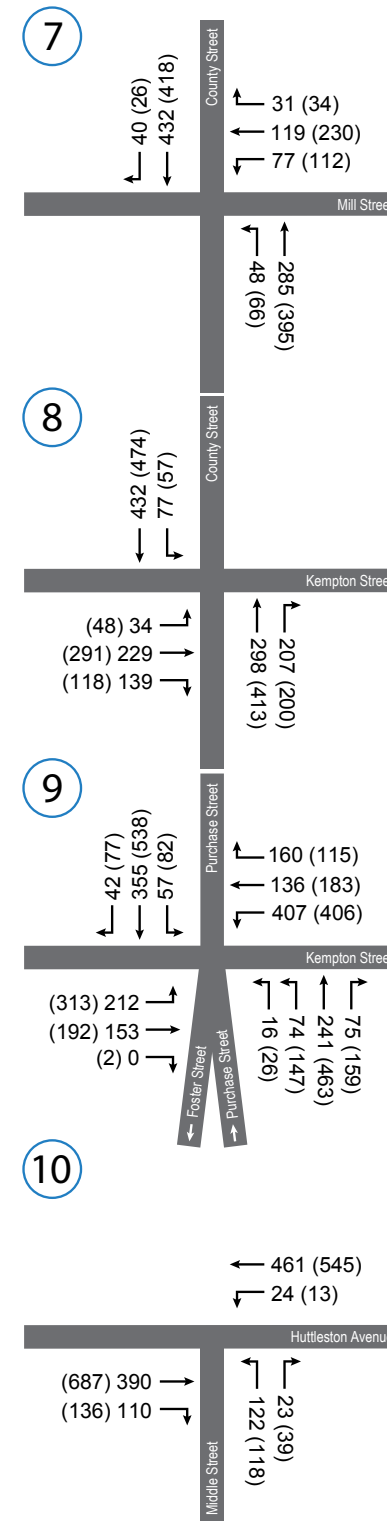
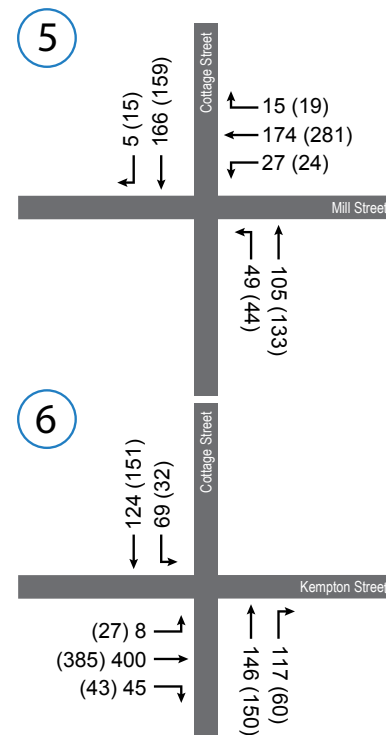
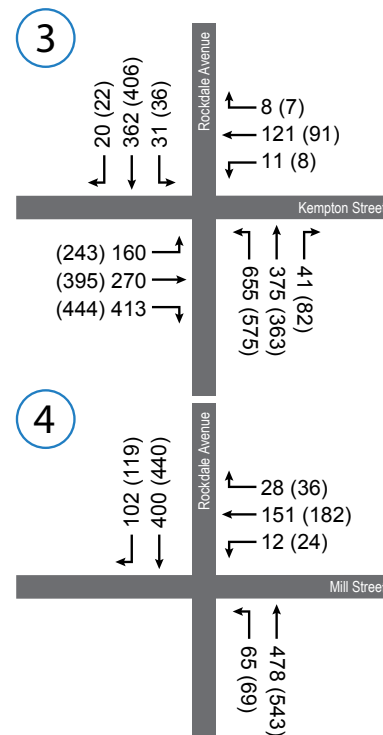
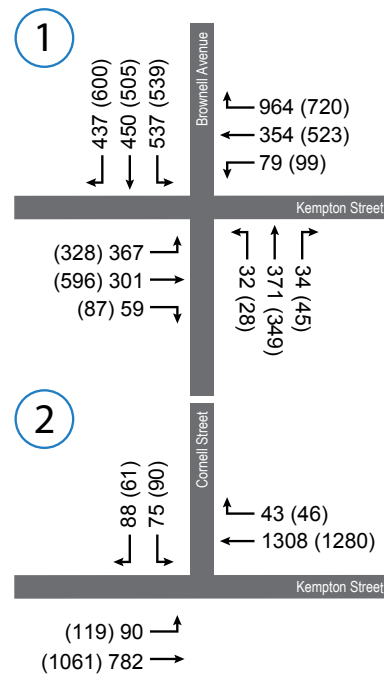
Traffic Volume Maps - 2035 No Build Conditions

2035 Route 6 | New Bedford - Fairhaven Corridor Study

No Build AM (7:30-8:30AM) & PM (4:00-5:00 PM) Peak Volumes

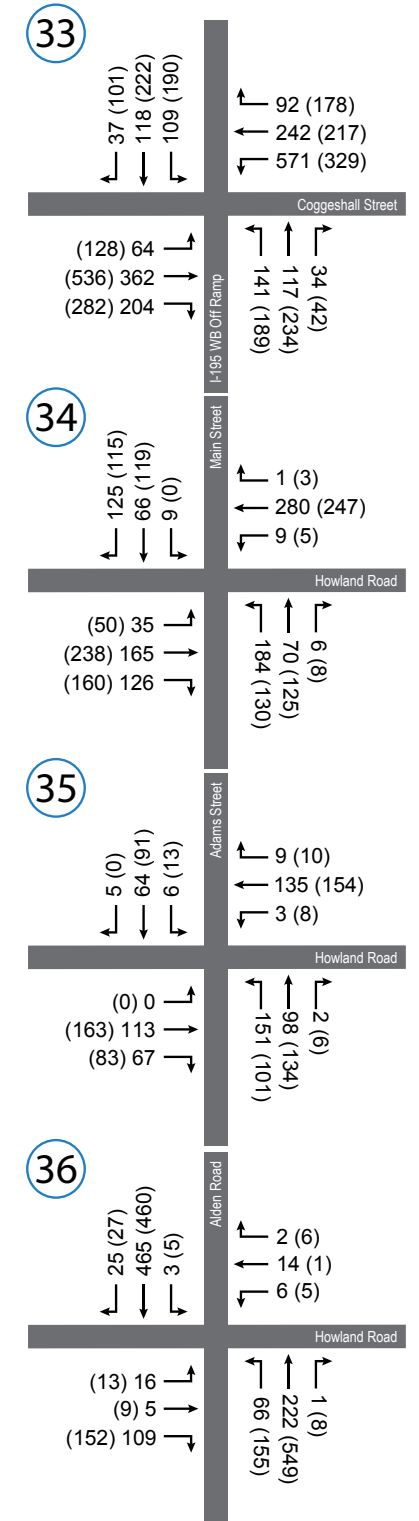
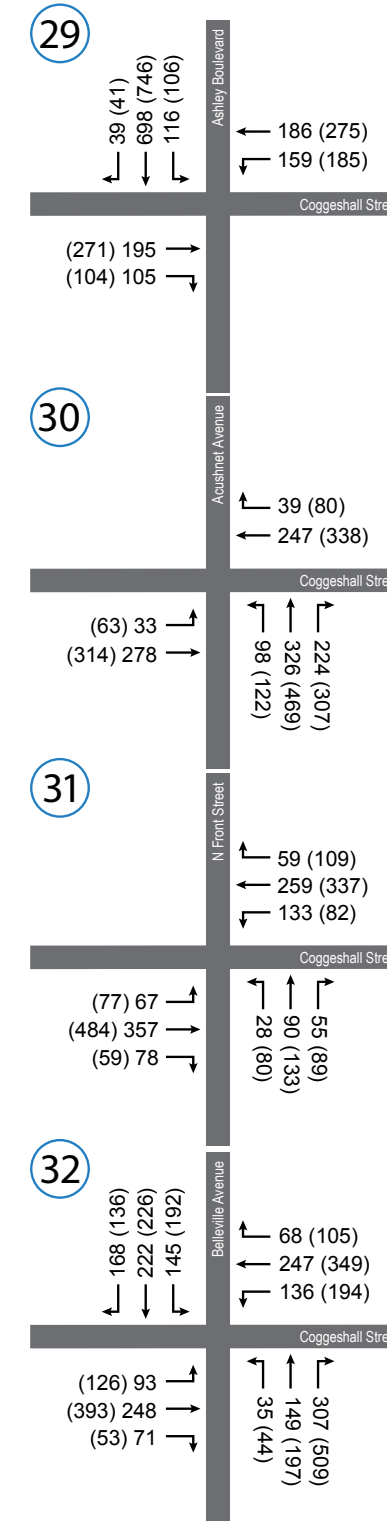
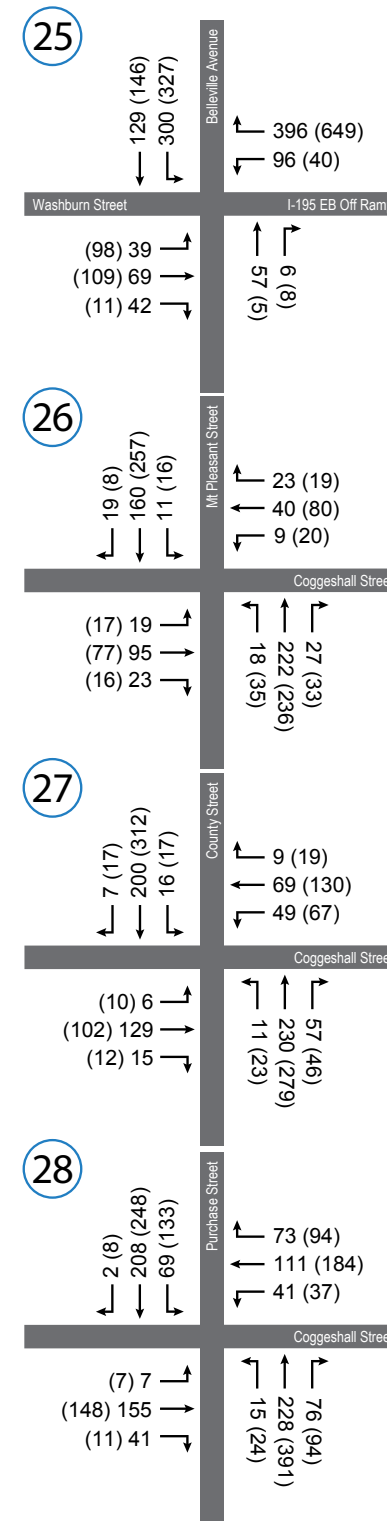
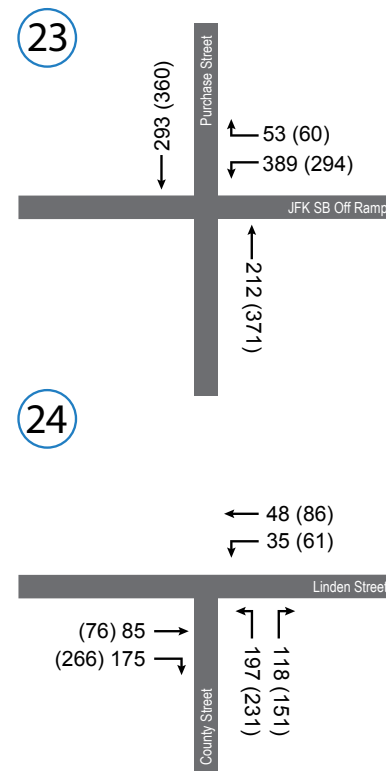
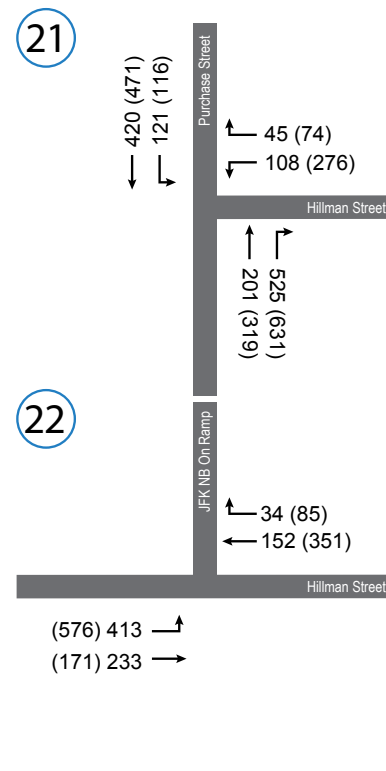
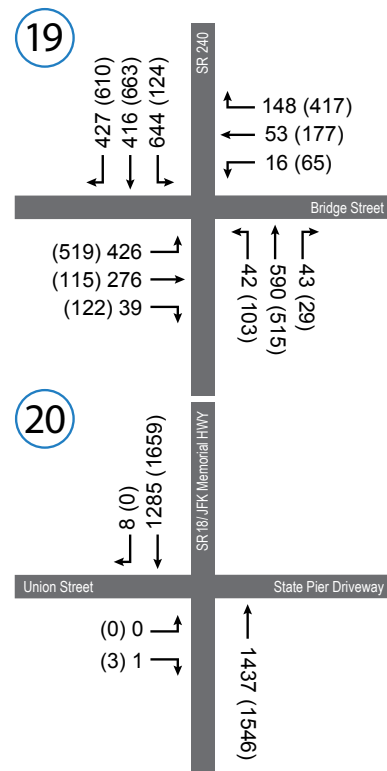


Legend: (X) Location ID
000 AM Peak Hour Volume
(000) PM Peak Hour Volume



2035 Route 6 | New Bedford - Fairhaven Corridor Study

No Build AM (7:30-8:30AM) & PM (4:00-5:00 PM) Peak Volumes





NEW BEDFORD-FAIRHAVEN BRIDGE
CORRIDOR STUDY

Appendix F

Delay and Level of Service (LOS) Comparison Tables

Existing 2014 and 2035 No Build Conditon

Appendix F-1: Comparison of Existing and No Build Conditions - AM Peak Hour (7:30 AM to 8:00 AM)

Int ID	Intersection Name	Link Name	Movement	Existing								No Build							
				Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
1	Kempton St & Brownell Ave/Route 140	Kempton St	EBL	324	1.06	97.4	F					367	1.27	175.7	F				
			EBT	257	0.42	39.2	D	69.8	E			301	0.49	40.4	D	110.5	F		
			EBR	52								59							
			WBL	70	0.24	29.2	C					79	0.29	29.4	C				
			WBT	308	0.57	45.5	D	15.5	B			354	0.65	47.5	D	17.3	B		
		Brownell Ave	WBR	850	0.70	2.8	A			126.4	F	964	0.79	4.6	A			171.5	F
			NBL	28								32							
			NBT	327	1.26	183.1	F	183.1	F			371	1.49	280.6	F	280.6	F		
			NBR	30								34							
			SBT	397	9.92dl	374.1	F	248.2	F			537	11.38dl	485.4	F	322.7	F		
		Route140	SBR	385	0.31	0.5	A					450							
			EBL	79	0.37	7.1	A	3.5	A	11.0	B	437	0.35	0.6	A				
			EBT	676	0.29	3.1	A					90	0.51	12.9	B	4.5	A		
			WBT	1150	0.65	10.4	B	10.4	B			782	0.34	3.6	A			13.5	B
2	Kempton St & Cornell St	Kempton St	WBR	38								1308	0.76	13.8	B	13.8	B		
			EBL	79	0.37	7.1	A	3.5	A			43							
			EBT	676	0.29	3.1	A					75	0.74	53.1	D	53.1	D		
			WBT	1150	0.65	10.4	B	10.4	B			88							
		Cornell St	SBL	65	0.67	49.5	D	49.5	D			160	0.67	41.4	D				
			SBR	78								270	0.61	37.4	D	22.8	C		
			EBL	141	0.75	53.6	D					413	0.34	7.0	A				
			EBT	224	0.64	42.7	D	26.4	C			11							
			EBR	364	0.30	6.7	A					121	0.36	33.2	C	33.2	C		
			WBL	10	0.40	38.1	D	38.1	D	53.8	D	8						82.1	F
3	Kempton St & Rockdale Ave	Kempton St	WBR	7								655	1.09	92.3	F				
			WBT	107	0.40	38.1	D					375	0.47	13.0	B	60.5	E		
			WBL	10								41							
			WBR	7								31							
			NBL	578	0.83	28.9	C					362	1.51	299.0	F	299.0	F		
			NBT	331	0.38	8.8	A	20.9	C			20							
		Rockdale Ave	NBR	35								12							
			SBL	26								151	0.83	58.8	E	58.8	E		
			SBT	319	1.31	217.4	F	217.4	F			28							
			SBR	18								65	0.18	5.1	A	6.4	A	18.6	B
			EBL	7								478	0.50	6.6	A				
			EBT	11								400	0.49	16.2	B	15.1	B		
			EBR	25								102	0.10	11.2	B				
			WBL	11								27							
4	Mill St & Rockdale Ave	Mill St	WBT	129	0.81	59.6	E	59.6	E	16.8	B	151	0.83	58.8	E	58.8	E		
			WBR	25								28							
			NBL	57	0.14	4.0	A	5.1	A			65	0.18	5.1	A	6.4	A		
		Rockdale Ave	NBT	422	0.42	5.3	A					478	0.50	6.6	A				
			SBT	352	0.41	12.6	B	11.9	B			400	0.49	16.2	B	15.1	B		
			SBR	90	0.08	9.2	A					102	0.10	11.2	B				
			WBL	24								27							
			WBT	150	0.75	38.0	D	38.0	D			174	0.78	38.5	D	38.5	D		
			WBR	13								15							
5	Mill St & Cottage St	Mill St	NBL	43	0.21	11.7	B	11.7	B	19.4	B	49	0.25	9.1	A	9.1	A	19.2	B
			NBT	93								105							
			SBT	144	0.19	6.2	A	6.2	A			166	0.22	7.4	A	7.4	A		
		Cottage St	SBR	4								5							
			EBL	7	0.02	12.2	B					8	0.02	9.4	A				
			EBT	336	0.73	21.5	C	20.5	C			400	0.75	19.2	C	18.2	B		
			EBR	40	0.04	12.3	B					45	0.05	9.5	A				
			NBT	129	0.44	19.1	B	19.1	B	21.3	C	146	0.60	26.6	C	26.6	C	35.2	D
6	Kempton St & Cottage St	Kempton St	NBR	100								117							
			SBL	59	0.52	25.3	C	25.3	C			69	0.99	78.4	E	78.4	E		
			SBT	109								124							

Appendix F-1: Comparison of Existing and No Build Conditions - AM Peak Hour (7:30 AM to 8:00 AM)

				Existing								No Build														
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS							
7	Mill St & County St	Mill St	WBL	68	0.80	44.1	D	44.1	D	21.3	C	77	0.78	38.8	D	38.8	D	25.2	C							
			WBT	101								119														
			WBR	27								31														
		County St	NBL	42	0.14	9.8	A	9.4	A			48	0.20	14.9	B	14.9	B									
			NBT	251	0.26	9.3	A					285	0.32	14.9	B											
			SBT	375	0.57	17.6	B	17.6	B			432	0.72	25.1	C	25.1	C									
			SBR	35	40																					
			8	Kempton St & County St	Kempton St	EBL	30	0.25	34.4			C	39.5	D	18.7	B	34			0.21	30.5	C	37.3	D	21.9	C
						EBT	179	0.67	40.0			D					229			0.72	37.9	D				
EBR	123	139																								
County St	NBT	263			0.41	5.7	A	5.7	A	298	0.52	9.0	A	9.0			A									
	NBR	166			207																					
	SBL	62			0.48	13.7	B	13.7	B	77	0.64	21.1	C	21.1			C									
	SBT	381			432																					
	9	Kempton St/Mill St & Purchase St			Kempton St	EBL	187	0.83	88.9	F	78.4	E	75.3	E			212	0.95	108.1	F	90.3	F	90.6	F		
						EBT	95	0.41	62.0	E							153	0.66	70.6	E						
EBR			0	-		-	-	0	-	-					-											
Mill St			WBL	354	0.92	96.0	F	92.6	F	407	1.05	126.8			F	121.6	F									
			WBT	120	0.95	102.1	F			136	1.10	143.9			F											
			WBR	104	0.43	60.0	E			160	0.66	69.9			E											
Purchase St			NBL	75	0.29	55.7	E	55.2	E	90	0.35	57.0			E	56.2	E									
			NBT	209	0.39	56.3	E			241	0.45	57.4			E											
			NBR	62	0.05	51.2	D			75	0.06	51.3			D											
			SBL	44	0.73	66.1	E	66.1	E	57	0.87	75.6	E	75.6	E											
			SBT	307						355																
			SBR	35						42																
			10	Huttleston Ave & Middle St	Huttleston Ave	EBT	295	0.26	6.3	A	6.3	A	9.0	A	390	0.36	7.7	A	7.7	A	9.7	A				
						EBR	88	110																		
						WBL	21	0.37	7.3	A					24	0.49	7.9	A								
WBT						365	461																			
Middle St					NBL	98	0.37	27.2	C	27.2	C	122			0.42	26.1	C	26.1	C							
					NBR	20	23																			
	11	Huttleston Ave & Main St			Huttleston Ave	EBL	45	0.48	25.1	C	13.1	B			24.6	C	61	0.73	39.5	D			15.8	B	26.6	C
						EBT	252	0.29	10.8	B							328	0.40	11.1	B						
						EBR	18	0.28	27.7	C							24.2	C	24	0.32						
WBL			18	21																						
WBT			278	0.47		24.0	C						356	0.64					25.3	C						
WBR			67	77																						
Main St			NBL	49	0.63	32.5	C	32.5	C	62	0.71	34.7	C	34.7			C									
			NBT	53						61																
			NBR	12						14																
			SBL	72	0.77	39.5	D	39.5	D	84	0.83	44.3	D	44.3			D									
			SBT	55						64																
			SBR	59						68																

Appendix F-1: Comparison of Existing and No Build Conditions - AM Peak Hour (7:30 AM to 8:00 AM)

				Existing								No Build									
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS		
12	Huttleston Ave & Green St	Huttleston Ave	EBL	3	0.26	5.2	A	5.2	A	11.9	B	3	0.34	6.4	A	6.4	A	13.1	B		
			EBT	311																	
			EBR	34																	
			WBL	5	0.22	11.9	B	11.9	B												
			WBT	294																	
			WBR	12																	
		Green St	NBL	36	0.46	35.7	D	35.7	D												
			NBT	7																	
			NBR	10																	
			SBL	12																	
			SBT	3	0.37	37.3	D	37.3	D												
			SBR	5																	
			EBL	23	0.84	39.7	D	39.7	D			43.8	D	27	0.94	47.2	D			47.2	D
			EBT	275																	
			EBR	35																	
			WBL	5	0.58	32.4	C	32.4	C												
WBT	248																				
WBR	103																				
Adams St	NBL	44	0.94	79.3	E	79.3	E														
	NBT	92																			
	NBR	31																			
	SBL	139																			
	SBT	85	0.95	44.4	D	44.4	D														
	SBR	19																			
	EBL	13	0.27	3.9	A	3.9	A	7.0	A	15	0.35			5.2	A	5.2	A				
	EBT	398																			
EBR	34																				
WBL	24	0.22	3.7	A	3.7	A															
WBT	315																				
WBR	1																				
Holcomb St	NBL	32	0.50	30.0	C	30.0	C														
	NBT	4																			
	NBR	21																			
	SBL	4																			
	SBT	3	0.13	27.9	C	27.9	C														
	SBR	9																			
	EBL	0	0.37	20.5	C	20.5	C			15.1	B	0	0.43	20.9	C	20.9	C				
	EBT	87																			
EBR	43																				
WBL	29	0.71	27.8	C	27.8	C															
WBT	119																				
WBR	99																				
Huttleston Ave	NBL	9	0.21	8.4	A	8.4	A														
	NBT	241																			
	NBR	38																			
	SBL	156																			
	SBT	266	0.47	9.9	A	9.9	A														
	SBR	1																			
	EBL	0	0.43	20.9	C	20.9	C	17.4	B												
	EBT	101																			
EBR	50																				
WBL	34	0.83	35.8	D	35.8	D															
WBT	138																				
WBR	115																				
Huttleston Ave	NBL	10	0.27	9.0	A	9.0	A														
	NBT	313																			
	NBR	44																			
	SBL	181	0.60	11.8	B	11.8	B														
	SBT	339																			
	SBR	1																			

Appendix F-1: Comparison of Existing and No Build Conditions - AM Peak Hour (7:30 AM to 8:00 AM)

				Existing								No Build														
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS							
16	Huttleston Ave & Alden Rd	Huttleston Ave	EBL	124	0.60	38.1	D	22.3	C	29.2	C	144	0.59	35.6	D	23.6	C	31.8	C							
			EBT	328	0.31	17.2	B					411	0.41	20.0	B											
			EBR	58								67														
			WBL	54	0.50	52.7	D					63	0.54	50.8	D											
			WBT	342	0.53	23.9	C					430	0.78	29.9	C											
			WBR	145								168														
		Alden Rd	NBL	45	0.47	39.1	D	39.1	D			52	0.52	39.0	D	39.0	D									
			NBT	70								81														
			NBR	17								20														
			SBL	172								199														
			SBT	104	0.78	41.4	D	41.4	D																	
			SBR	58								120	67													
			17	Huttleston Ave & Route 240	Huttleston Ave	EBL	51	0.21	17.6			B	15.2	B	20.1	C	59			0.30	22.8	C	19.1	B	21.5	C
						EBT	285	0.29	24.2			C					350			0.40	30.2	C				
						EBR	181	0.14	0.2			A					221			0.18	0.2	A				
					Route 6	WBL	48	0.16	14.5			B	12.7	B			56			0.23	16.7	B	15.6	B		
WBT	279	0.33				20.5	C	357	0.46	24.5	C															
WBR	240	0.17				0.3	A	278	0.20	0.3	A															
Route 240	NBL	174			0.59	26.1	C	29.6	C	201	0.64	26.1	C	29.5			C									
	NBT	292			0.69	39.2	D			338	0.73	39.2	D													
	NBR	53			0.05	0.1	A			61	0.06	0.1	A													
	SBL	156			0.61	25.7	C	23.9	C	181	0.65	24.3	C	22.5			C									
	SBT	163			0.40	33.9	C			189	0.40	32.0	C													
	SBR	88			0.06	0.1	A			102	0.07	0.1	A													
	18	Bridge St & Alden Rd			Bridge St	EBL	76	0.67	44.3	D	38.4	D	44.0	D			88	0.77	57.2	E	48.1	D	60.2	E		
						EBT	229	0.78	36.7	D							265	0.87	45.5	D						
EBR			25					29																		
WBL			92	0.58		35.8	D	107	0.68	41.5					D											
WBT			228	0.70		29.6	C	264	0.77	33.7					C											
WBR			131	0.15		10.3	B	152	0.17	10.3					B											
Alden Rd			NBL	15	0.62	54.9	D	26.0	C	17	0.71	77.9			E	31.2	C									
			NBT	142	0.64	32.8	C			164	0.75	40.5			D											
			NBR	182	0.13	16.4	B			211	0.17	17.1			B											
			SBL	229	1.20	155.5	F	265	1.41	243.2	F	111.9			F											
			SBT	217	0.64	25.2	C	74.5	E	251	0.75					31.0	C									
			SBR	95	0.09	11.2	B	110	0.10	11.7	B															
			19	Bridge St & Route 240	Bridge St	EBL	368	1.02	103.6	F	86.3					F	114.8	F	426	1.17	150.7	F			125.7	F
						EBT	238	0.95	79.8	E		276			1.09				118.9	F						
						EBR	34	0.04	28.0	C		39			0.04				26.7	C						
						WBL	14	0.20	51.3	D		16			0.22				50.9	D						
WBT	46	0.49				54.1	D	53	0.55	55.6		E														
WBR	128	0.10				50.5	D	148	0.11	50.0		D														
Route 240	NBL	36			0.87	131.1	F	66.0	E	42	0.81	101.0	F	108.0	F											
	NBT	510			0.91	63.1	E			590	1.10	114.8	F													
	NBR	37			0.03	32.4	C			43	0.03	32.7	C													
	SBL	556			1.53	292.1	F	644	1.76	389.7	F	206.8	F													
	SBT	359			0.73	47.1	D	156.0	F	416	0.93			68.6	E											
	SBR	369			0.23	39.3	D	427	0.27	40.8	D															
	20	Union St & Route 18			Union St	EBL	0	0.06	28.4	C	28.4			C	2.7	A			0	0.07	32.1	C	32.1	C		
						EBR	1					1														
Route 18			NBL	0	0.55	2.8	A	2.8	A	0	0.61	2.9	A	2.9			A									
			NBT	1255						1437																
			SBT	1124	0.51	2.6	A	2.6	A	1285	0.56	2.6	A	2.6			A									
			SBR	7						8																

Appendix F-1: Comparison of Existing and No Build Conditions - AM Peak Hour (7:30 AM to 8:00 AM)

Int ID	Intersection Name	Link Name	Movement	Existing								No Build							
				Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
21	Hillman St & Purchase St	Hillman St	WBL	80	0.30	16.4	B	16.4	B	11.2	B	108	0.42	18.3	B	18.3	B	12.2	B
			WBR	34								45							
		Purchase St	NBT	177	0.28	9.7	A	9.6	A			201	0.32	10.1	B	10.5	B		
			NBR	384	0.28	9.6	A					525	0.38	10.7	B				
			SBL	88	0.21	9.3	A	11.3	B			121	0.30	10.3	B	12.3	B		
			SBT	370	0.49	11.9	B					420	0.56	12.9	B				
22	Hillman St & NB JFK Memorial Hwy On Ramp	Hillman St	EBLT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			WBTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	Purchase St & SB JFK Memorial Hwy Off Ramp	JFK Memorial Hwy Off Ramp	WBL	340	-	53.3	F	53.3	F	25.9	D	389	-	136.5	F	136.5	F	65.6	F
			WBR	47								53							
		Purchase St	NBT	182	-	0.0	-	0.0	-			212	-	0.0	-	0.0	-		
			NBR	0								0							
			SBL	0	-	0.0	-	0.0	-			0	-	0.0	-	0.0	-		
			SBT	249								293							
24	Linden St & County St	Linden St	EBT	75	-	10.1	B	10.1	B	10.8	B	85	-	11.1	B	11.1	B	12.1	B
			EBR	154								175							
			WBL	25	-	9.2	A	9.2	A			35	-	9.7	A	9.7	A		
			WBT	42								48							
		County St	NBL	174	-	11.7	B	11.7	B			197	-	13.4	B	13.4	B		
			NBR	104								118							
25	Washburn St & Belleville Ave	Washburn St	EBL	34						26.3	D	39						63.4	F
			EBT	61	-	60.0	F	60	F			69	-	159.1	F	159.1	F		
			EBR	37								42							
			WBL	85	-	36.5	E	36.5	E			96	-	90.7	F	90.7	F		
			WBR	349								396							
		Belleville Ave	NBT	50	-	0.0	0.0	0.0	0.0			57	-	0.0	0.0	0.0	0.0		
			NBR	5								6							
			SBL	265	-	6.4	A	6.4	A			300	-	6.6	A	6.6	A		
			SBT	114								129							
26	Coggeshall St & Mt. Pleasant	Coggeshall St	EBL	17						11.7	B	19						13.4	B
			EBT	84	-	11.0	B	11.0	B			95	-	12.1	B	12.1	B		
			EBR	20								23							
			WBL	8								9							
			WBT	34	-	9.8	A	9.8	A			40	-	10.5	B	10.5	B		
			WBR	20								23							
		Mt. Pleasant	NBL	16								18							
			NBT	196	-	13.0	B	13.0	B			222	-	15.3	C	15.3	C		
			NBR	24								27							
			SBL	10								11							
			SBT	141	-	11.3	B	11.3	B			160	-	12.7	B	12.7	B		
			SBR	17								19							
27	Coggeshall St & County St	Coggeshall St	EBL	5						12.2	B	6						12.9	B
			EBT	114	0.26	11.1	B	11.1	B			129	0.30	11.5	B	11.5	B		
			EBR	13								15							
			WBL	42								49							
			WBT	59	0.25	11.0	B	11.0	B			69	0.29	11.5	B	11.5	B		
			WBR	8								9							
		County St	NBL	10								11							
			NBT	203	0.46	13.2	B	13.2	B			230	0.53	14.2	B	14.2	B		
			NBR	50								57							
			SBL	14								16							
			SBT	176	0.36	12.2	B	12.2	B			200	0.41	12.9	B	12.9	B		
			SBR	6								7							

Appendix F-1: Comparison of Existing and No Build Conditions - AM Peak Hour (7:30 AM to 8:00 AM)

				Existing								No Build														
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS							
28	Coggeshall St & Purchase St	Coggeshall St	EBL	6	0.20	4.8	A	4.8	A	170.0	F	7	0.23	5.0	A	5.0	A	261.5	F							
			EBT	137																						
			EBR	35																						
			Purchase St	WBL	36	0.25	5.1	A	5.1			A	41	0.30	5.5	A	5.5			A						
				WBT	94																					
				WBR	62																					
		NBL		13	1.39	220.2	F	220.2	F			15	1.68	345.6	F	345.6	F									
		NBT		195																						
		NBR		67																						
		SBL		59	1.73	375.1	F	375.1	F			69	2.17	568.5	F	568.5	F									
		SBT		177																						
		SBR	2																							
		29	Coggeshall St & Ashley Blvd	Coggeshall St	EBT	170	0.45	18.6	B			18.6	B	21.9	C	195	0.52			19.9	B	19.9	B	34.4	C	
					EBR	93																				
WBL	139				0.80	36.1	D	36.1	D	105	1.06	88.7	F			88.7	F									
WBT	158																									
Ashley Blvd	SBL			97	0.69	18.8	B	18.3	B	116	0.80	22.3	C			21.7	C									
	SBT			604																						
	SBR			34	0.04	11.0	B	698	0.05	11.1	B															
30	Coggeshall St & Acushnet Ave	Coggeshall St	EBL	29	0.11	8.3	A	10.3	B	18.1	B	33	0.15	10.1	B	12.6	B	20.6	C							
			EBT	238								0.37								10.6	B	20.3	C	278	0.44	13.0
			WBT	211	0.58	20.3	C	247	0.74				27.9	C	27.9	C										
			WBR	31																						
		Acushnet Ave	NBL	86	0.22	16.9	B	20.6	C			98	0.23	16.2	B	20.8	C									
			NBT	279								0.71								24.5	C	326	0.75	25.4	C	
			NBR	197	0.18	16.6	B	224	0.21				16.1	B												
			31	Coggeshall St & N Front St	Coggeshall St	EBL	59	-	1.8			A	1.8	A	7.3	A	67			-	1.9	A	1.9	A	19.0	C
						EBT	315																			
EBR	61																									
N. Front Street	WBL	92				-	2.9	A	2.9	A	133	-	4.0	A			4.0	A								
	WBT	228																								
	WBR	52																								
	NBL	14			-	39.9	E	39.9	E	28	-	111.5	F	111.5			F									
	NBT	73																								
	NBR	42																								
32	Coggeshall St & Belleville Ave	Coggeshall St			EBL	81	0.19	14.1	B	26.9	C	27.6	C	93			0.22	13.6	B	27.3	C	49.5	D			
					EBT	213								0.73										29.9		
					EBR	63	0.39	13.4	B	71	0.46						13.6	B								
					WBL	120				0.52				21.7					C	136	0.56			21.8		
					WBT	208	0.06	17.4	B		247						0.06	16.5		B						
			WBR	60																						
		Belleville Ave	NBL	31	0.46	23.1	C	21.7	C	35	0.66			31.6	C	26.4	C									
			NBT	131																						
			NBR	271	0.24	20.9	C	149	0.28	23.4	C															
			SBL	128																						
			SBT	196	0.88	40.8	D	40.8	D	145	1.14			112.0	F	112.0	F									
			SBR	133																						

Appendix F-1: Comparison of Existing and No Build Conditions - AM Peak Hour (7:30 AM to 8:00 AM)

				Existing								No Build										
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS			
33	Coggeshall St & I-195 Off Ramp	Coggeshall St	EBL	56	0.17	14.7	B	18.8	B	56.6	E	64	0.18	13.2	B	16.6	B	79.0	E			
			EBT	316	0.76	28.8	C					362	0.72	25.4	C							
			EBR	178	0.15	0.2	A					204	0.17	0.3	A							
			WBL	504	1.26	147.2	F	571	1.41			214.3	F									
			WBT	204	0.53	17.1	B	242	0.55			16.4	B	136.4	F							
			WBR	81				92														
		195 Off Ramp	NBL	124	0.37	28.2	C	31.6	C	141	0.46	33.6	C	39.7	D							
			NBT	103	0.55	34.1	C			117	0.70	44.3	D									
			SBL	96	0.79	61.9	E			109	0.99	122.3	F			98.0	F					
			SBR	137	0.76	51.6	D			155	0.96	105.2	F									
			34	Howland Rd & Main St	Howland Rd	EBL	30	0.79	49.0	D	49.0	D	50.8	D	35	0.97	78.7	E	78.7	E	93.3	F
						EBT	140								165							
EBR	109	126																				
WBL	8	9				0.47	5.0	A	5.0	A												
WBT	232	280																				
WBR	1	1																				
Main St	NBL	159			0.98	100.2	F	100.2	F	184	1.32	222.1	F	222.1	F							
	NBT	53								70												
	NBR	5								6												
	SBL	8			9	0.97	108.5	F	108.5	F												
	SBT	57			66																	
	SBR	108			125																	
35	Howland Rd & Adams St	Howland Rd	EBL	0	0.20	0.4	A	0.4	A	41.4	D	0	0.24	0.5	A	0.5	A	52.3	D			
			EBT	95								113										
			EBR	58								67										
			WBL	3	3	0.52	46.4	D	46.4			D										
			WBT	107	135																	
			WBR	8	9																	
		Adams St	NBL	130	0.86	69.9	E	69.9	E	151	1.00	100.9	F	100.9	F							
			NBT	85						98												
			NBR	2						2												
			SBL	5	6	0.57	50.9	D	50.9	D												
			SBT	55	64																	
			SBR	4	5																	
36	Howland Rd & Alden Rd	Howland Rd	EBL	14	-	17.9	C	17.9	C	4.2	A	16	-	25.4	D	25.4	D	6.1	A			
			EBT	2								5										
			EBR	94								109										
		Nancy St	WBL	5	-	26.9	D	26.9	D			6	-	38.1	E	38.1	E					
			WBT	3								14										
			WBR	2								2										
		Alden Rd	NBL	57	-	2.7	A	2.7	A	66	-	3.0	A	3.0	A							
			NBT	192						222												
			NBR	1						1												
			SBL	3	3	-	0.2	A	0.2	A												
			SBT	402	465																	
			SBR	22	25																	
			Legend																			
			LOS Mid LOS D E F																			
			Delay (Signalized) 45 - 55 55 - 80 >80																			
			Delay (Unsignalized) 30 - 35 35 - 50 >50																			

Appendix F-2: Comparison of Existing and No Build Conditions - PM Peak Hour (4:00 PM to 5:00 PM)

				Existing								No Build													
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS						
1	Kempton St & Brownell Ave/Route 140	Kempton St	EBL	289	1.72	398.3	F	161.6	F	166.5	F	328	1.95	497.8	F	199.2	F	211.5	F						
			EBT	513	0.78	48.3	D					596	0.91	59.3	E										
			EBR	77	0.75	68.7	E					87	0.82	77.2	E										
			WBL	87																					
			WBT	455								0.61								43.6	D	523	0.70	45.8	D
			WBR	635								0.47								1.1	A	720	0.53	1.4	A
		Brownell Ave	NBL	25	1.15	143.7	F	143.7	F			28	1.34	218.2	F	218.2	F								
			NBT	308								349													
			NBR	40								45													
			SBL	475								9.53dl								463.0	F	539	11.02dl	586.4	F
		Route140	SBT	445	288.1	F	505	364.8	F																
			SBR	529			0.38					0.7	A	600	0.43	0.8	A								
			EBL	105			0.38					4.4	A	119	0.50	6.8	A								
			EBT	923			0.36					3.2	A	1061	0.42	3.6	A								
2	Kempton St & Cornell St	Kempton St	WBT	1123	0.56	8.4	A	8.4	A	9.0	A	1280	0.64	10.2	B	10.2	B	10.6	B						
			WBR	41	46																				
			SBL	79	0.71	54.0	D					54.0	D	90	0.78					60.8	E	60.8	E		
			SBR	54	61																				
		Cornell St	SBL	79	0.71	54.0	D	54.0	D			90	0.78	60.8	E	60.8	E								
			SBR	54	61																				
3	Kempton St & Rockdale Ave	Kempton St	EBL	214	0.61	30.7	C	23.0	C	56.8	E	243	0.75	39.5	D	27.9	C	76.2	E						
			EBT	336	0.61	30.1	C					395	0.75	36.6	D										
			EBR	392	0.30	12.3	B					444	0.34	13.5	B										
			WBL	7	0.25	24.8	C					24.8	C	8	0.35					27.1	C	27.1	C		
			WBT	80																					
			WBR	6										91											
		7																							
		Rockdale Ave	NBL	507	1.23	145.9	F	90.6	F			575	1.42	222.5	F	133.8	F								
			NBT	320	0.50	19.2	B					363	0.55	19.3	B										
			NBR	72	82																				
			SBL	32	36																				
			SBT	358	0.95	74.4	E					74.4	E	406	1.04					81.8	F	81.8	F		
			SBR	19	22																				
			WBL	21	0.56	36.2	D					36.2	D	24	0.54					31.4	C	31.4	C		
WBT	155		182																						
WBR	32	36																							
4	Mill St & Rockdale Ave	Mill St	NBL	61	0.17	5.7	A	7.6	A	16.8	B	69	0.26	9.3	A	13.3	B	21.4	C						
			NBT	479	0.49	7.9	A					543	0.61	13.8	B										
			SBT	388	0.50	19.6	B					440	0.65	27.7	C										
		Rockdale Ave	SBR	105	0.13	14.2	B	18.2	B			119	0.17	18.5	B	25.3	C								
			WBL	21	0.77	27.9	C	27.9	C			24	0.80	27.2	C	27.2	C								
			WBT	242								281													
WBR	17	19																							
5	Mill St & Cottage St	Mill St	NBL	39	0.21	5.3	A	5.3	A	16.5	B	44	0.26	6.5	A	6.5	A	17.0	B						
			NBT	117	133																				
			SBT	140	0.19	7.7	A					7.7	A	159	0.23					9.2	A	9.2	A		
		Cottage St	SBR	13	15																				
			EBL	24	0.07	11.5	B	18.2	B			27	0.06	7.5	A	11.8	B			14.0	B				
			EBT	327	0.72	19.6	B					385	0.66	12.6	B										
EBR	38	0.04	11.4	B	43	0.05	7.5			A															
6	Kempton St & Cottage St	Kempton St	NBT	132	0.27	12.2	B	12.2	B	14.4	B	150	0.42	19.0	B	19.0	B								
			NBR	53	60																				
			SBL	28	0.28	7.7	A					7.7	A	32	0.46			14.0	B			14.0	B		
		SBT	133	151																					

Appendix F-2: Comparison of Existing and No Build Conditions - PM Peak Hour (4:00 PM to 5:00 PM)

				Existing								No Build													
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS						
7	Mill St & County St	Mill St	WBL	99	0.70	22.3	C	22.3	C	23.3	C	112	0.68	17.3	B	17.3	B	49.6	D						
			WBT	197																					
			WBR	30																					
		County St	NBL	58	0.28	8.8	A	11.8	B			66	0.50	12.2	B	17.3	B								
			NBT	348	0.48	12.3	B	36.6	D			395	0.66	18.3	B	115.1	F			115.1	F				
			SBT	369	0.81	36.6	D	418	1.14																
			SBR	23																					
8	Kempton St & County St	Kempton St	EBL	42	0.24	27.4	C	31.0	C	14.6	B	48	0.24	25.7	C	30.3	C	17.5	B						
			EBT	244	0.65	31.5	C					291	0.69	30.9	C										
			EBR	104			118																		
		County St	NBT	364	0.51	7.2	A	7.2	A			413	0.60	9.6	A	9.6	A								
			NBR	176			200																		
			SBL	50	0.59	10.2	B	10.2	B			57	0.72	16.0	B	16.0	B								
			SBT	418			474																		
9	Kempton St/Mill St & Purchase St	Kempton St	EBL	276	1.02	123.8	F	101.5	F	82.2	F	313	1.15	166.4	F	128.4	F	114.2	F						
			EBT	162	0.59	68.4	E					192	0.70	74.1	E					123.1	F	119.5	F		
			EBR	2	0.00	54.6	D					2	0.00	54.6	D										
		Mill St	WBL	352	0.96	105.7	F	91.4	F			406	1.09	142.0	F	119.5	F								
			WBT	161	0.89	90.9	F					183	1.04	123.1	F					119.5	F				
			WBR	94	0.46	60.9	E					115	0.56	64.7	E										
		Purchase St	NBL	147	0.54	62.4	E	60.3	E			173	0.64	66.3	E	63.5	E								
			NBT	404	0.64	62.1	E					463	0.74	65.6	E										
			NBR	134	0.15	52.8	D					159	0.22	54.2	D										
			SBL	44					82																
			SBT	457	0.94	85.6	F	85.6	F			538	1.18	159.2	F	159.2	F								
			SBR	60								77													
			10	Huttleston Ave & Middle St	Huttleston Ave	EBT	562	0.38	7.3			A	7.3	A	10.3	B	687			0.49	9.3	A	9.3	A	11.6
		EBR				109	0.34	7.8	A			7.8	A	136			0.43			9.3	A	9.3	A		
		WBL				11								13											
WBT	465	545																							
Middle St	NBL	102			0.50	31.5	C	31.5	C	118	0.52	29.9	C	29.9			C								
	NBR	34			39																				
11	Huttleston Ave & Main St	Huttleston Ave	EBL	120	0.46	12.1	B	11.3	B	28.6	C	145	0.60	13.4	B	10.8	B	30.7	C						
			EBT	436	0.39	11.1	B					536	0.48	10.1	B										
			EBR	40	46																				
			WBL	25	0.56	40.2	D	29	0.64			51.8	D	30.9	C										
			WBT	348	0.42	26.3	C	409	0.57			29.1	C												
			WBR	63	73																				
			Main St	NBL	74	0.86	56.2	E	56.2			E	86	0.91	62.6	E	62.6			E					
				NBL	75								87												
		NBR		25	29																				
		SBL		62	72																				
		SBT		93	0.84	51.8	D	51.8	D			108	0.89	56.7	E	56.7	E								
		SBR		54								63													

Appendix F-2: Comparison of Existing and No Build Conditions - PM Peak Hour (4:00 PM to 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Existing								No Build							
				Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
12	Huttleston Ave & Green St	Huttleston Ave	EBL	4	0.33	6.3	A	6.3	A	15.3	B	5	0.41	9.0	A	9.0	A	15.7	B
			EBT	488								596							
			EBR	33								38							
			WBL	8	0.26	17.9	B	17.9	B			9	0.31	15.8	B	15.8	B		
			WBT	389								457							
			WBR	14								16							
		Green St	NBL	44	0.59	41.3	D	41.3	D			51	0.63	42.1	D	42.1	D		
			NBT	8								9							
			NBR	24								28							
			SBL	6	0.37	42.5	D	42.5	D			7	0.41	42.6	D	42.6	D		
			SBT	5								6							
			SBR	3								3							
13	Huttleston Ave & Adams St	Huttleston Ave	EBL	23	1.00	65.8	E	65.8	E	51.8	D	27	1.36	199.4	F	199.4	F	123.7	F
			EBT	461								564							
			EBR	34								39							
			WBL	8	0.79	40.1	D	40.1	D			9	1.02	74.7	E	74.7	E		
			WBT	373								438							
			WBR	170								197							
		Adams St	NBL	30	0.95	92.9	F	92.9	F			35	1.12	147.2	F	147.2	F		
			NBT	84								97							
			NBR	29								34							
			SBL	122	0.72	19.4	B	19.4	B			141	0.88	39.6	D	39.6	D		
			SBT	72								83							
			SBR	8								9							
14	Huttleston Ave & Holcomb St	Huttleston Ave	EBL	31	0.35	4.0	A	4.0	A	7.1	A	36	0.45	5.5	A	5.5	A	8.0	A
			EBT	561								680							
			EBR	20								23							
			WBL	18	0.28	3.6	A	3.6	A			21	0.35	4.8	A	4.8	A		
			WBT	485								568							
			WBR	3								3							
		Holcomb St	NBL	29	0.48	30.6	C	30.6	C			34	0.46	28.7	C	28.7	C		
			NBT	9								10							
			NBR	23								27							
			SBL	13	0.27	29.4	C	29.4	C			15	0.26	27.5	C	27.5	C		
			SBT	7								8							
			SBR	37								43							
15	Huttleston Ave & Bridge St	Bridge St	EBL	8	0.24	19.4	B	19.4	B	17.8	B	9	0.29	20.9	C	20.9	C	27.8	C
			EBT	70								81							
			EBR	37								43							
			WBL	58	0.84	35.9	D	35.9	D			67	1.01	71.2	E	71.2	E		
			WBT	120								139							
			WBR	239								277							
		Huttleston Ave	NBL	14	0.32	9.4	A	9.4	A			16	0.37	9.7	A	9.7	A		
			NBT	341								401							
			NBR	85								98							
			SBL	200	0.59	11.5	B	11.5	B			232	0.72	14.1	B	14.1	B		
			SBT	400								494							
			SBR	3								3							

Appendix F-2: Comparison of Existing and No Build Conditions - PM Peak Hour (4:00 PM to 5:00 PM)

				Existing								No Build																											
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS																				
16	Huttleston Ave & Alden Rd	Huttleston Ave	EBL	143	0.73	49.9	D	34.8	C	41.7	D	166	0.84	62.9	E	50.1	D	66.4	E																				
			EBT	459	0.63	31.0	C					562	0.89	47.0	D																								
			EBR	85	0.68	54.1	D					98	1.09	107.2	F					99.3	F																		
			WBL	97								112										0.66	49.2	D															
			WBT	396								0.82										45.6	D	465	1.09	107.2	F	99.3	F										
			WBR	180								208										0.74	39.3	D	39.3	D													
		Alden Rd	NBL	87	101	0.98	65.0	E	65.0			E																											
			NBT	162	188								0.87	46.2	D	46.2	D																						
			NBR	63	278															0.69	38.6						D	38.6	D										
			SBL	240	211																									0.87	46.2	D	46.2	D					
			SBT	182	125																														0.87	46.2	D	46.2	D
			SBR	108	125																	0.87	46.2	D	46.2	D													
17	Huttleston Ave & Route 240	Huttleston Ave	EBL	74	0.26	31.9	C	24.4	C	21.9	C	86						0.37	40.1																				
			EBT	425	0.45	39.3	D					513	0.62	48.6	D																								
			EBR	263	0.21	0.2	A					314	0.24	0.2	A																								
		Route 6	WBL	85	0.34	18.5	B	15.1	B			98	0.47	20.5	C	17.3	B	24.1	C																				
			WBT	362	0.41	26.0	C					426	0.54	29.9	C																								
			WBR	234	0.23	0.4	A					271	0.27	0.5	A																								
		Route 240	NBL	192	0.61	27.2	C	28.5	C			222	0.60	22.9	C	26.5	C			24.1	C																		
			NBT	251	0.68	39.2	D					291	0.70	38.0	D																								
			NBR	94	0.07	0.1	A					109	0.08	0.1	A																								
			SBL	260	0.64	19.9	B	21.1	C			301	0.72	21.0	C	22.6	C																						
			SBT	352	0.52	30.1	C					408	0.62	32.5	C																								
			SBR	122	0.09	0.1	A					141	0.10	0.1	A																								
18	Bridge St & Alden Rd	Bridge St	EBL	178	0.99	97.3	F	67.8	E	51.8	D	206	1.14	144.5	F	105.9	F					77.1	E																
			EBT	252	0.87	49.5	D					292	1.01	82.1	F																								
			EBR	30	0.98	93.3	F					35	1.13	140.5	F									68.8	E														
			WBL	181								210						1.02	83.5							F													
			WBT	310								0.88						50.8	D							359	1.02	83.5	F										
			WBR	278								0.24						12.5	B							322	0.28	12.8	B										
		Alden Rd	NBL	39	1.01	145.7	F	59.6	E			45	1.17	196.1	F	86.8	F	77.1	E																				
			NBT	251	0.95	72.5	E					291	1.10	116.9	F																								
			NBR	195	0.16	16.7	B					226	0.19	16.9	B																								
			SBL	205	0.98	89.0	F					237	1.14	136.4	F																								
			SBT	319	0.72	30.4	C					369	0.84	38.9	D					59.9	E																		
			SBR	164	0.14	11.1	B					190	0.16	11.2	B																								
19	Bridge St & Route 240	Bridge St	EBL	448	0.94	69.7	E	61.0	E	51.4	D	519	1.11	117.2	F	101.3	F			78.6	E																		
			EBT	99	0.95	70.9	E					115	1.12	121.7	F																								
			EBR	105	0.12	19.9	B					122	0.16	20.8	C																								
			WBL	56	0.41	40.6	D					65	0.48	41.9	D																								
			WBT	153	0.98	105.1	F					177	1.15	158.4	F							90.7	F																
			WBR	360	0.38	40.3	D					417	0.87	75.2	E																								
		Route 240	NBL	89	1.03	149.7	F	57.8	E			103	1.21	207.1	F	83.4	F	78.6	E																				
			NBT	445	0.83	44.3	D					515	0.97	66.2	E																								
			NBR	25	0.03	22.2	C					29	0.03	22.7	C																								
			SBL	107	0.71	50.4	D					124	0.77	54.7	D																								
			SBT	573	0.89	48.8	D					41.2	D	663	1.04							82.8	F	57.2	E														
			SBR	527	0.37	32.1	C							610	0.43							33.2	C																

Appendix F-2: Comparison of Existing and No Build Conditions - PM Peak Hour (4:00 PM to 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Existing								No Build							
				Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
20	Union St & Route 18	Union St	EBL	0	0.26	60.2	E	60.2	E	2.4	A	0	0.26	60.2	E	60.2	E	2.9	A
			EBR	3								3							
		Route 18	NBL	0	0.52	2.1	A	2.1	A			0	0.60	2.6	A	2.6	A		
			NBT	1350								1546							
			SBT	1449	0.56	2.4	A	2.4	A			1659	0.64	2.9	A	2.9	A		
			SBR	0								0							
21	Hillman St & Purchase St	Hillman St	WBL	190	0.51	19.5	B	19.5	B	12.8	B	276	0.74	27.1	C	27.1	C	15.4	B
			WBR	54								74							
		Purchase St	NBT	281	0.35	10.2	B	10.8	B			319	0.40	10.8	B	11.7	B		
			NBR	539	0.41	11.1	B					631	0.48	12.1	B				
			SBL	99	0.28	10.1	B	12.7	B			116	0.35	11.2	B	14.2	B		
			SBT	415	0.58	13.4	B					471	0.65	15.0	B				
22	Hillman St & NB JFK Memorial Hwy On Ramp	Hillman St	EBLT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			WBTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	Purchase St & SB JFK Memorial Hwy Off Ramp	JFK Memorial Hwy On Ramp	WBL	259	-	57.2	F	57.2	F	18.8	C	294	-	148.5	F	148.5	F	48.0	E
			WBR	53								60							
		Purchase St	NBT	316	-	0.0	-	0.0	-			371	-	0.0	-	0.0	-		
			NBR	0								0							
			SBL	0	-	0.0	-	0.0	-			0	-	0.0	-	0.0	-		
			SBT	314								360							
24	Linden St & County St	Linden St	EBT	67	-	12.5	B	12.5	B	14.3	B	76	-	15.1	C	15.1	C	18.2	C
			EBR	235								266							
			WBL	54	-	10.8	B	10.8	B			61	-	11.9	B	11.9	B		
			WBT	76								86							
		County St	NBL	204	-	16.8	C	16.8	C			231	-	22.9	C	22.9	C		
			NBR	133								151							
25	Washburn St & Belleville Ave	Washburn St	EBL	86						107.3	F	98						1941.6	F
			EBT	96	-	508.0	F	508.0	F			109	-	Err	F	Err	F		
			EBR	10								11							
			WBL	35	-	16.4	C	16.4	C			40	-	31.4	D	31.4	D		
			WBR	572								649							
		Belleville Ave	NBT	4	-	0.0	-	0.0	-			5	-	0.0	-	0.0	-		
			NBR	7								8							
			SBL	288	-	6.0	A	6.0	A			327	-	6.2	A	6.2	A		
			SBT	129								146							
												17							
26	Coggeshall St & Mt. Pleasant	Coggeshall St	EBL	15						12.2	B	77	-	12.1	B	12.1	B	14.6	B
			EBT	68	-	10.9	B	10.9	B			16							
			WBL	18								20							
			WBT	59	-	10.3	B	10.3	B			80	-	11.5	B	11.5	B		
			WBR	17								19							
												35							
		Mt. Pleasant	NBL	31	-	13.4	B	13.4	B			236	-	16.7	C	16.7	C		
			NBT	208								33							
			NBR	29								16							
			SBL	14								257	-	14.7	B	14.7	B		
			SBT	227	-	12.4	B	12.4	B			8							
			SBR	7															

Appendix F-2: Comparison of Existing and No Build Conditions - PM Peak Hour (4:00 PM to 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Existing								No Build														
				Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS							
27	Coggeshall St & County St	Coggeshall St	EBL	9	0.21	10.6	B	10.6	B	13.1	B	10	0.24	10.9	B	10.9	B	14.4	B							
			EBT	90								102														
			EBR	11								12														
			WBL	59	0.32	11.6	B	11.6	B			67	0.39	12.4	B	12.4	B									
			WBT	103								130														
			WBR	17								19														
		County St	NBL	20	0.51	13.4	B	13.4	B			23	0.58	14.8	B	14.8	B									
			NBT	246								279														
			NBR	41								46														
			SBL	15	0.57	14.6	B	14.6	B			17	0.65	16.5	B	16.5	B									
			SBT	275								312														
			SBR	15								17														
28	Coggeshall St & Purchase St	Coggeshall St	EBL	6	0.29	16.4	B	16.4	B	14.7	B	7	0.33	17.0	B	17.0	B	20.7	C							
			EBT	130								148														
			EBR	10								11														
			WBL	33	0.57	21.1	C	21.1	C			37	0.70	25.0	C	25.0	C									
			WBT	151								184														
			WBR	71								94														
		Purchase St	NBL	21	0.59	10.7	B	10.7	B			24	0.68	12.6	B	12.6	B									
			NBT	338								391														
			NBR	83								94														
			SBL	116	0.70	14.1	B	14.1	B			133	0.89	28.4	C	28.4	C									
			SBT	215								248														
			SBR	7								8														
29	Coggeshall St & Ashley Blvd	Coggeshall St	EBT	237	0.54	20.1	C	20.1	C	48.9	D	271	0.62	21.9	C	21.9	C	102.0	F							
			EBR	92								104														
			WBL	163	1.22	143.7	F	143.7	F			185	1.67	339.7	F	339.7	F									
			WBT	219								275														
		Ashley Blvd	SBL	93	0.60	16.7	B	16.4	B			106	0.69	18.6	B	18.2	B									
			SBT	645								746														
			SBR	36	0.03	10.9	B					41	0.04	11.0	B											
			30	Coggeshall St & Acuschnet Ave	Coggeshall St	EBL	56	0.24	10.9			B	11.8	B	19.6	B	63			0.39	14.3	B	14.5	B	35.2	D
						EBT	274	0.47	12.0			B					314			0.56	14.6	B				
						WBT	274	0.80	28.9			C	28.9	C			338			1.07	86.3	F	86.3	F		
WBR	55						80																			
Acuschnet Ave	NBL	108			0.23	15.1	B	19.1	B	122	0.24	14.5	B	20.0			C									
	NBT	400			0.73	23.1	C			469	0.79	25.3	C													
	NBR	269			0.21	14.9	B			307	0.24	14.5	B													
	31	Coggeshall St & N Front St			Coggeshall St	EBL	68	-	2.3	A	2.3	A	58.2	F			77	-	2.7	A	2.7	A	180.1	F		
						EBT	427										484									
						EBR	48										59									
WBL			66	-		3.1	A	3.1	A	82	-	4.1			A	4.1	A									
WBT			298							337																
WBR			96							109																
N. Front Street			NBL	31	-	305.9	F	305.9	F	80	-	830.0			F	830.0	F									
			NBT	114						133																
			NBR	70						89																

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Int ID	Intersection Name	Link Name	Movement	Existing								No Build											
				Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS				
32	Coggeshall St & Belleville Ave	Coggeshall St	EBL	111	0.33	13.8	B	26.9	C	28.9	C	126	0.38	13.6	B	27.0	C	56.9	E				
			EBT	339	0.76	31.4	C					393	0.79	31.5	C								
			EBR	47								53											
			WBL	171	0.69	20.8	C	23.2	C			194	0.82	29.1	C	25.8	C						
			WBT	304	0.65	26.6	C					349	0.67	26.0	C								
			WBR	93	0.10	19.3	B					105	0.12	18.3	B								
		Belleville Ave	NBL	39	0.77	34.8	C	27.1	C			44	1.14	129.1	F	62.8	E						
			NBT	174								197											
			NBR	449	0.48	23.4	C					509	0.67	31.4	C								
			SBL	169	0.88	40.3	D	40.3	D			192	1.14	115.6	F	115.6	F						
			SBT	199								226											
			SBR	116								136											
33	Coggeshall St & I-195 Off Ramp	Coggeshall St	EBL	113	0.29	14.0	B	24.1	C	64.3	E	128	0.35	14.0	B	29.1	C	97.1	F				
			EBT	465	0.75	29.5	C					536	0.87	38.2	D								
			EBR	249	0.28	19.8	B					282	0.36	20.6	C								
			WBL	290	1.05	77.1	E	329	1.35			196.3	F	106.9	F								
			WBT	191	0.60	21.0	C	47.9	D			217	0.71			24.9	C						
			WBR	157				178															
		195 Off Ramp	NBL	167	0.50	34.2	C					189	0.57	35.8	D								
			NBT	206	0.96	82.8	F	63.3	E			234	1.10	123.7	F	88.6	F						
			SBL	168	1.10	143.1	F	165.2	F			190	1.25	195.8	F	216.6	F						
			SBR	285	1.41	260.8	F					323	1.60	340.3	F								
34	Howland Rd & Main St	Howland Rd	EBL	43	1.23	169.2	F	169.2	F	124.7	F	50	1.55	303.2	F	303.2	F	225.6	F				
			EBT	198								238											
			EBR	138								160											
			WBL	4	0.40	10.5	B	10.5	B			5	0.46	12.7	B	12.7	B						
			WBT	213								247											
			WBR	3								3											
		Main St	NBL	112	1.28	195.3	F	195.3	F			130	1.70	374.3	F	374.3	F						
			NBT	108								125											
			NBR	7								8											
			SBL	0	0.90	81.3	F	81.3	F			0	1.07	127.8	F	127.8	F						
			SBT	103								119											
			SBR	99								115											
35	Howland Rd & Adams St	Howland Rd	EBL	0	0.30	1.0	A	1.0	A	39.0	D	0	0.36	1.4	A	1.4	A	50.0	D				
			EBT	133								163											
			EBR	72								83											
			WBL	7	0.87	78.5	E	78.5	E			8	1.01	110.3	F	110.3	F						
			WBT	133								154											
			WBR	9								10											
		Adams St	NBL	87	0.73	47.1	D	47.1	D			101	0.86	60.0	E	60.0	E						
			NBT	116								134											
			NBR	5								6											
			SBL	11	0.58	46.0	D	46.0	D			13	0.64	48.3	D	48.3	D						
			SBT	79								91											
			SBR	0								0											

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				Existing								No Build							
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
36	Howland Rd & Alden Rd	Howland Rd	EBL	11	-	24.2	C	24.2	C	5.6	A	13	-	142.3	F	142.3	F	24.0	C
			EBT	0															
			EBR	131															
		Nancy St	WBL	4	-	43.4	E	43.4	E			5	-	113.9	F	113.9	F		
			WBT	1															
			WBR	5															
		Alden Rd	NBL	134	-	3.8	A	3.8	A			155	-	4.6	A	4.6	A		
			NBT	474															
			NBR	7															
			SBL	4															
			SBT	397															
			SBR	23															
		Legend																	
		LOS		Mid LOS D	E	F													
		Delay (Signalized)		45 - 55	55 - 80	>80													
Delay (Unsignalized)		30 - 35	35 - 50	>50															